DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: June 13, 2019
Time: After 8:30 A.M.*
Place: Los Angeles City Hall
Council Chambers
200 N. Spring Street
Los Angeles, CA 90012

Public Hearing: Initial public hearing completed February 6, 2019. Limited public hearing to be held at June 13, 2019 City Planning Commission meeting.
Appeal Status: Density Bonus on-menu incentive is appealable to City Council by abutting owners. Density Bonus off-menu waiver is not further appealable. Site Plan Review is appealable to City Council.
Expiration Date: June 13, 2019
Multiple Approval: Yes

Case No.: CPC-2018-656-DB-SPR
CEQA No.: ENV-2018-618-CE
Incidental Cases: N/A
Related Cases: CPC-2018-617-DB-SPR
Council No.: 4 - Ryu
Plan Area: Wilshire
Specific Plan: N/A
Certified NC: Greater Wilshire
Existing GPLU: High Medium Residential and General Commercial
Existing Zone: R4-1 and C2-1

Applicant: Kevin Read,
Bastion Development Corporation
Representative: Dominic Hong,
TDA Consultants

PROJECT LOCATION: 975-981 South Manhattan Place

PROPOSED PROJECT: The demolition of an existing single-family home and surface parking lot and the construction, use, and maintenance of a new seven-story, 86-foot high residential development consisting of 95 dwelling units. The project will set aside eight (8) units (11% of the base density) for Very-Low Income Households. The project will provide 149 automobile parking spaces located within two subterranean levels and at the ground level.

REQUESTED ACTION:

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

2) Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22-A,25, a 35% Density Bonus for a Housing Development Project with a total of 95 dwelling units [with eight (8) units – 11% of the base density set aside for Very-Low Income Households], in lieu of the base density of 71 units; utilizing Parking Option 1 which allows for all units within the project to be calculated at one space for each bedroom; and one (1) On-Menu Incentive and one (1) Off-Menu Incentive:

   a. Pursuant to LAMC Section 12.22-A,25(g)(2), an On-Menu Incentive to permit Vehicular Access Across Parcels; and

   b. Pursuant to LAMC Section 12.22-A,25(g)(3), an Off-Menu Incentive to permit a maximum FAR of 5:31:1 in lieu of the 1.5:1 and 3:1 otherwise permitted by the C2-1 and R4-1 Zones, respectively, and;

3) Pursuant to LAMC Section 16.05, a Site Plan Review for a development which creates, or results in an increase of 50 or more dwelling units.

\RECOMMENDED ACTIONS:

1) **Determine** based on the whole of the administrative record, the project is exempt from CEQA pursuant to CEQA Guidelines, Section,15332, 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 35 percent density bonus with a set aside of 11% (eight (8) dwelling units) of the permitted density for Very Low Income Households; and one (1) On-Menu Incentive and one (1) Off-Menu Incentive:

   a. An On-Menu Incentive to permit Vehicular Access Across Parcels; and

   b. An Off-Menu Incentive to permit a maximum FAR of 5.31:1 in lieu of the 1.5:1 and 3:1 otherwise permitted by the C2-1 and R4-1 Zones, respectively; and

3) **Approve** the **Site Plan Review** for a development which creates, or results in an increase of 50 or more dwelling units.

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

5) **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

for

Nicholas Hendricks
Senior City Planner

Oliver Netburn
City Planner

Joann Lim, Hearing Officer
City Planning Associate

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, 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 project involves the demolition of an existing single family home and a surface parking lot and the construction, use, and maintenance of a new seven-story, 86-foot six-inch high residential development consisting of 95 dwelling units. The project will set aside eight (8) units (11% of the base density) for Very-Low Income Households. The project proposes a total of 114,961 square feet of floor area on a 28,103 square-foot lot (5.31:1 Floor Area Ratio).

The project will provide six (6) studios, 62 one-bedroom units, and 27 two-bedroom units. Therefore, pursuant to LAMC Section 12.21-G, 10,175 square feet of open space will be required. The project provides approximately 11,402 square feet of open space. Common open space throughout the project includes a pool deck, a gym, a recreation room, and a courtyard on the ground floor and an outdoor deck on the roof level. Private open space throughout the project includes 4,700 square feet of balconies. Additionally, the project includes 3,374 square feet of landscaped area dispersed throughout the project.

The project will provide a total 149 automobile parking spaces, 95 long term bicycle spaces, and 10 short term bicycle spaces located within two (2) subterranean levels and at the ground level. Access to the parking area is provided via one (1) two-way driveway on Manhattan Place. Parking will not be visible from the street.

The project consists of the following:

Project Summary	Total
Residential Units	
Base Density	*71 units (rounded up from 70.26)*
35% Density Bonus	*95 units (rounded up from 94.85)*
11% Very Low Income Household	*8 units (rounded up from 7.73)*
Proposed Units	
Studio	*6*
1-Bedroom	*62*
2-Bedroom	*27*
Total Units	**95**
Open Space	
1st Floor – Gym, Recreation Room, Courtyard, Pool Deck	*4,528 sf*
Roof Level - Deck	*2,174 sf*
Private Open Space (balconies)	*4,700 sf*
Required Open Space	**10,175 sf**
Total Open Space Provided	**11,402 sf**
Parking	
Code Required Automobile Parking	
Studio	*6 spaces*
1-Bedroom	*93 spaces*
2-Bedroom	*108 spaces*
Total Automobile Parking Required by Code	**207 spaces**
Parking Option 1 Automobile Parking	
Studio	*6 spaces*
1-Bedroom	*62 spaces*

Project Summary	Total
2-Bedroom	*54 spaces*
Total Automobile Parking Required with utilization of Parking Option 1	**122 spaces**
Total Automobile Parking Provided	**149 spaces**
Bicycle Parking	
Long Term	*95 spaces*
Short Term	*10 spaces*
Required Long Term Bicycle Parking Required	**95 spaces**
Total Bicycle Parking Provided	**105 spaces**

The applicant has requested a 35% Density Bonus for a Housing Development Project with a total of 95 dwelling units [with eight (8) units – 11% of the base density set aside for Very-Low Income Households], in lieu of the base density of 71 units; utilizing Parking Option 1; and one (1) On-Menu Incentive and one (1) Off-Menu waiver or modification of a development standard:

a. Pursuant to LAMC Section 12.22-A,25(g)(2), an On-Menu Incentive to permit Vehicular Access from a less restrictive zone to a more restrictive zone; and

b. Pursuant to LAMC Section 12.22-A,25(g)(3), an Off-Menu waiver or modification of a development standard to permit a maximum FAR of 5.31:1 in lieu of the of the 1.5:1 and 3:1 otherwise permitted by the C2-1 and R4-1 Zones, respectively.

c. a Site Plan Review for a development which creates, or results in an increase of 50 or more dwelling units.

Background

The subject property is a slightly sloping, rectangular, parcel of land comprised of six (6) contiguous lots consisting of 28,103 net square feet of lot area having a frontage of 200 feet along the west side of Manhattan Place. The subject property is currently developed with one (1) single family home and a surface parking lot. The existing building will be demolished, in conjunction with the construction of the proposed development.

The property is located within the Los Angeles State Enterprise Zone, a Transit Priority Area and the Wilshire Center / Koreatown Redevelopment Project Area. The site is 0.837 kilometers from the Puente Hills Blind Thrust Fault Zone.

General Land Use Designation

The Wilshire Community Plan designates the subject property for High Medium Residential and General Commercial land use, corresponding to the R4 Zone and the C1.5, C2, C4, RAS3, and RAS4 Zones respectively. The subject property is zoned R4-1 and C2-1.

Surrounding Properties:

The land use and zoning within 500 feet of the property site is reflective of a mix of commercial, single-family, multi-family and office uses. Properties to the north are zoned R4-1 and R3-1 and are improved with condominiums and two to four-story apartment buildings. Properties to the east across Manhattan Place are zoned R3-1 and C2-1 and consist of a vacant lot and a variety of office, commercial, and residential buildings. The abutting property to the south is zoned C2-1 and contains a one-story building containing a variety of commercial uses and associate parking

spaces. Properties further south across Olympic Boulevard, are zoned C2-1- and R1-1 and are improved with commercial uses fronting Olympic Boulevard and single family homes. Properties to the west are zoned R3-1 and are improved with three-story multi-family residential structures.

Streets and Circulation:

Manhattan Place is a Local Street – Standard, dedicated to a width of 60 feet and improved with curb, gutter, and sidewalks.

Relevant Cases:

Subject Property:

Case No. ZA 2001-3971-CU-ZV-ZAA – On December 19, 2002, the Zoning Administrator dismissed a conditional use permit to permit a three-level, 45-foot high, 144-space parking structure in the R4-1 Zone as a parking structure cannot be processed as a conditional use; and a conditional use permit for commercial corner to permit a four-story, 60-foot high, 29,075 square-foot medical office building within the R4 Zone as such a commercial use cannot be processed as a conditional use; and adjustments from Section 12.10-C of the Code to permit reduced front, side, and rear yard setbacks as they are hereby incorporated within the variance actions; and denied a variance to permit the construction, use, and maintenance of a four-story, 60-foot high, 29,075 square-foot medical office building not permitted within Height District No. 1 and within R3-1 Zone; a variance from Section 12.21-A,4(d)(3) of the Code to allow 180 parking spaces in lieu of the required 204 parking spaces from Section 12.10-A of the Code; and a variance to permit a three-level, 45-foot high, 144-space parking structure in the R3-1 Zone, located at 3323 West Olympic Boulevard.

Ordinance No. 122,892 – On September 19, 1962, the City Council approved Ordinance No. 122,892, establishing a 15-foot Building along Manhattan Boulevard.

Surrounding Properties:

Case No. DIR-2018-1626-TOC – On November 15, 2018, the Director of Planning approved a 70 percent increase in density consistent with the provisions of the Transit Oriented Communities Affordable Housing Incentive Program along with the following three (3) additional incentives for a qualifying Tier 3 project totaling 53 dwelling units, reserving six (6) units for Extremely Low Income Household occupancy for a period of 55 years, located at 856-870 South Gramercy Drive.

Case No. ZA 2017-569-ELD-SPR – On November 9, 2018, the Zoning Administrator approved an Eldercare Facility Unified Permit for the construction, use, and maintenance of an Eldercare Facility with no less than 75 percent of the floor area, exclusive of common areas, consisting of Assisted Living Care Housing and Alzheimer's/Dementia Care Housing; and a Site Plan Review for a development which creates or results in an increase of 50 or more dwelling units or guest rooms, located at 3377 West Olympic Boulevard and 974-998 South Gramercy Drive.

Case No. DIR-2016-4148-TOC – On April 2, 2018, the Director of Planning approved a Transit Oriented Communities Compliance Review for a project totaling 13 dwelling units, reserving 2 units for Very Low Income Household occupancy for a period of 55 years, with the following requested incentives: (1) Height. A 22-foot increase in the building height, allowing 67 feet in lieu of the required 45 feet, per the R3-1 Zone; (2) Front Yard/Setback. A reduction limited to no more than the average of the front yards of adjoining buildings along the same street frontage to permit an 11-foot 9-inch front yard setback in lieu of the minimum 15 feet required per the R3-1 Zone, located at 920 South Gramercy Place.

Case No. DIR-2013-3575-DB-SPR - On July 23, 2014, the Director of Planning approved a Density Bonus and Site Plan Review for the construction of a new approximately 81,500 square-foot mixed-use development containing 78 units of multi-family housing consisting of 73 market rate units and five (5) restricted affordable units, in two buildings of 74-feet (six stories), and 45-feet (four stories) in height, and an incentive requested by the applicant for a project reserving at least 5 percent or five (5) dwelling units, of the 85 total "base" dwelling units permitted on the site for Very Low Income tenants/owners for a period of 30 years, located at 940 South Western Avenue.

Density Bonus/Affordable Housing Incentives Program

In accordance with California Government Code Section 65915 and LAMC Section 12.22-A,25, in exchange for setting aside a minimum percentage of the project's units for affordable housing, the project is eligible for a density bonus, reduction in parking, and incentives allowing for relief from development standards. The applicant has requested to utilize the provisions of City and State Density Bonus laws as follows:

Density

By setting aside 11% of its base density units for very-low income households, LAMC Section 12.22-A.25 allows a 35% density bonus in proposed residential units. The subject property is zoned C2-1 and R4-1 and limited to a maximum density of one (1) dwelling unit per 400 square feet of lot area. With a lot area totaling 28,103 square feet, the project is permitted to construct up to 71 dwelling units by-right. This is calculated by dividing the sum of the site's lot area 28,103 square feet by 400. The 35% density bonus entitles the project to a total of 95 residential units, as is proposed.

Automobile Parking

LAMC Section 12.22-A,25(d) allows for the reduction of required parking for a project with affordable units. The applicant is requesting the use of Parking Option 1. Based on the unit mix within the development, the project would be required to provide 122 parking spaces. The project will provide a total 149 parking spaces.

Incentives

As previously stated, the project will set aside eight (8) units or 11% for Very-Low Income Households and therefore, under both Government Code Section 65915 and the LAMC, is entitled to two incentives and/or waivers or modifications of development standards. The applicant has requested one (1) on-menu incentive to permit vehicular access and one (1) off-menu incentive to increase FAR, described as follows:

a. On-Menu Vehicular Access Incentive. The project qualifies for an incentive to permit access for vehicles to move from across the subject site. As the project site contains two (2) different zones, the project requires the ability to have vehicular access from a less restrictive zone to a more restrictive zone.

b. Off-Menu Floor Area Ratio (FAR) Incentive. The project would be permitted a floor area ratio of up to 1.5:1 and 3:1 within the C2, and the R3 and R4 Zones, respectively. The request includes an increase in FAR to allow for an FAR of 5.31:1 across the entire site. Through the requested off-menu incentive, the project is eligible to construct a residential building that will contain a floor area ratio of a maximum of 5.31:1 in the C2 Zone and in

the R4 zones totaling up to 114,961 square feet, which is the proposed square footage of the development.

Density Bonus Legislation Background

Pursuant to Government Code Section 65915(c)(3) and Assembly Bills 2222 and 2556, applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income households.

Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated September 11, 2017 and attached to the subject case file, HCIDLA has determined that the subject property is improved with a single family residence and commercial vacant land. AB 2556 does not apply to single family residences, commercial vacant land, parking lots, or commercial properties, so no AB 2556 replacement affordable units are required.

Public Hearing

A public hearing was held by the Hearing Officer at the City Hall on Wednesday, February 6, 2019 for Case No. CPC-2018-656-DB-SPR.

The public hearing was attended by the applicant, the applicant's representative, project architect, a representative for the Council Office (Council Office 4 – Ryu).

The applicant's representative, presented the project and described the community outreach that was completed for the project. He reviewed the project design changes that have occurred throughout the development of the project's designed and stated that he would additional modifications as suggested by the Planning Department's Professional Volunteer Program, insomuch that they did not severely conflict with changes made in discussion with the public and council office.

The project architect walked through the design of the project and highlighted previous completed changes to the project.

The Council Office spoke in support of the project and reiterated the outreach that the applicant completed, commending the completed changes.

At the close of the public hearing, the Hearing Office announced the proposed City Planning Commission meeting date of April 11, 2019 and encouraged all interested parties to sign in to receive future notification and determinations on the proposed project.

Public Comment

A letter of support dated November 20, 2018 was received from the Greater Wilshire Neighborhood Council stating support for the project as presented at the Board Meeting and with the following conditions as confirmed by Council District Nos. 4 and 10:

1. Roof. Angled roof design, reduction to seven (7) stories from previous eight (8).

2. Mullions. Bronze/dark/not aluminum mullions

3. Walls. “Deep sand” color tile panels with a relatively flat (not ridged surface. Larger panels exhibiting a tilting pattern are acceptable.

4. Balconies. To be designed with potential lower visibility glass and there will be a voluntary condition by the applicant to ensure all tenants keep the balconies uncluttered.

5. Corner Tree and Street Tree. Community wants to have evergreens with good shade, in particular the corner tree.

6. Signage. Will be cut out letters and will not be illuminated.

Issues

Professional Volunteer’s Program (PVP)

The proposed project was reviewed by the Urban Design’s Professional Volunteer’s Program (PVP) on July 24, 2018. The following includes a list of comments provided by PVP, following by the applicant’s response:

- Building lobby is not prominent or identifiable from the street. The pedestrian entry should be redesigned to be more prominent in the building architecture.

- The design of the two building should relate to one another.

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

- Elevations revised to incorporate select architectural details/projections that do not alter the massing of the building.

- Additional details and clarifications throughout plans.

No changes to the total floor area, unit quantity, or architectural massing were incorporated in to the redesigned project.

Conclusion

Staff recommends that the City Planning Commission find, based on its independent judgment, after consideration of the entire administrative record, that the project is categorically exempt from CEQA and approve the requested Density Bonus, on- and off-menu incentives and Site Plan Review.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22-A.25, and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

A. Development Conditions:

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the architectural plans, renderings, and materials submitted by the Applicant, stamped "Exhibit A," dated DATE and attached to the subject case file.

2. **Residential Density**. The project shall be limited to a maximum density of 95 dwelling units including Density Bonus Units.

3. **Affordable Units.**

   a. A minimum of eight (8) dwelling units (11% of a base density of 71 units) shall be reserved as affordable units for Very Low Income Households, as defined by Government Code Section 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.

4. **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 11% 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.

5. **On-Menu Incentive.** Vehicular Access Across Parcels. The project shall be permitted to average the FAR and permit vehicular access across the entire site.

6. **Off-Menu Incentive.** FAR Increase. A maximum Floor Area Ratio (FAR) of 5.31:1 is permitted.

7. **Parking**.

   a. Residential automobile parking shall be provided consistent with Parking Option 1.

   b. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable units which shall include any required parking in the base rent or sales price, as verified by HCIDLA.

   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. **Bicycle Parking.** Bicycle parking shall be provided in compliance with LAMC Section 12.21-A,16 and to the satisfaction of the Department of Building and Safety.

B. Site Plan Review Conditions

8. **Transformer.** Any on-site transformer shall be screened by a panel utilizing a heavy gauge sheet metal with a semi-gloss all weather finish that is consistent with Exhibit A. The panel will have the letters of the name of the building, or address laser cut into the panel.

9. **Landscaping**.

a. Any trees planted on any rooftop or podium shall be planted in a minimum 48-inch deep planter.

b. All open areas not used for buildings, driveways, parking areas, or recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape development plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.

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

11. **Electric Vehicle Parking.** The project shall include at least twenty percent (20%) of the total parking spaces provided for all types of parking facilities, but in no case less than one location, shall be 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 capacity. Of the 20% EV Ready, five (5) percent of the total parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the 20% or 5% results in a fractional space, round up to the next whole number. A label stating "EVCAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

12. **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 the above.

13. **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.

14. **Roof Structures.** Any structures on the roof, such as air conditioning units and other mechanical equipment, shall be fully screened (with such screening material incorporated in the design of the project) from public right of way and adjoining properties. The building

parapet may be used to screen mechanical equipment as long as it fully obstructs the view of the mechanical equipment from abutting properties.

C. Administrative Conditions

15. **Approvals, Verification and Submittals**. Copies of any approvals, guarantees or verification of consultations, reviews 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.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.

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 offices, 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.** 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.

21. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for 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. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof 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 any federal, state or local law.

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

FINDINGS

Density Bonus/Affordable Housing Incentives Compliance Findings

1. Pursuant to Section 12.22-A,25 of the LAMC and Government Code 65915, the Director shall approve a density bonus and requested incentive(s) unless the director finds that:

a. 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 incentives 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 project provides 11% very-low income units to qualify for two (2) incentives. The list of on-menu incentives in LAMC Section 12.22-A,25, which includes the herein requested vehicular access across the entire site, was pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As the project site contains two (2) different zones, the project requires the ability to have vehicular access from a less restrictive zone to a more restrictive zone. As such, the Department of City Planning will always arrive at the conclusion that the density bonus on-menu incentives are required to provide for affordable housing costs because the incentives, by their nature, increase the size of the project.

The off-menu incentive request, which is a request for an increase FAR to a maximum of 5.31:1 in lieu of the of the 1.5:1 and 3:1 otherwise permitted by the C2-1 and R4-1 Zones, respectively, is 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 increase will result in a building design that provides for affordable housing costs. The requested incentive allows the developer to expand the building envelope so the additional and affordable units can be constructed and the overall space dedicated to residential uses is increased. This incentive supports the applicant's decision to set aside eight (8) dwelling units for Very Low Income households for 55 years.

b. The incentives <u>will have</u> a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

There is no substantial evidence in the record that the proposed 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)). As required by Section 12.22-A,25(e)(2), the project meets the eligibility criterion that is required for density bonus projects. The project also does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. Therefore, there is no substantial evidence that the proposed incentive(s)/waiver(s) will have a specific adverse impact on public health and safety.

c. *The incentives <u>are contrary</u> to state or federal law.*

There is no substantial evidence in the record that the proposed incentives are contrary to state or federal law.

<u>Site Plan Review Findings.</u>

In order for the site plan review to be granted, all three of the legally mandated findings delineated in Section 16.05-F of the Los Angeles Municipal Code must be made in the affirmative.

2. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

The Los Angeles General Plan sets forth goals, objectives, and policies that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to, Land Use, Housing, Transportation/Mobility, Noise, and Safety. Each of these Elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code Requirements of the Los Angeles Municipal Code. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. While the General Plan sets out a long-range vision and guide to future development, the 35 Community Plans provide the specific, neighborhood-level detail, relevant policies, and implementation strategies necessary to achieve the General Plan objectives.

Wilshire Community 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 designates the subject property for High Medium Residential and General Commercial land use, corresponding to the R4 Zone and the C1.5, C2, C4, RAS3, and the RAS4 Zones, respectively. The subject property is zoned R4-1 and C2-1. The proposed project advances the following goals, objectives and policies of the Community Plan:

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

<u>Objective 1-1:</u> 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.

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

quality of life.

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

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

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

Objective 1-3: Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.

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.

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.

Policy1-4.3: Encourage multiple family residential and mixed use development in commercial zones.

The proposed project protects surrounding stable single-family and low-density residential neighborhoods from encroachment by higher density residential uses by allowing for the development of 95 dwelling units, including eight (8) units reserved for Very Low Income Households, on lots designated and zoned for multi-family and commercial uses. The project increases the housing stock and promotes greater individual choice in housing. Transformers are screened and well designed to enhance the neighborhood character. Additionally, the project is located just over half a mile from the Metro Purple Line Wilshire/Western station, thereby reducing vehicular trips to and from the project site and congestion around the site. 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 multi-family residential structure that provides 95 dwelling units, including eight (8) units reserved for Very Low Income Households, 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 High Medium Residential and General Commercial land use designation, and is located just over half a mile from the Metro Purple Line Wilshire/Western station. The approval allows for more intense, 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 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 proposed 95-unit development is consistent with the Distribution of Land Use goals, objectives and policies of the General Plan Framework Element.

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 High Medium Residential and General Commercial land use designations. Existing development on the site contains only one (1) single family home while the zoned capacity of the side would allow the construction of 70 residential units. Approval of the requested project would permit 95 units through a 35% Density Bonus with eight (8) units set aside for Very Low Income Households. The project would achieve the production of new housing opportunities, meeting the needs of the city, while ensuring a range of different housing types (studio, one- and two-bedroom rental units) that address the particular needs of the city's households. Therefore, the project is consistent with the Housing Element goals, objectives and policies of the General Plan.

The **Mobility Element** of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein. Manhattan Place, abutting the property to the east, is a Local Street - Standard, dedicated to a width of 60 feet and improved with concrete curb, gutter and sidewalk. 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.

All access to the building is from Manhattan Place.

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

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

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

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

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

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

The project's proximity to existing regional transit services (within ½-mile of the Metro Rapids 757 and 728) 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 95 dwelling units, ties the proposed project into a regional network of transit and housing.

In addition, the project will provide a total of 105 bicycle parking spaces (95 long term spaces and 10 short term spaces). Three (3) separate bicycle rooms are located within the two (2) subterranean parking levels and at the ground level.

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 total 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 parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas.

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

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

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

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

As conditioned herein, the project would be required to provide parking spaces which would be equipped for the immediate installation and use of EV Charging Stations, as well as for future use. Additionally, the project has been conditioned to install solar panels to an operating photovoltaic system. The installation and operation of the solar panels would help to reduce the site's dependence on fossil fuels and carbon generating public utility electrical power. The conditions would provide for the public welfare and necessity by reducing the level of pollution or greenhouse gas emissions to the benefit of the neighborhood and the City. The project is consistent with the aforementioned policies, as well as ensure that future developments are compatible with alternative fuel vehicles and shift to non-polluting sources of energy. The solar and EV conditions also provides 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 service amenities to improve habitability for future residents of the project site and to minimize impacts on neighboring properties and is therefore in conformance with the goals and policies of the Air Quality Element.

3. The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties.

The subject property is a rectangular, 28,103 square-foot (0.65 acre) lot comprised of six (6) lots with a 200-foot frontage along the west side of Manhattan Place. The subject property is zoned R4-1 and C2-1 within the Wilshire Community Plan Area with a High Medium Residential and General Commercial land use designations. The property is currently improved with one (1) single family home and a surface parking lot. The existing building will be demolished in conjunction with the construction of the proposed development.

The land use and zoning within 500 feet of the property site is reflective of a mix of commercial, single-family, multi-family and office uses. Properties to the north are zoned R4-1 and R3-1 and are improved with condominiums and two to four-story apartment buildings. Properties to the east across Manhattan Place are zoned R3-1 and C2-1 and consist of a vacant lot and a variety of office, commercial, and residential buildings. The abutting property to the south is zoned C2-1 and contains a one-story building containing a variety of commercial uses and associate parking spaces. Properties further south across Olympic Boulevard, are zoned C2-1- and R1-1 and are improved with commercial uses fronting Olympic Boulevard and single family homes. Properties to the west are zoned R3-1 and are improved with three-story multi-family residential structures.

The project involves the demolition of an existing single family home and a surface parking lot and the construction, use, and maintenance of a new seven-story, 86-foot high residential development consisting of 95 dwelling units. The project will set aside eight (8) units (11% of the base density) for Very-Low Income Households. The project proposes a total of 114,961 square feet of floor area on a 28,103 square-foot lot (5.31:1 Floor Area Ratio).

The project will provide six (6) studios, 62 one-bedroom units, and 27 two-bedroom units. Therefore, pursuant to LAMC Section 12.21-G, 10,175 square feet of open space will be required. The project incorporates approximately 25,768 square feet of open space. Common open space throughout the project includes a pool deck, a gym, a recreation room, and a courtyard on the ground floor and an outdoor deck on the roof level. Private open space throughout the project includes 4,700 square feet of balconies. The project includes 3,374 square feet of landscaped area dispersed throughout the project.

The project will provide a total 149 automobile parking spaces, 95 long term bicycle spaces, and 10 short term bicycle spaces located within two (2) subterranean levels and at the ground level. Access to the parking area is provided via one (1) two-way driveway on Manhattan Place. Parking will not be visible from the street.

Height, Bulk, and Setbacks

The project site is zoned C2-1 and R4-1. There is no height limit for the C2 or R4 Zone, therefore the proposed height of 67 feet is permitted within the underlying zones.

The project has a maximum FAR of 5.31:1. The C2 has a maximum permitted FAR o f1.5:1. The R4 has a maximum permitted FAR of 3:1. The FAR of 5.31:1 has been granted in conjunction with the Density Bonus request with the provision of setting aside 11% of its base density units for Very Low Income Households. Four other projects within the vicinity of the project have approved FARs of 4:1 and 2.5:1 and including two which have an FAR of 4.5:1.

The proposed development conforms to the setback requirements of the C2-1 and R4-1 zones. The project is required a 15-foot front yard, 8-foot side yards, and a 19-foot rear yard. The proposed project will provide a 15-foot 8-inch front yard, a 10-foot 8-inch southerly side yard, an 8-foot 5-inch northerly side yard, and a 20-foot 8-inch rear yard.

The height, bulk, and setbacks of the subject project are consistent with the existing development in the immediate surrounding area and with the underlying C2-1 and R4-1 Zones. Therefore, the project will be compatible with the existing and future developments in the neighborhood.

Parking

The project will provide a total of 149 parking spaces and 95 long-term bicycle parking spaces within two (2) levels of subterranean parking and one (1) level at-grade. 10 short-term bicycle parking stalls will be located adjacent to the building entrance on Manhattan Place.

The proposed parking is located within the building and therefore will not be visible from the public right-of-way. Pedestrian access and all ingress and egress for the parking will be located on Manhattan Place which is designated as a Local Street – Standard. Therefore, the parking facilities will be compatible with the existing and future developments in the neighborhoods.

Lighting

Lighting is required to be provided per LAMC requirements. The project proposes security lighting will be provided to illuminate building, entrances, walkways and parking areas. The project is required to provide outdoor lighting with shielding, so that the light source cannot

be seen from adjacent residential properties. There, the lighting will be compatible with the existing and future developments in the neighborhood.

On-Site Landscaping

The project will provide a minimum of 11,402 square feet of open space, consisting of individual balconies, a courtyard, pool deck, roof deck, a recreation room, and a gym. The project has been conditioned so that all open areas not used for buildings, driveways, parking areas, recreational facilities or walks will be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect. The planting of any required trees and street trees will be selected and installed per the Bureau of Street Services, Urban Forestry Divisions' requirements. Therefore, the on-site landscaping will be compatible with the existing and future developments in the neighborhood.

Loading/Trash Area

The development is not required to provide a loading area pursuant to LAMC Section 12.21-C-6. Waiting areas and drop areas will be on Manhattan Place. Tenants moving in or out of the building will be able to park moving trucks on the street level adjacent to the parking entrance and the lobby.

The project will include on-site trash collection for both refuse and recyclable materials, in conformance with the LAMC. Compliance with these regulations will allow the project to be compatible with existing and future development. The service area for trash and recycling collection will be conditioned to be located at grade level and accessible from the parking area. Additionally, service area for trash collection is to be located on all upper floors. Therefore, as proposed and conditioned, the project is compatible with existing and future development on neighboring properties.

As described above and as depicted within the plans and elevations submitted with the instant application, the Project consists of a seven-story, residential building, with parking, lighting, landscaping, trash collection, and other pertinent improvements, that is compatible with existing and future development in the surrounding area.

4. Any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The project proposes provide a variety of unit types which include: six (6) studios, 62 one-bedroom units, and 27 two-bedroom units. Pursuant to LAMC section 12.21-G, the project would be required to provide 10,175 square feet of open space.

The project will provide 11,402 square feet of open space. Common open space throughout the project includes a pool deck, a gym, a recreation room, and a courtyard on the ground floor and an outdoor deck on the roof level. Private open space throughout the project includes 4,700 square feet of balconies. The project includes 3,374 square feet of landscaped area dispersed throughout the project. As proposed, the project would provide recreational and service amenities which would improve habitability for its residents and minimize impacts on neighboring properties.

CEQA Finding

5. The project is consistent with the applicable general plan land use designation and all applicable general plan policies as well as with the applicable zoning designation and regulations.

The subject site is wholly within the City of Los Angeles, on two sites that is approximately 1.44 acres total in size. Lots adjacent to the subject properties are developed with multi-family residential developments and commercial uses. The site is currently developed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. There are no protected trees on-site as determined by the Tree Reports dated June 27, 2017, conducted by Edward E. Gripp, Landscape Architect #1010. The project proposes to remove three (3) out of a total of 11 trees on-site.

The project would not result in any significant effects related to traffic, noise, air quality, or water quality.

- The project will be subject to Regulatory Compliance Measures, which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater conditions; and Best Management Practices for stormwater runoff.

- A Traffic Study dated February 28, 2017 was prepared by Michael Baker International indicated that the traffic from the proposed project would not cause the level of service to change at any of the study intersections, and none of the performance standards or thresholds of the City would be exceeded.

- A Traffic Assessment was prepared by LADOT that determined that project related traffic would not significantly impact the intersections.

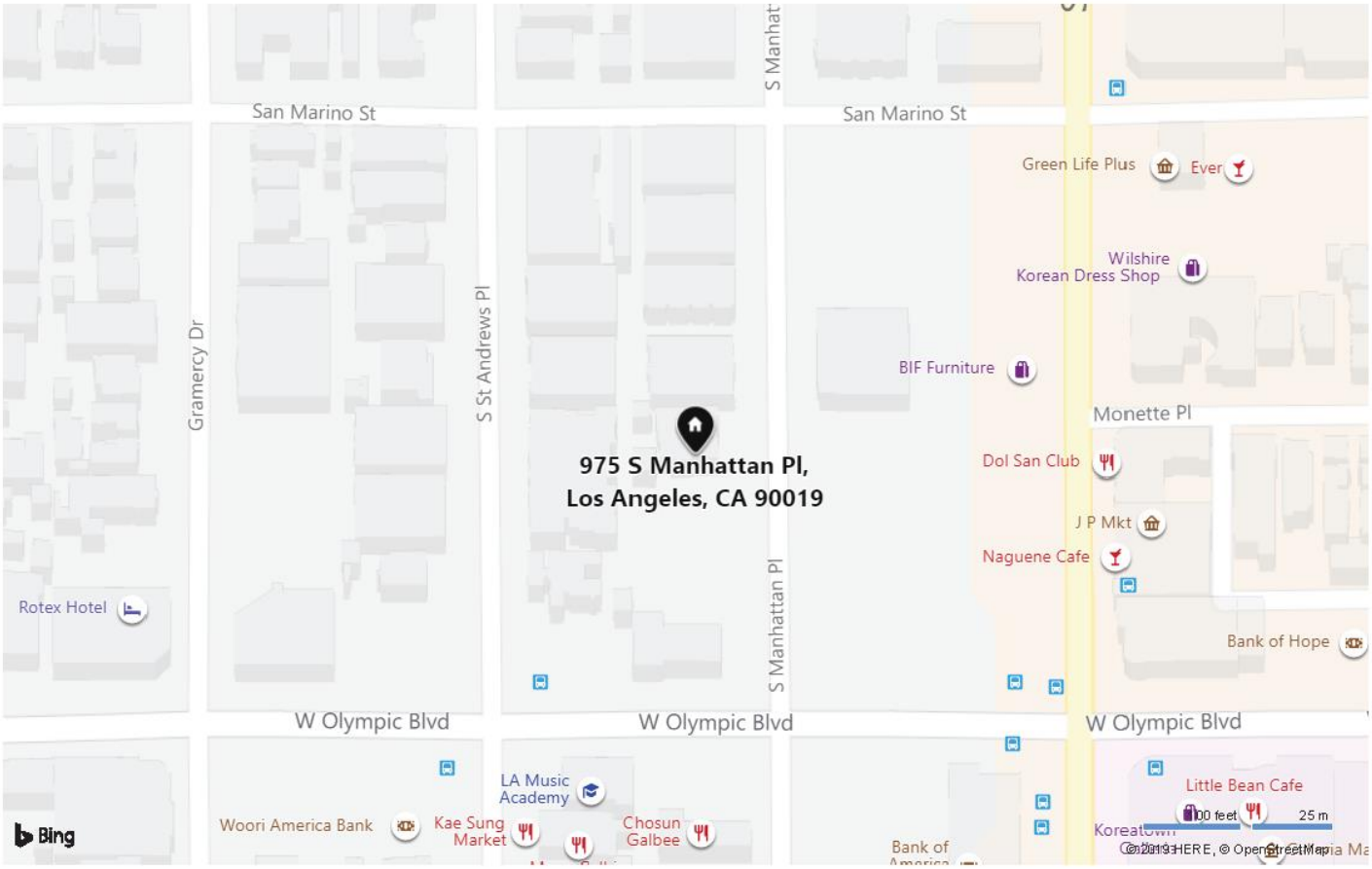
- An Air Quality and Greenhouse Gas Emission assessment dated February 2017, was prepared by Michael Baker International indicated that the project would result in less than significant impacts.

- An Acoustical Analysis dated October 2018 was prepared by Michael Baker International for the proposed project indicating that the project will result in less than significant impacts to noise.

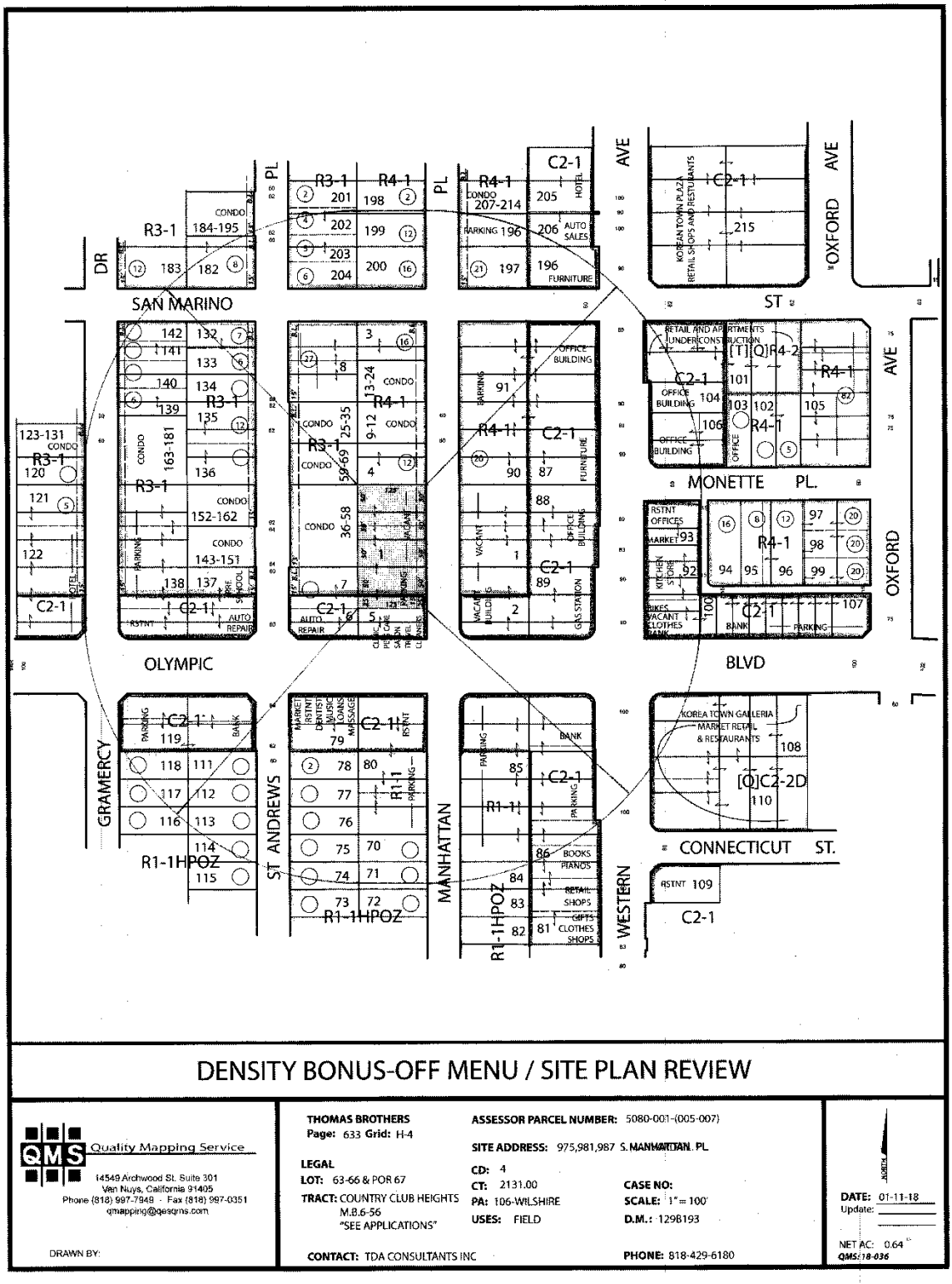
- Construction and operational noise levels would not have a significant impact. Based on a review of similar projects, the project would not create significant levels of construction or operational emissions, nor toxic air contaminants. In addition the project would not result in significant impacts to water quality.

The project site is currently and will continue to be adequately served by all public utilities and services. The proposed project is required to adhere to all applicable regulatory compliance measures during construction, operation and maintenance of the proposed buildings.

Map 1
Vicinity Map



Map 2
Radius Map



DENSITY BONUS-OFF MENU / SITE PLAN REVIEW

QMS Quality Mapping Service
14549 Archwood St. Suite 301
Van Nuys, California 91405
Phone (818) 997-7949 · Fax (818) 997-0351
qmapping@qesqms.com

DRAWN BY:

THOMAS BROTHERS
Page: 633 **Grid:** H-4

LEGAL
LOT: 63-66 & POR 67
TRACT: COUNTRY CLUB HEIGHTS M.B.6-56 "SEE APPLICATIONS"

ASSESSOR PARCEL NUMBER: 5080-001-(005-007)
SITE ADDRESS: 975,981,987 S. MANHATTAN PL
CD: 4
CT: 2131.00
PA: 106-WILSHIRE
USES: FIELD
CASE NO:
SCALE: 1" = 100'
D.M.: 1298193

CONTACT: TDA CONSULTANTS INC
PHONE: 818-429-6180

NORTH

DATE: 01-11-18
Update:

NET AC: 0.64
QMS:18-036

Map 5
Existing Zoning Map

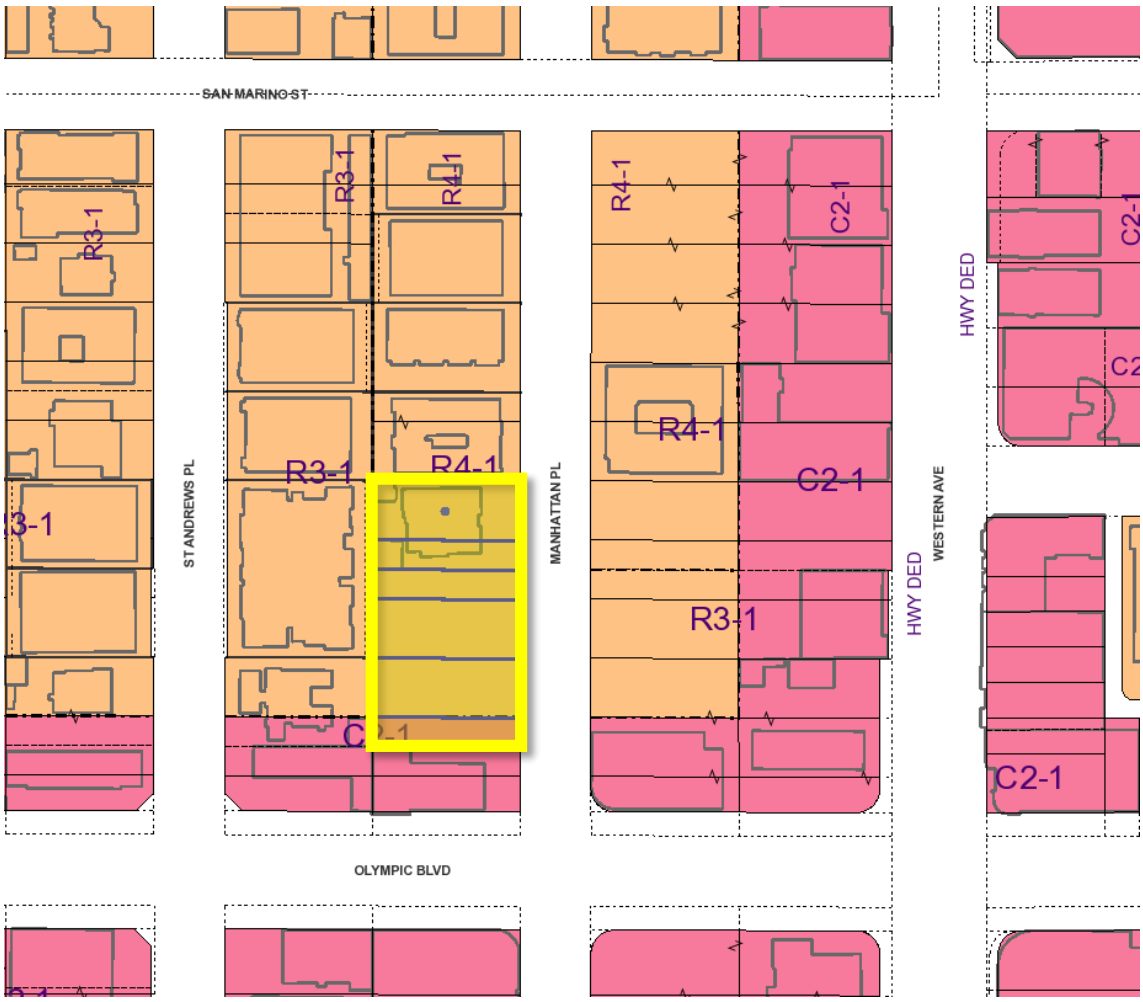


Exhibit A

Site Plan, Floor Plans, Elevations and Landscape Plan

legal description

WEST SIDE

REAL PROPERTY IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL ONE:
LOT 63 AND THE NORTH HALF OF LOT 64 OF COUNTY CLUB HEIGHTS, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 6, PAGE 56 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL TWO:
ALL OF LOT 65 AND SOUTH ONE-HALF OF LOT 64 OF COUNTY CLUB HEIGHTS, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 6, PAGE 56 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL THREE:
LOT 66 AND THE NORTH 1/2 OF LOT 67 OF COUNTY CLUB HEIGHTS, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 6, PAGE 56 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

parking calcs - west side

DENSITY BONUS PARKING REQUIREMENT CALCULATION PURSUANT TO LAMC

PARKING FOMULAS

USE	PARKING SPACES REQUIRED
STUDIOS & 1 BEDROOM	1 STALL / PER RESIDENTIAL UNIT
2 / 3 BEDROOMS	2 STALL / PER RESIDENTIAL UNIT

RESIDENTIAL PARKING

	(FORMULA)	REQUIRED
6 STUDIOS	1 STALL / PER UNIT	= 6 STALLS
62 1-BEDROOMS	1 STALL / PER UNIT	= 62 STALLS
27 2-BEDROOMS	2 STALLS / PER UNIT	= 54 STALLS
0 3-BEDROOMS	2 STALLS / PER UNIT	= 0 STALLS
TOTAL		= 122 STALLS

TOTAL PARKING CALCULATIONS

RESIDENTIAL STALLS REQUIRED	122 STALLS
	145 STANDARD STALLS
	4 ADA STALLS (INCLUDES 1 VAN)
	149 TOTAL STALLS PROVIDED

BICYCLE PARKING

REQUIREMENTS FOR RESIDENTIAL USE	
LONG TERM BICYCLE PARKING: (1 PER DWELLING UNIT - 95 UNITS)	95 BICYCLE STALLS
SHORT TERM BICYCLE PARKING: (1 PER 10 DWELLING UNITS)	10 BICYCLE STALLS
BICYCLE PARKING:	
LONG TERM:	95 SPACES
SHORT TERM:	10 SPACES
REQUIRED LONG TERM BICYCLE PARKING REQUIRED:	95 SPACES

open space west side

REQUIRED:

PER LAMC 12.21-G-2:
100 S.F. OF OPEN SPACE IS REQUIRED FOR UNITS WITH LESS THAN 3 HABITABLE ROOMS
125 S.F. OF OPEN SPACE IS REQUIRED FOR UNITS WITH 3 HABITABLE ROOMS
175 S.F. OF OPEN SPACE IS REQUIRED FOR UNITS WITH MORE THAN 3 HABITABLE ROOMS

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

UNIT TYPE	UNIT COUNT	OPEN SPACE / UNIT	TOTAL
STUDIOS	6 UNITS	100 S.F. / UNIT	600 S.F.
1-BEDROOM	62 UNITS	100 S.F. / UNIT	6,200 S.F.
2-BEDROOM	27 UNITS	125 S.F. / UNIT	3,375 S.F.
3-BEDROOM	0 UNITS	175 S.F. / UNIT	0 S.F.
TOTAL:	95 UNITS		

OPEN SPACE	
FIRST FLOOR - COURTYARD/POOL AREA:	4,528 S.F.
ROOF - AMENITY AREA:	2,174 S.F.
PRIVATE OPEN SPACE (BALCONIES):	4,700 S.F.
REQUIRED OPEN SPACE:	10,175 S.F.
TOTAL OPEN SPACE PROVIDED:	11,402 S.F.

project information

PROJECT NAME:	WEST SIDE - RESIDENTIAL BUILDING
ADDRESS:	975 SOUTH MANHATTAN PLACE KOREA TOWN, CA.
PROJECT DESCRIPTION:	1- BUILDING'S, 7-STORIES, 95 UNITS MIXED USE WITH 2-LEVELS OF SUBTERRANEAN PARKING GARAGE
LOT #, APN# & ADDRESS:	LOT 63 - (APN 5080-0-001-005) 975 S. MANHATTAN PLACE LOT 64 - (APN 5080-0-001-005) LOT 64 - (APN 5080-0-001-006) 977 S. MANHATTAN PLACE LOT 65 - (APN 5080-0-001-006) 981 S. MANHATTAN PLACE LOT 66 - (APN 5080-0-001-007) 987 S. MANHATTAN PLACE LOT 67 - (APN 5080-0-001-007)
CONSTRUCTION TYPE:	TYPE III-A OVER TYPE I-A
ZONING:	C2-1 & AND R4-1
SITE AREA:	WEST SIDE ±.64 ACRES - ±28,103 S.F.
UNIT COUNT:	WEST SIDE 95 UNITS
ALLOWABLE BUILDING HEIGHT:	IN C2-1 ZONE: NO RESTRICTION PER LAMC 12.21.1 IN R4-1 ZONE: NO RESTRICTION PER LAMC 12.21.1
PROPOSED BUILDING HEIGHT:	IN R4-1 ZONE: 86'-6"

SETBACKS

ZONE:	SETBACK REQUIRED	SETBACK PROVIDED
R4-1 ZONE:	15' FRONT YARD	15'-8" FRONT YARD (EAST)
	SIDE YARD: 5' + 1' FOR EACH STORY OVER 2ND FLOOR (NOT TO EXCEED 16') 3' + 5 FLRS = 8' SIDE YARD	10'-8" SIDE YARD (SOUTH) 8'-3" SIDE YARD (NORTH)
	REAR YARD: 10% LOT WIDTH <50 FT, 5 FT 15' + 1' FOR EACH STORY OVER 3RD FLOOR (NOT TO EXCEED 20'). 15' + 4 FLRS = 19' REAR YARD	20'-8" REAR YARD (WEST)

REFER TO SHEET AP-15x FOR BUILDING HEIGHT AND SETBACK EXHIBIT

project density

ALLOWABLE UNIT COUNT: OVERALL

C2-1 & R4-1 : 28,103 GROSS S.F. LOT SIZE / 400 S.F. PER UNIT = 70 UNITS
70 UNITS x 35 % DENSITY BONUS = 25 BONUS UNITS
70 UNITS + 25 BONUS UNITS = 95 UNITS
PROPOSED UNIT COUNT and MIX:

AFFORDABILITY:
70 BASE UNITS x 11% = 8 VERY LOW AFFORDABLE UNITS

UNIT TYPE - WEST SIDE	TOTAL COUNT	AVERAGE AREA PER UNIT
STUDIOS	6	607 S.F.
1 - BEDROOM	62	1,001 S.F.
2 - BEDROOMS	27	1,293 S.F.
TOTAL UNITS	95	
TOTAL RESIDENTIAL S.F.		100,595 S.F.

gross building area west side

FLOOR AREA SCHEDULE:

LEVEL	AREA TYPE	AREA
GROUND FLOOR	COMMON AREA	725 S.F.
1ST FLOOR	AMENITIES AREA	2,034 S.F.
1ST FLOOR	OFFICE	172 S.F.
1ST FLOOR	MAIL ROOM	102 S.F.
1ST FLOOR	COMMON AREA	2,417 S.F.
1ST FLOOR	RESIDENTIAL	11,710 S.F.
2ND FLOOR	COMMON AREA	1,486 S.F.
2ND FLOOR	RESIDENTIAL	14,811 S.F.
3RD FLOOR	COMMON AREA	1,486 S.F.
3RD FLOOR	RESIDENTIAL	14,811 S.F.
4TH FLOOR	COMMON AREA	1,486 S.F.
4TH FLOOR	RESIDENTIAL	14,811 S.F.
5TH FLOOR	COMMON AREA	1,486 S.F.
5TH FLOOR	RESIDENTIAL	14,811 S.F.
6TH FLOOR	COMMON AREA	1,486 S.F.
6TH FLOOR	RESIDENTIAL	14,811 S.F.
7TH FLOOR	COMMON AREA	1,486 S.F.
7TH FLOOR	RESIDENTIAL	14,830 S.F.
TOTAL GROSS BUILDING AREA:		114,961 S.F.

OUTDOOR AMENITY SPACES

1ST FLOOR	POOL DECK	4,528 S.F.
ROOF	OUTDOOR DECK	2,174 S.F.
TOTAL OUTDOOR AMENITY SPACE		6,702 S.F.

PER LAMC ORDINANCE NO. 179681 - AFFORDABLE HOUSING INCENTIVES-DENSITY BONUS ON-MENU INCENTIVES USED:

1. FLOOR AREA RATIO
   A PERCENTAGE INCREASE IN THE ALLOWABLE FLOOR AREA RATIO EQUAL TO THE PERCENTAGE OF DENSITY BONUS FOR WHICH THE HOUSING DEVELOPMENT PROJECT IS ELIGIBLE, NOT TO EXCEED 35%.
2. AVERAGING OF FLOOR AREA RATIO, DENSITY, PARKING OR OPEN SPACE AND PERMITTING VEHICULAR ACCESS.
   A HOUSING DEVELOPMENT PROJECT THAT IS LOCATED ON TWO OR MORE CONTIGUOUS PARCELS MAY AVERAGE THE FLOOR AREA, DENSITY, OPEN SPACE AND PARKING SITE, AND PERMIT VEHICULAR ACCESS FROM A LESS RESTRICTIVE ZONE TO A MORE RESTRICTIVE ZONE.

directory

OWNER :

BASTION DEVELOPMENT CORPORATION
11924 A WEST WASHINGTON BLVD.
CULVER CITY, CA 90066
CONTACT: KEVIN READ
(310) 701-0282
E-MAIL: kpr@oceanhold.com

ARCHITECT :

pk:architecture
5126 CLARETON DR.
SUITE 110
AGOURA HILLS, CA 91301
CONTACT: BRIAN POLIQUIN / ALAN GROFSKY / ANTHONY MOLINA
(818) 584-0057 FAX(818) 584-0019
E-MAIL: bpoliquin@pkarchitecture.net
agrofsky@pkarchitecture.net
amolina@pkarchitecture.net

sheet index

WEST SIDE - Proposed Zoning

Lot # on Plat Map	Address / APN	APN	Lot Size (ZIMAS)	General Plan Land Use Designation	Zoning	less: Side yard set back	less: Rear yard set back	less: Front yard set back	Net Buildable Area	FAR	FAR Allowed
63	975 S Manhattan Pl	5080001005	6,247	High Medium Residential	R4-1	(125'-15')*5= 475	15'*50'= 750	15'*50'= 750	4,272	3	12,817
64	none	5080001005	3,123	High Medium Residential	R4-1	-	15'*25'= 375	15'*25'= 375	2,373	3	7,120
64	none	5080001006	3,123	High Medium Residential	R4-1	-	15'*25'= 375	15'*25'= 375	2,373	3	7,118
65	981 S Manhattan Pl	5080001006	6,245	High Medium Residential	R4-1	-	15'*50'= 750	15'*50'= 750	4,745	3	14,234
66	987 S Manhattan Pl	5080001007	6,243	High Medium Residential	R4-1	-	15'*50'= 750	15'*50'= 750	4,743	3	14,230
67	none	5080001007	3,121	General Commercial	C2-1			-	3,121	1.5	4,682
	TOTAL		28,103			475	3,000	3,000	21,828		60,201
								Off Menu FAR increase Request			54,760
								Total Project FAR Requested	5.31 :1		114,961

WEST SIDE - Density Calculation

Lot # on Plat Map	Address / APN	APN	Lot Size (ZIMAS)	General Plan Land Use Designation	Zoning	Density Allowed One unit per X sf	Units Allowed
63	975 S Manhattan Pl	5080001005	6,247	High Medium Residential	R4-1	400	15.6
64	none	5080001005	3,123	High Medium Residential	R4-1	400	7.8
64	none	5080001006	3,123	High Medium Residential	R4-1	400	7.8
65	981 S Manhattan Pl	5080001006	6,245	High Medium Residential	R4-1	400	15.6
66	987 S Manhattan Pl	5080001007	6,243	High Medium Residential	R4-1	400	15.6
67	none	5080001007	3,121	General Commercial	C2-1	400	7.8
	TOTAL		28,103				70.0
				On Menu Density Bonus Request		35.00%	25.0
				Total requested Density			95
				Required Very Low At 11% Density Bonus		(70*11%) =	8

vicinity map

PROJECT SITE

15-68.20

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w pkarchitecture.net

BASTION DEVELOPMENT CORPORATION

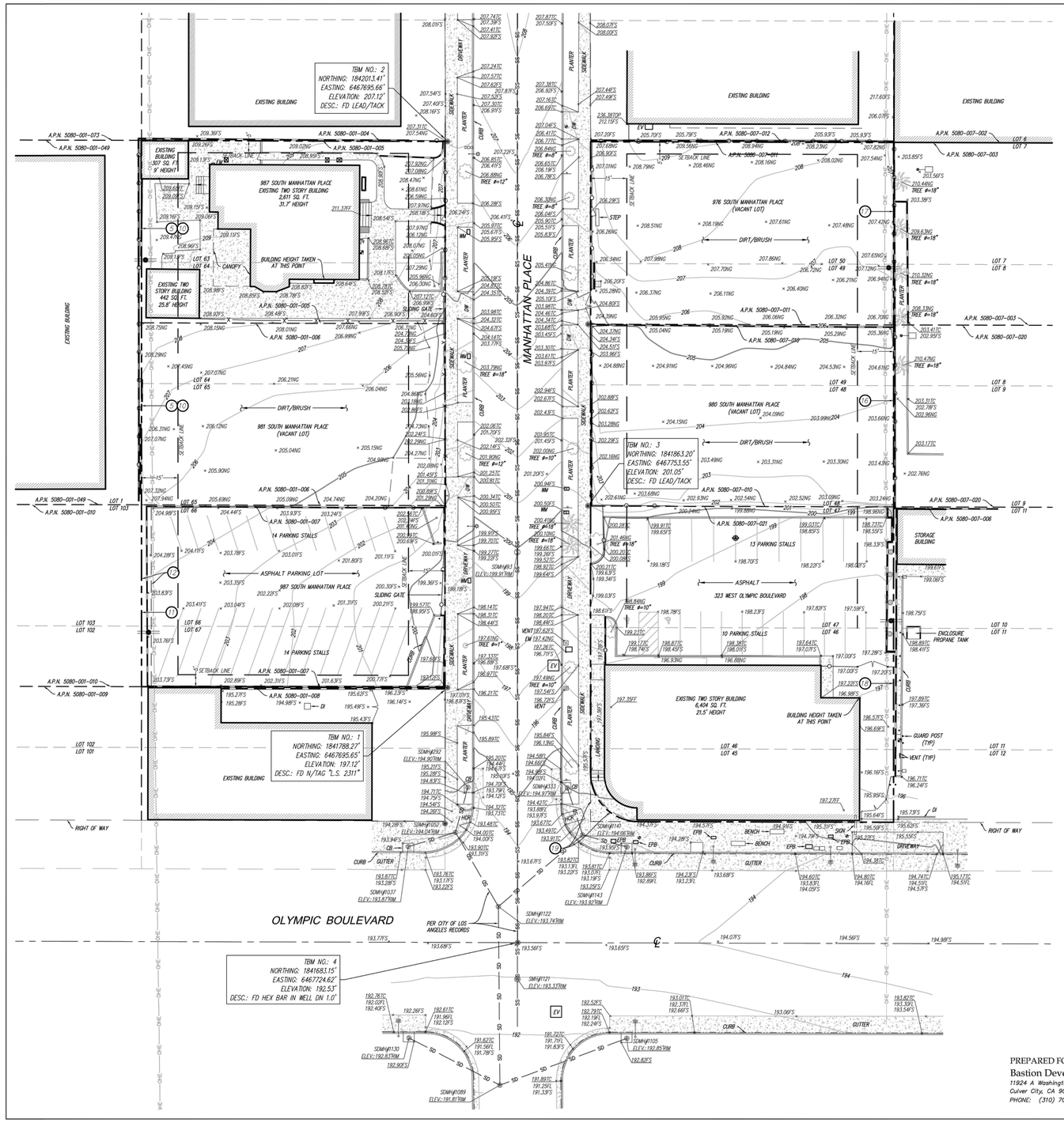
cover sheet

the heights west
residential building
975 s. manhattan place
los angeles, california

ap-0w

• updated plans 18-0109 • Re-sub 18-0111 • Boston comments 18-0502 • Boston comments • Planning set 18-0515 • planning sub 06.03.16 • planning sub 02.01.16 • for meeting 18-0522 • for meeting 18-0524 • for kevin to review • entitlement set 18-1101 • revised for 19-0521

TOPOGRAPHIC SURVEY



STORM DRAIN MAN HOLE #292

TOR: 194.9'RIM
INV: 191.4'FL
PIPE: ø12"

STORM DRAIN MAN HOLE #333

TOR: 195.0'RIM
INV: 191.9'FL
PIPE: ø12"

STORM DRAIN MAN HOLE #1037

TOR: 193.87'RIM
INV: 190.7'FL
PIPE: ø12"

STORM DRAIN MAN HOLE #1052

TOR: 194.0'RIM
INV: 190.1'FL
PIPE: ø12"

STORM DRAIN MAN HOLE #1105

TOR: 192.8'RIM
INV: 189.3'FL
PIPE: ø12"

STORM DRAIN MAN HOLE #1089

TOR: 191.8'RIM
CAN'T BE OPENED

STORM DRAIN MAN HOLE #1122

TOR: 193.7'RIM
CAN'T BE OPENED

STORM DRAIN MAN HOLE #1130

TOR: 192.8'RIM
INV: 189.6'FL
PIPE: ø12"

STORM DRAIN MAN HOLE #1141

TOR: 194.1'RIM
INV: 190.3'FL
PIPE: ø12"

STORM DRAIN MAN HOLE #1143

TOR: 193.9'RIM
INV: 191.7'FL
PIPE: ø12"

SEWER MAN HOLE #93

TOR: 199.9'RIM
INV: 191.4'FL
PIPE: ø12"

SEWER MAN HOLE #1121

TOR: 193.3'RIM
CAN'T BE OPENED

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA COORDINATES SYSTEM (CCS 83), ZONE 5, 1983 DATUM, DEFINED BY SECTIONS 8801 TO 8819 OF THE CALIFORNIA PUBLIC RESOURCES CODE.

BENCH MARK

ELEVATIONS SHOWN HEREON ARE BASED UPON CITY OF LOS ANGELES BENCH MARK 12–15090, ELEVATION 196.995 FEET (NAVD 88).

UTILITY STATEMENT

THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

LEGEND

A.P.N.	ASSESSORS PARCEL NUMBER	AC	AC UNIT
CB	CATCH BASIN	℄	CENTER LINE
DI	DRAIN INLET	CONC	CONCRETE PAVEMENT
DW	DRIVEWAY	FH	FIRE HYDRANT
EC	ELECTRIC CABINET	FM	FOUND MONUMENT
EM	ELECTRIC METER	GM	GAS METER
EPB	ELECTRIC PULL BOX	GV	GAS VALVE
EV	ELECTRIC VAULT	GATE	GATE
FF	FINISH FLOOR	GP	GUARD POST
FL	FLOW LINE	HC	HANDICAP
FS	FINISH SURFACE	LIGHT	LIGHT
FD	FOUND MONUMENT	MW	MONITOR WELL
HCR	HANDICAP RAMP	PP	POWER POLE
INV	INVERT	PP/TR	POWER POLE W/TRANSFORMER
NG	NATURAL GROUND	STAIRS	STAIRS SHOWING DOWNWARD DIRECTION
P.O.L.	POINT ON LINE	SMH	SEWER MANHOLE
SMH	SEWER MANHOLE	SIGN	SIGN
SDMH	STORM DRAIN MANHOLE	SDMH	STORM DRAIN MAHHOLE
TOR	TOP OF RIM	SL	STREET LIGHT
TC	TOP OF CURB	TREE	TREE
TOP	TOP OF STRUCTURE	TP	TREE PALM
TYP	TYPICAL	WF	WATER FAUCET
WM	WATER METER	WV	WATER VALVE
WV	WATER VAULT		
	BUILDING LINE		
	CHAIN LINK FENCE		
	EDGE OF PAVEMENT		
OHE	OVERHEAD ELECTRIC LINE		
	PROPERTY LINE		
	RETAINING/BRICK WALL		
SS	RETAINING/BLOCK WALL		
SD	SANITARY SEWER LINE		
	STORM DRAIN LINE		
	WROUGHT IRON FENCE		

Underground Service Alert
Call: TOLL FREE
1–800
227–2600
TWO WORKING DAYS
BEFORE YOU DIG

GRAPHIC SCALE
20 0 10 20
FEET

DATE OF SURVEY: SEPTEMBER 22 AND SEPTEMBER 23, 2015

PREPARED FOR:
Bastion Development
11924 A Washington Blvd.,
Culver City, CA 90066
PHONE: (310) 701–0282

NO.	DATE	REVISIONS	BY
2.	10/03/16	CLIENT COMMENTS	HN
1.	12/03/15	ADDED SETBACKS	BK

CALVADA SURVEYING, INC.
411 Jenks Cir., Suite 205, Corona, CA 92880
Phone: 951-280-9960 Fax: 951-280-9746
Toll Free: 800-CALVADA www.calvada.com
JOB NO. 15648

DATE: OCTOBER 2, 2015–AV SHEET 2 OF 2

• entitlement set 18-1101 • for kevin to review 18-0604 • for meeting 18-0524 • for meeting 18-0522 • Bastion comments • Planning set 18-0515 • Bastion comments 18-0502 • updated plans • Re- sub 18-0111 • planning s/b 08.08.16 • planning s/b 02.08.16

15-68.20

pk:a
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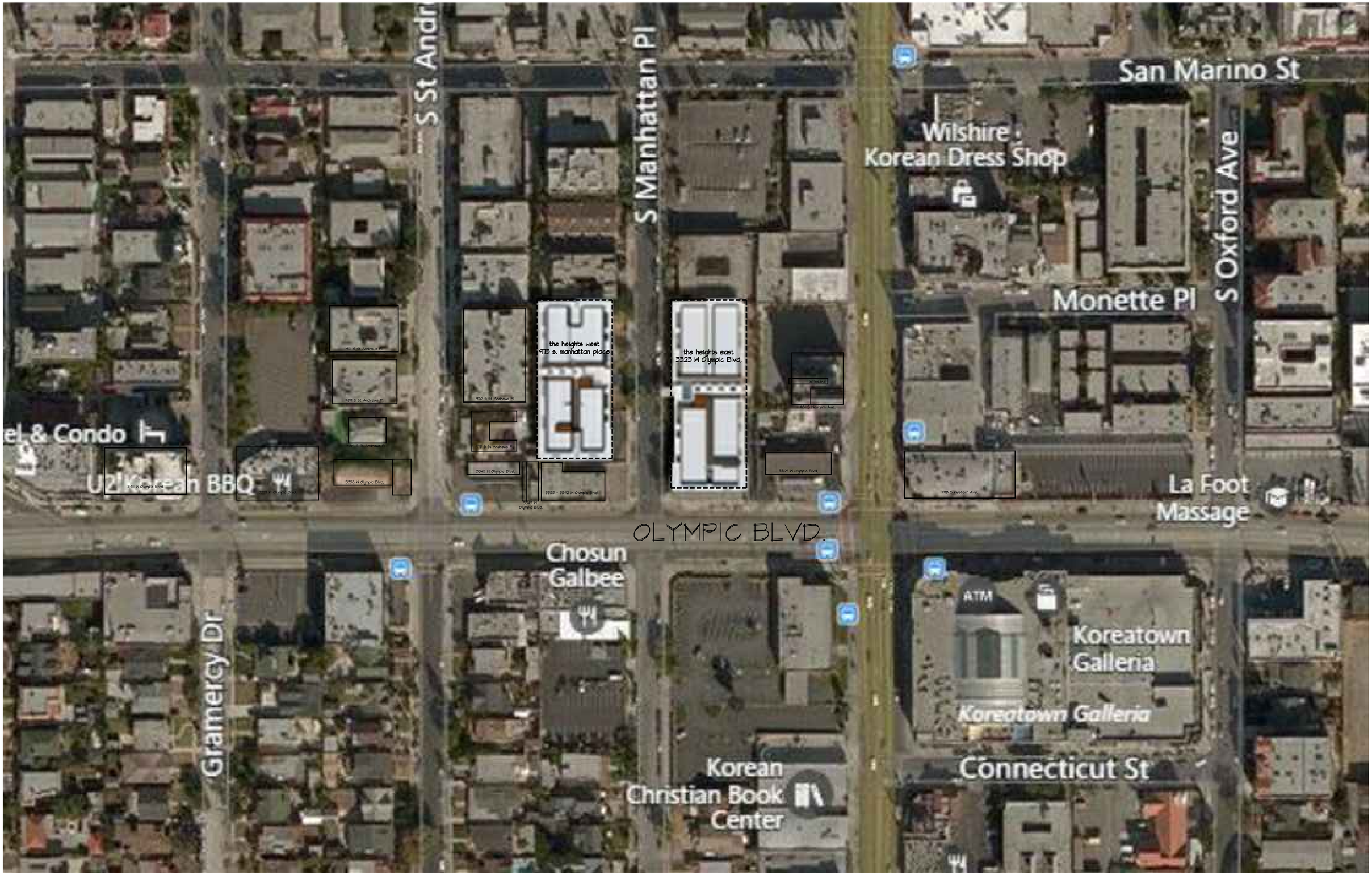
agoura hills · california 91301
v 818 597 0057 f 818 597 0059
w pkarchitecture.net

BASTION DEVELOPMENT CORPORATION

topographic survey

the heights west
residential building
975 s. manhattan place
los angeles, california

ap-02w



15-68.20

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agoura hills · california 91301
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w pkarchitecture.net

BASTION DEVELOPMENT CORPORATION

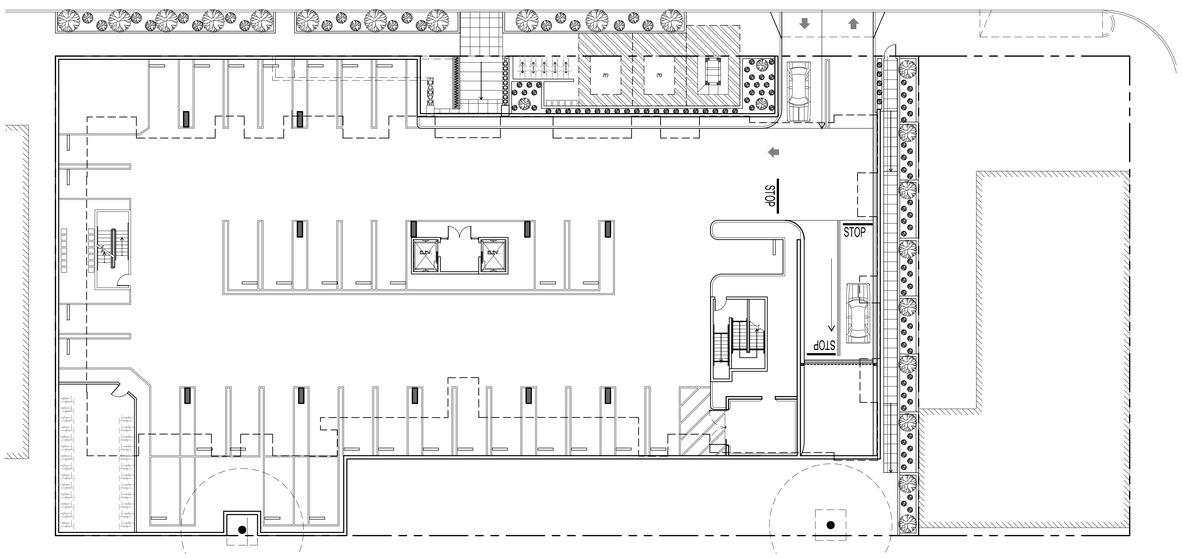
NORTH

overall site plan :
1" = 50'-0"

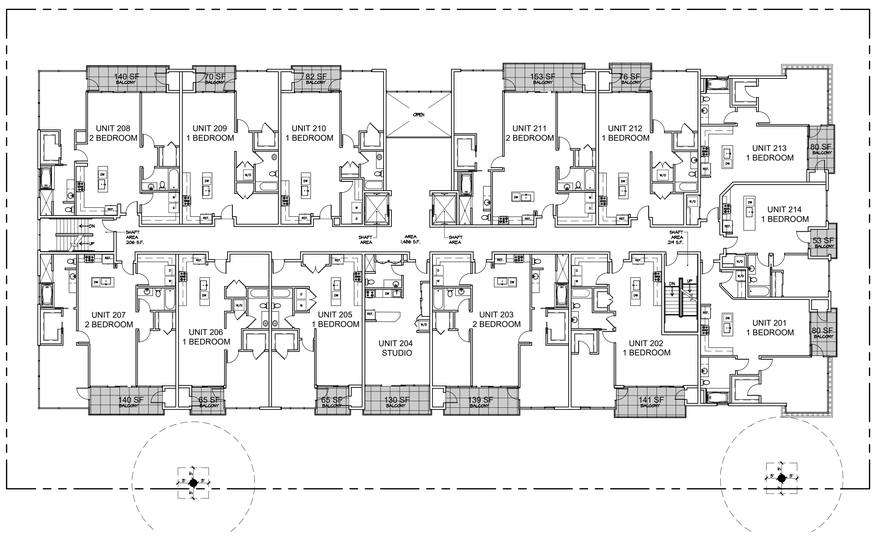
the heights west
residential building
975 s. manhattan place
los angeles, california

a0-03

- entitlement set 18-1101
- for kevin to review 18-0604
- for meeting 18-0524
- for meeting 18-0522
- for meeting 18-0515
- Planning sub. Boston comments 18-0507
- Re - sub 18-0111 Boston comments 18-0502
- updated plans 18-0130
- planning sub. 06.08.18
- planning sub. 02.08.18

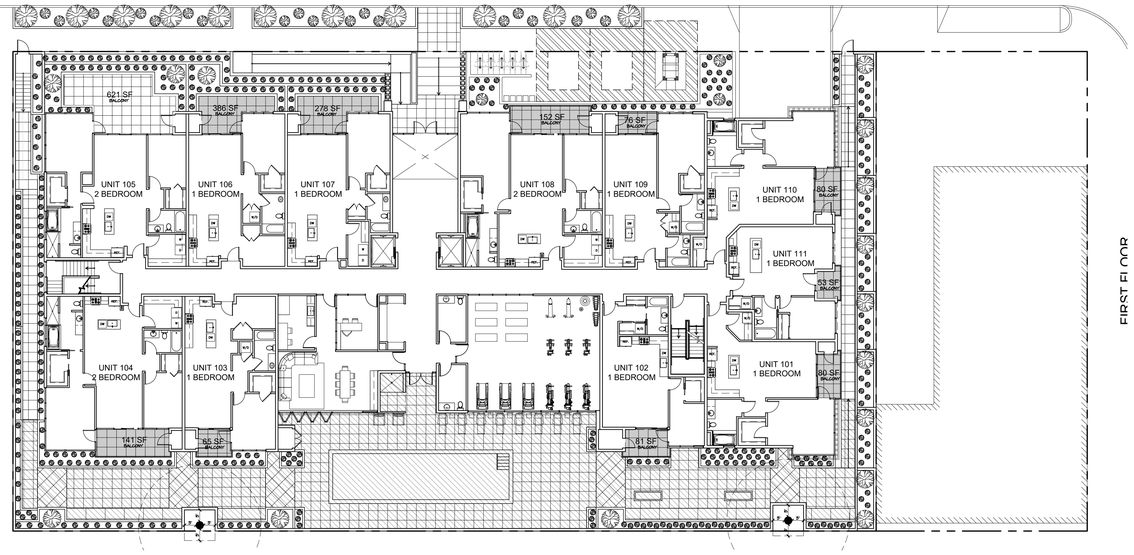


GROUND FLOOR
PRIVATE OPEN SPACE: NONE
COMMON OPEN SPACE: NONE



SECOND FLOOR
14 UNITS

SECOND FLOOR
PRIVATE OPEN SPACE: 1,414 S.F.
COMMON OPEN SPACE: NONE



FIRST FLOOR

FIRST FLOOR
PRIVATE OPEN SPACE: 2,013 S.F.
COMMON OPEN SPACE: 4,528 S.F.

open space east side

REQUIRED:
PER LAMC 12.21-G-2:
100 S.F. OF OPEN SPACE IS REQUIRED FOR UNITS WITH LESS THAN 3 HABITABLE ROOMS
125 S.F. OF OPEN SPACE IS REQUIRED FOR UNITS WITH 3 HABITABLE ROOMS
175 S.F. OF OPEN SPACE IS REQUIRED FOR UNITS WITH MORE THAN 3 HABITABLE ROOMS

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

UNIT TYPE	UNIT COUNT	OPEN SPACE / UNIT	TOTAL
STUDIOS	0 UNITS	100 S.F. / UNIT	0 S.F.
1-BEDROOM	27 UNITS	100 S.F. / UNIT	2,700 S.F.
2-BEDROOM	67 UNITS	125 S.F. / UNIT	8,375 S.F.
3-BEDROOM	0 UNITS	175 S.F. / UNIT	0 S.F.
TOTAL:	94 UNITS		
TOTAL OPEN SPACE REQUIRED:			11,075 S.F.
TOTAL OPEN SPACE PROVIDED:			12,194 S.F.

open space west side

GROUND FLOOR
TOTAL PROVIDED COMMON OPEN SPACE = NONE

FIRST FLOOR

0 - < 3 HABITABLE ROOMS	=	800 S.F.
3 - 3 HABITABLE ROOMS	=	375 S.F.
REQUIRED OPEN SPACE	=	1,175 S.F.
PROVIDED PRIVATE OPEN SPACE	=	500 S.F.
PROVIDED OUTDOOR COMMON OPEN SPACE	=	4,528 S.F.
TOTAL PROVIDED COMMON OPEN SPACE	=	5,028 S.F.

PROVIDED PRIVATE OPEN SPACE = 2,013 S.F. (ONLY 50 S.F. OF PRIVATE OPEN SPACE / UNIT CAN BE COUNTED TOWARD TOTAL OPEN SPACE S.F. 50 S.F. X 10 UNITS = 500 S.F.)

SECOND FLOOR

10 - < 3 HABITABLE ROOMS	=	1,000 S.F.
4 - 3 HABITABLE ROOMS	=	500 S.F.
REQUIRED OPEN SPACE	=	1,500 S.F.
PROVIDED PRIVATE OPEN SPACE	=	700 S.F.
PROVIDED OUTDOOR COMMON OPEN SPACE	=	0 S.F.
TOTAL PROVIDED COMMON OPEN SPACE	=	700 S.F.

PROVIDED PRIVATE OPEN SPACE = 1,414 S.F. (ONLY 50 S.F. OF PRIVATE OPEN SPACE / UNIT CAN BE COUNTED TOWARD TOTAL OPEN SPACE S.F. 50 S.F. X 14 UNITS = 700 S.F.)

• entitlement set 18-1101 • for kevin to review 18-0604 • for meeting 18-0524 • for meeting 18-0522 • Boston comments • Planing set 18-0515 • Re- sub 18-0111 • Boston comments 18-0502 • updated plans 18-0104 • planning sub 06.03.16 • planning sub 02.09.16

15-68.20

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w pkarchitecture.net

BASTION
DEVELOPMENT CORPORATION

NORTH

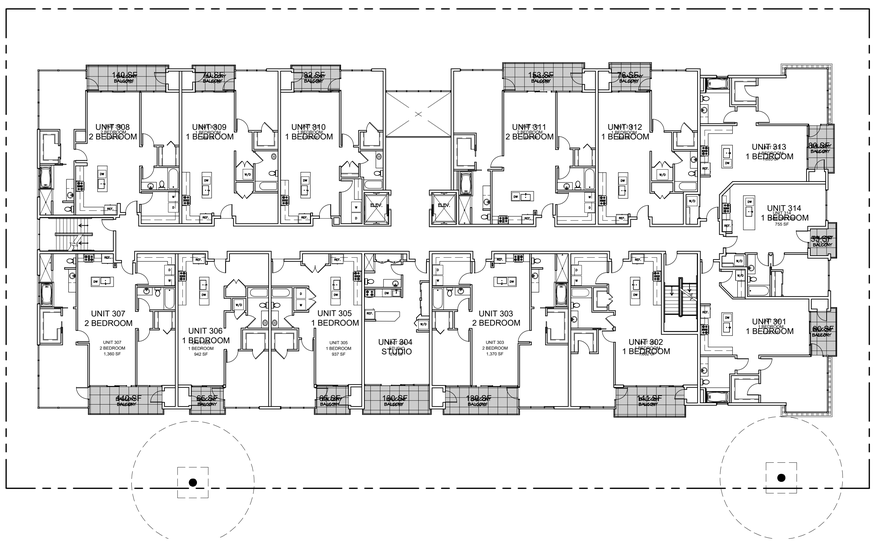
open space calculations :

1/16" = 1'-0"

the heights west
residential building

975 s. manhattan place
los angeles, california

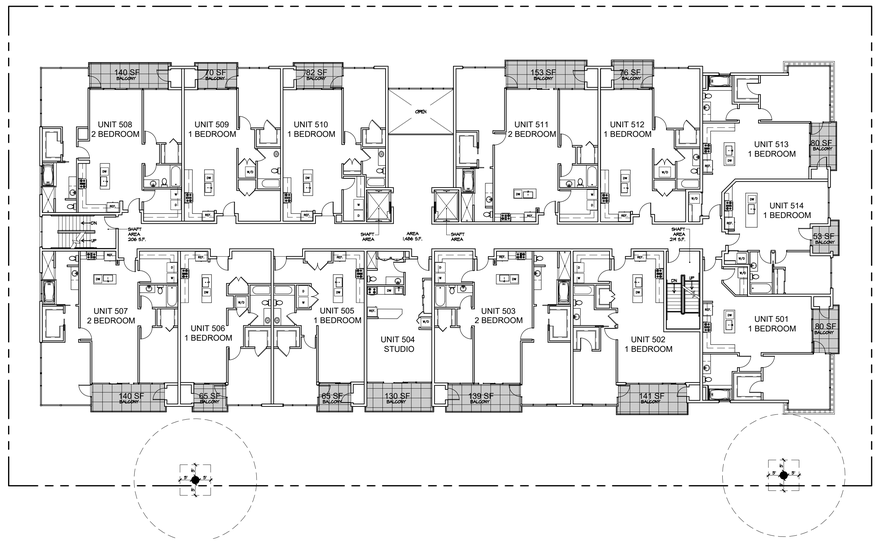
ap-040



THIRD FLOOR

PRIVATE OPEN SPACE: 1,414 S.F.

COMMON OPEN SPACE: NONE

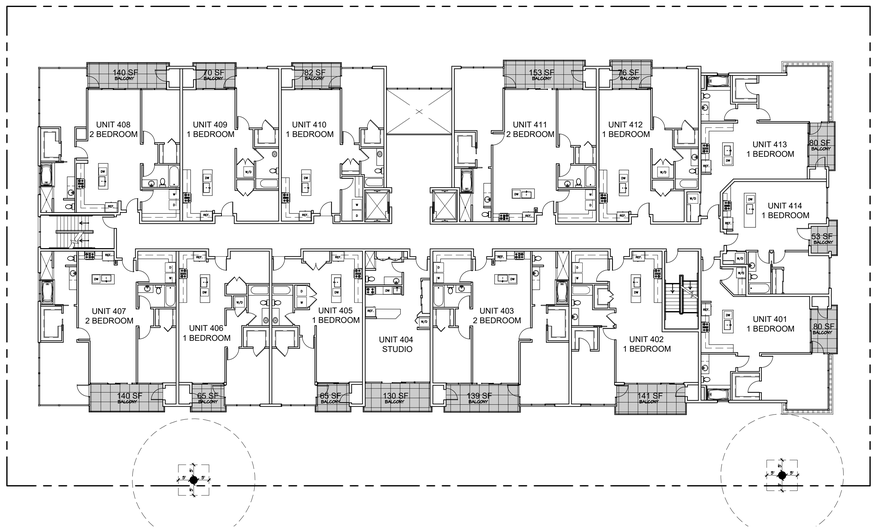


FIFTH FLOOR
14 UNITS

FIFTH FLOOR

PRIVATE OPEN SPACE: 1,414 S.F.

COMMON OPEN SPACE: NONE



FOURTH FLOOR
14 UNITS

FOURTH FLOOR

PRIVATE OPEN SPACE: 1,414 S.F.

COMMON OPEN SPACE: NONE

open space east side

REQUIRED:
PER LAMC 12.21-G-2:
100 S.F. OF OPEN SPACE IS REQUIRED FOR UNITS WITH LESS THAN 3 HABITABLE ROOMS
125 S.F. OF OPEN SPACE IS REQUIRED FOR UNITS WITH 3 HABITABLE ROOMS
175 S.F. OF OPEN SPACE IS REQUIRED FOR UNITS WITH MORE THAN 3 HABITABLE ROOMS

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

UNIT TYPE	UNIT COUNT	OPEN SPACE / UNIT	TOTAL
STUDIOS	0 UNITS	100 S.F. / UNIT	0 S.F.
1-BEDROOM	27 UNITS	100 S.F. / UNIT	2,700 S.F.
2-BEDROOM	67 UNITS	125 S.F. / UNIT	8,375 S.F.
3-BEDROOM	0 UNITS	175 S.F. / UNIT	0 S.F.
TOTAL:	94 UNITS		
TOTAL OPEN SPACE REQUIRED:			11,075 S.F.
TOTAL OPEN SPACE PROVIDED:			12,194 S.F.

open space west side

THIRD FLOOR

10 - < 3 HABITABLE ROOMS	=	1,000 S.F.
4 - 3 HABITABLE ROOMS	=	500 S.F.
REQUIRED OPEN SPACE	=	1,500 S.F.
PROVIDED PRIVATE OPEN SPACE	=	700 S.F.
PROVIDED OUTDOOR COMMON OPEN SPACE	=	0 S.F.
TOTAL PROVIDED COMMON OPEN SPACE	=	700 S.F.

PROVIDED PRIVATE OPEN SPACE = 1,414 S.F. (ONLY 50 S.F. OF PRIVATE OPEN SPACE / UNIT CAN BE COUNTED TOWARD TOTAL OPEN SPACE S.F. 50 S.F. X 14 UNITS = 700 S.F.)

FOURTH FLOOR

10 - < 3 HABITABLE ROOMS	=	1,000 S.F.
4 - 3 HABITABLE ROOMS	=	500 S.F.
REQUIRED OPEN SPACE	=	1,500 S.F.
PROVIDED PRIVATE OPEN SPACE	=	700 S.F.
PROVIDED OUTDOOR COMMON OPEN SPACE	=	0 S.F.
TOTAL PROVIDED COMMON OPEN SPACE	=	700 S.F.

PROVIDED PRIVATE OPEN SPACE = 1,414 S.F. (ONLY 50 S.F. OF PRIVATE OPEN SPACE / UNIT CAN BE COUNTED TOWARD TOTAL OPEN SPACE S.F. 50 S.F. X 14 UNITS = 700 S.F.)

FIFTH FLOOR

10 - < 3 HABITABLE ROOMS	=	1,000 S.F.
4 - 3 HABITABLE ROOMS	=	500 S.F.
REQUIRED OPEN SPACE	=	1,500 S.F.
PROVIDED PRIVATE OPEN SPACE	=	700 S.F.
PROVIDED OUTDOOR COMMON OPEN SPACE	=	0 S.F.
TOTAL PROVIDED COMMON OPEN SPACE	=	700 S.F.

PROVIDED PRIVATE OPEN SPACE = 1,414 S.F. (ONLY 50 S.F. OF PRIVATE OPEN SPACE / UNIT CAN BE COUNTED TOWARD TOTAL OPEN SPACE S.F. 50 S.F. X 14 UNITS = 700 S.F.)

- Boston comments 18-0507
- planning sub 07.09.18
- planning sub 08.03.18
- Boston comments 18-0502
- Re- sub 18-0111
- updated plans 18-0104
- entitlement set 18-0101
- for kevin to review 18-0604
- for meeting 18-0524
- for meeting 18-0522
- for meeting 18-0515

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agoura hills california 91301
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w pkarchitecture.net

BASTION
DEVELOPMENT CORPORATION

NORTH

open space calculations :

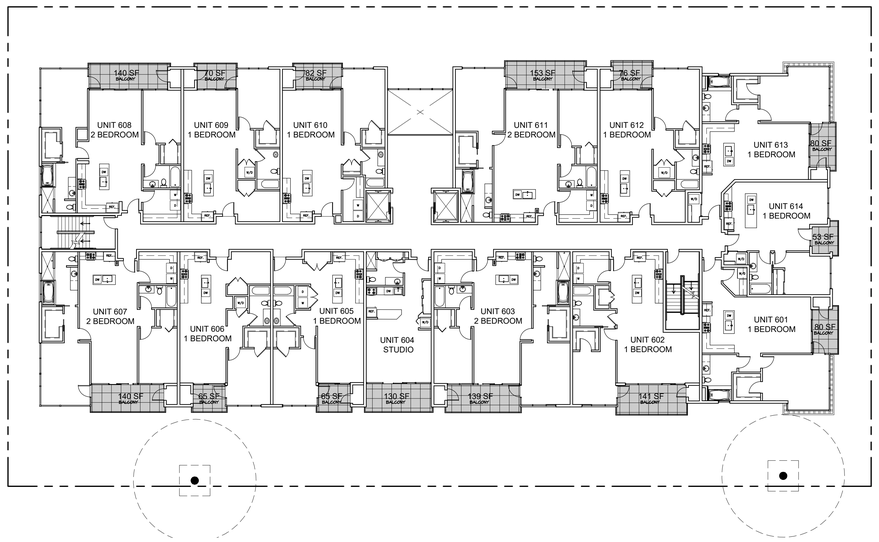
1/16" = 1'-0"

the heights west
residential building

975 s. manhattan place
los angeles, california

15-68.20

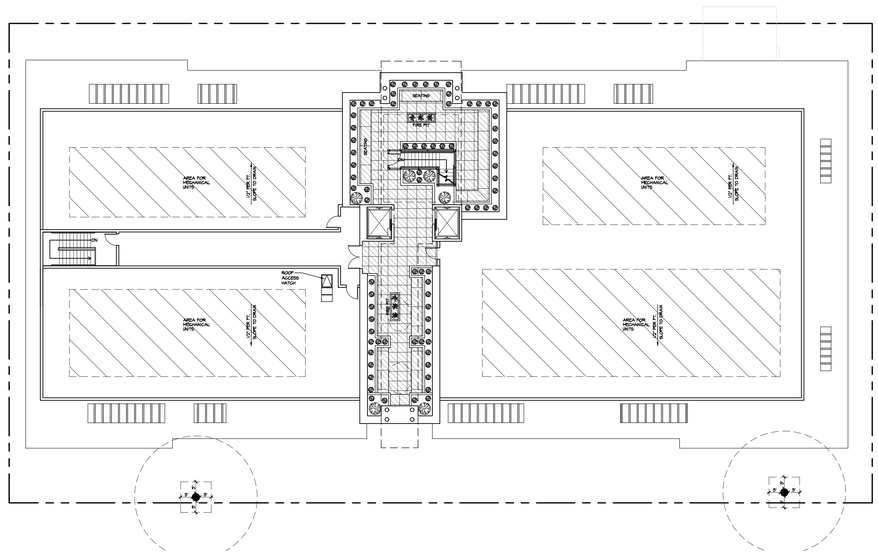
ap-050



SIXTH FLOOR

PRIVATE OPEN SPACE: 1,414 S.F.

COMMON OPEN SPACE: NONE

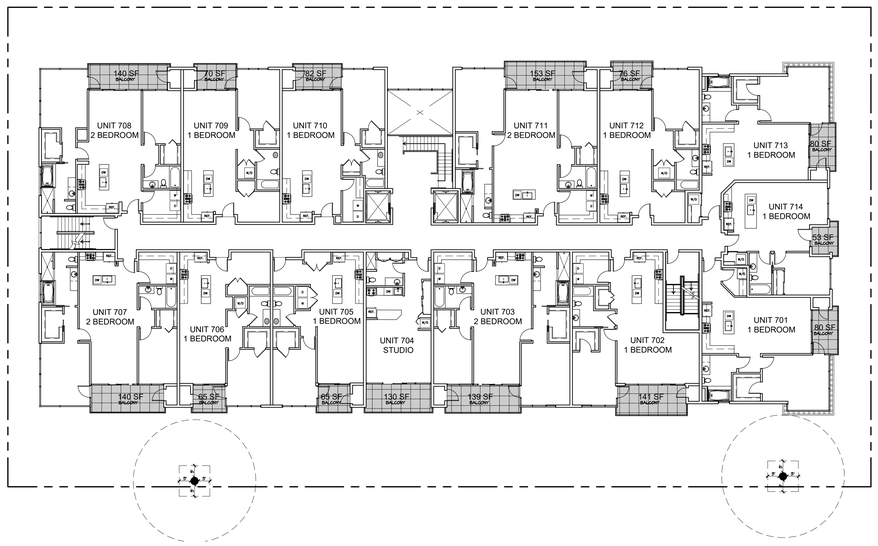


AMENITY DECK / PARTIAL ROOF

ROOF

PRIVATE OPEN SPACE: NONE

COMMON OPEN SPACE: 2,174 S.F.



SEVENTH FLOOR
14 UNITS

SEVENTH FLOOR

PRIVATE OPEN SPACE: 1,414 S.F.

COMMON OPEN SPACE: NONE

open space east side

REQUIRED:
PER LAMC 12.21-G-2;
100 S.F. OF OPEN SPACE IS REQUIRED FOR UNITS WITH LESS THAN 3 HABITABLE ROOMS
125 S.F. OF OPEN SPACE IS REQUIRED FOR UNITS WITH 3 HABITABLE ROOMS
175 S.F. OF OPEN SPACE IS REQUIRED FOR UNITS WITH MORE THAN 3 HABITABLE ROOMS

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

UNIT TYPE	UNIT COUNT	OPEN SPACE / UNIT	TOTAL
STUDIOS	0 UNITS	100 S.F. / UNIT	0 S.F.
1-BEDROOM	27 UNITS	100 S.F. / UNIT	2,700 S.F.
2-BEDROOM	67 UNITS	125 S.F. / UNIT	8,375 S.F.
3-BEDROOM	0 UNITS	175 S.F. / UNIT	0 S.F.
TOTAL:	94 UNITS		
TOTAL OPEN SPACE REQUIRED:			11,075 S.F.
TOTAL OPEN SPACE PROVIDED:			12,194 S.F.

open space west side

SIXTH FLOOR

10 - < 3 HABITABLE ROOMS	=	1,000 S.F.
4 - 3 HABITABLE ROOMS	=	500 S.F.
REQUIRED OPEN SPACE	=	1,500 S.F.
PROVIDED PRIVATE OPEN SPACE	=	700 S.F.
PROVIDED OUTDOOR COMMON OPEN SPACE	=	0 S.F.
TOTAL PROVIDED COMMON OPEN SPACE	=	700 S.F.

PROVIDED PRIVATE OPEN SPACE = 1,782 S.F. (ONLY 50 S.F. OF PRIVATE OPEN SPACE / UNIT CAN BE COUNTED TOWARD TOTAL OPEN SPACE S.F., 50 S.F. X 14 UNITS = 700 S.F.)

SEVENTH FLOOR

10 - < 3 HABITABLE ROOMS	=	1,000 S.F.
4 - 3 HABITABLE ROOMS	=	500 S.F.
REQUIRED OPEN SPACE	=	1,500 S.F.
PROVIDED PRIVATE OPEN SPACE	=	700 S.F.
PROVIDED OUTDOOR COMMON OPEN SPACE	=	0 S.F.
TOTAL PROVIDED COMMON OPEN SPACE	=	700 S.F.

PROVIDED PRIVATE OPEN SPACE = 1,782 S.F. (ONLY 50 S.F. OF PRIVATE OPEN SPACE / UNIT CAN BE COUNTED TOWARD TOTAL OPEN SPACE S.F., 50 S.F. X 14 UNITS = 700 S.F.)

ROOF DECK
PROVIDED COMMON OPEN SPACE = 2,174 S.F.

REQUIRED LANDSCAPE WITHIN COMMON OPEN SPACE
15% OF 11,402 S.F. = 1,710 S.F.
PROVIDED LANDSCAPE COMMON OPEN SPACE
4,500 S.F.

• Boston comments • Planning set 18-0515 • for meeting 18-0522 • for meeting 18-0524 • for Kevin to review • 18-0604 • entitlement set 18-1101 • updated plans • 18-0104 • Re- sub 18-0111 • Boston comments 18-0502 • planning sub. 06.03.16 • planning sub. 02.01.16 •

15-68.20

pk:a
5126 clareton drive suite 110
agoura hills california 91301
v 818.594.0057 f 818.594.0059
w pkarchitecture.net

BASTION DEVELOPMENT CORPORATION

NORTH

open space calculations :

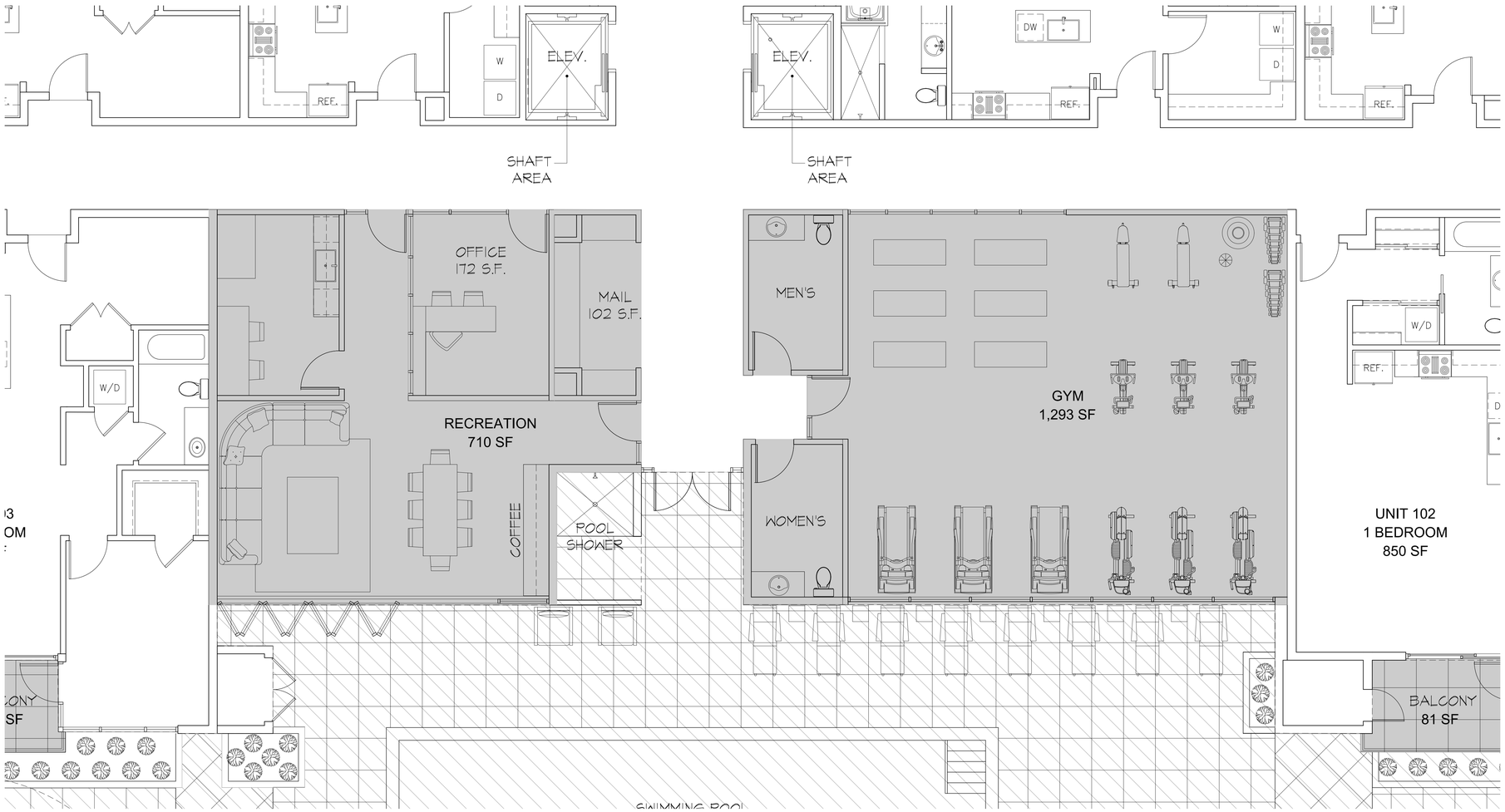
1/16" = 1'-0"

the heights west

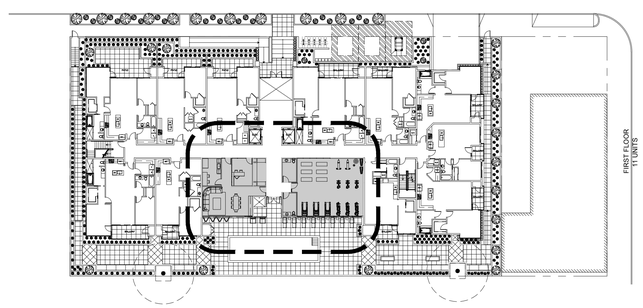
residential building

975 s. manhattan place
los angeles, california

ap-960



first floor keyplan



15-08.20

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agoura hills · california 91301
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BASTION
DEVELOPMENT CORPORATION

NORTH

enlarged gym & recreation room floor plan

1/4" = 1'-0"

the heights west

residential building

975 s. manhattan place
los angeles, california

ap-07w

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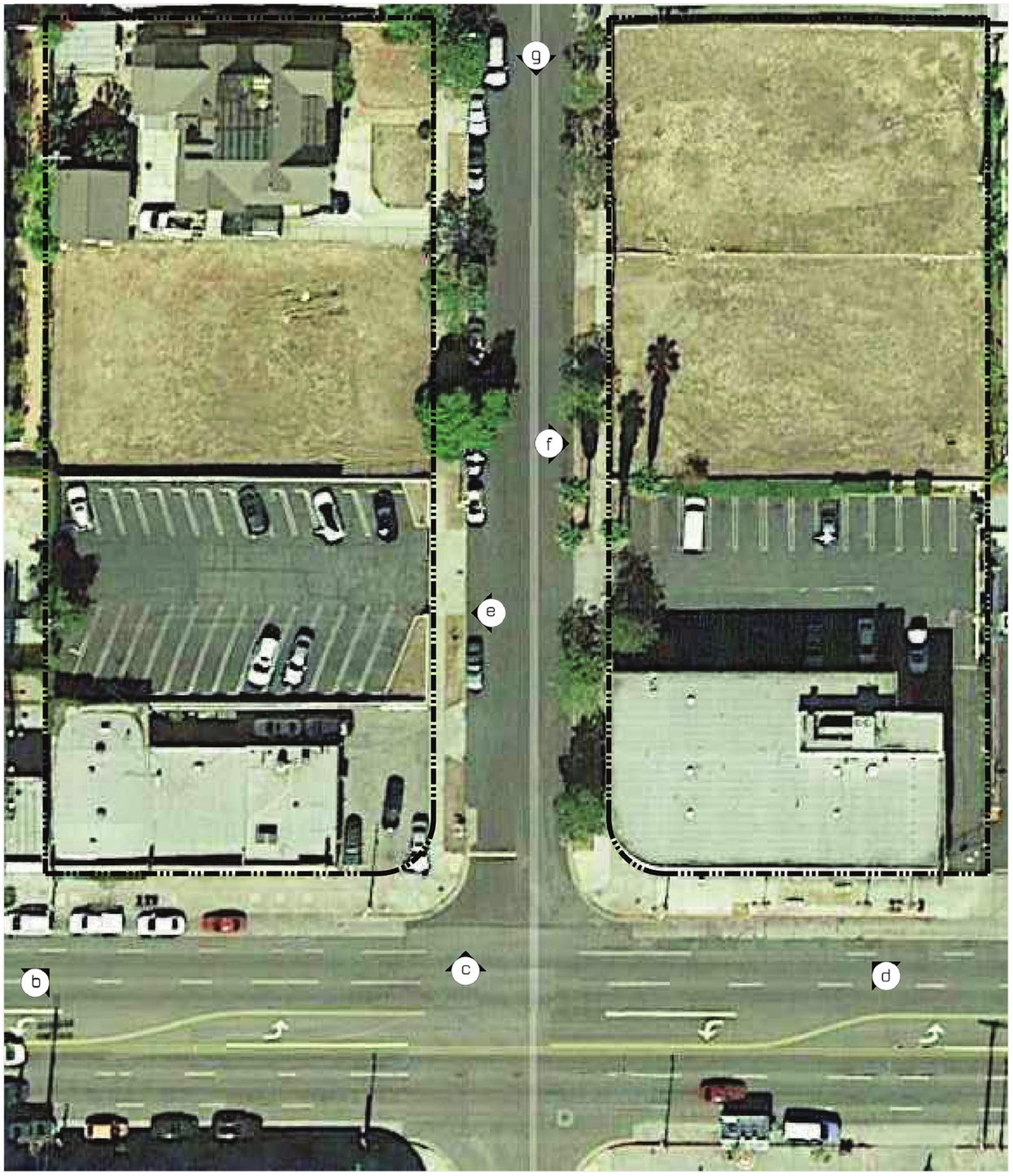
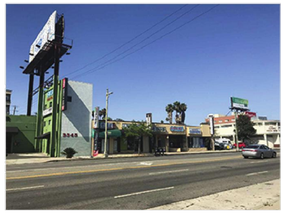


a | site plan

NORTH



b | view along olympic blvd.

c | view along corner olympic blvd. and manhattan pl.

d | view along olympic blvd.

e | view along west side manhattan pl

f | view along east side manhattan pl

g | view along manhattan pl towards washington blvd

site photos 08.08.17 • planning sub 08.28.18 • planning sub 02.28.18 • updated plans 18-0104 • Re- sub 18-0111 • Bastion comments 18-0502 • Bastion comments 18-0507 • planning sub 18-0515 • for meeting 18-0522 • for meeting 18-0524 • for kevin to review 18-0604 • entitlement set 18-1101

15-68.20

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agoura hills, california 91301
v 818.889.0057 f 818.889.0069
w pkarchitecture.net

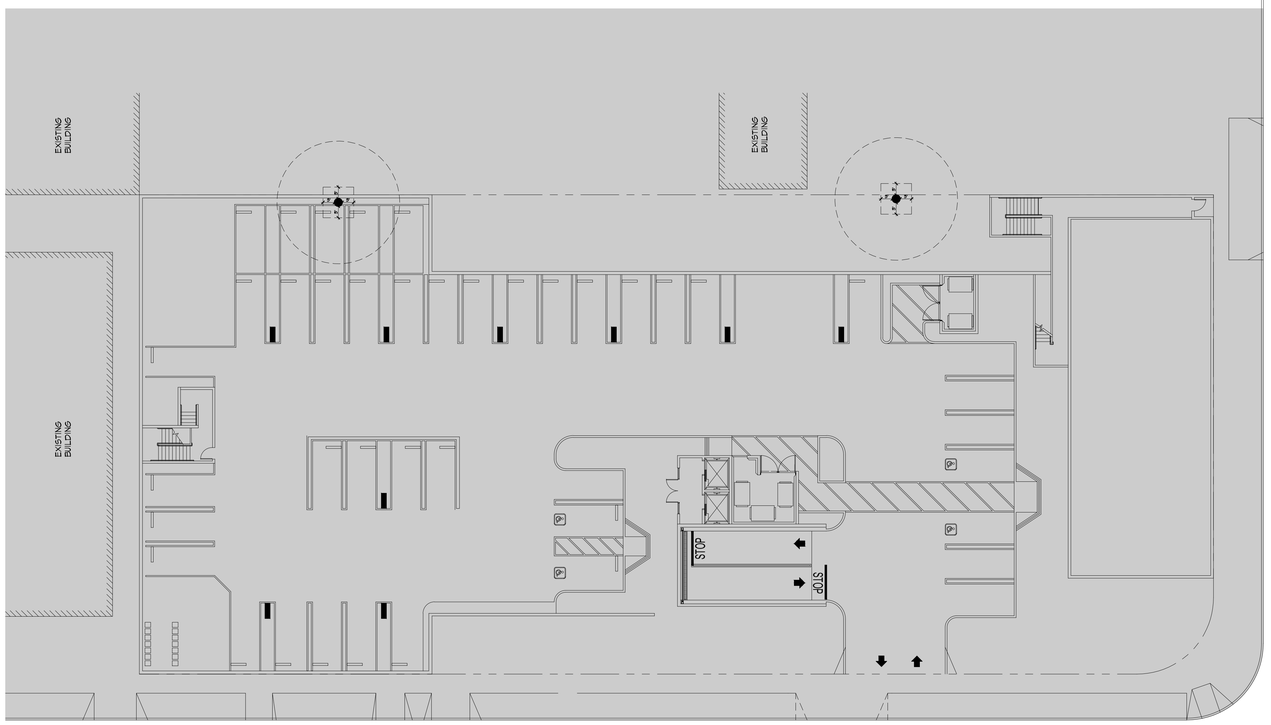
BASTION
DEVELOPMENT CORPORATION

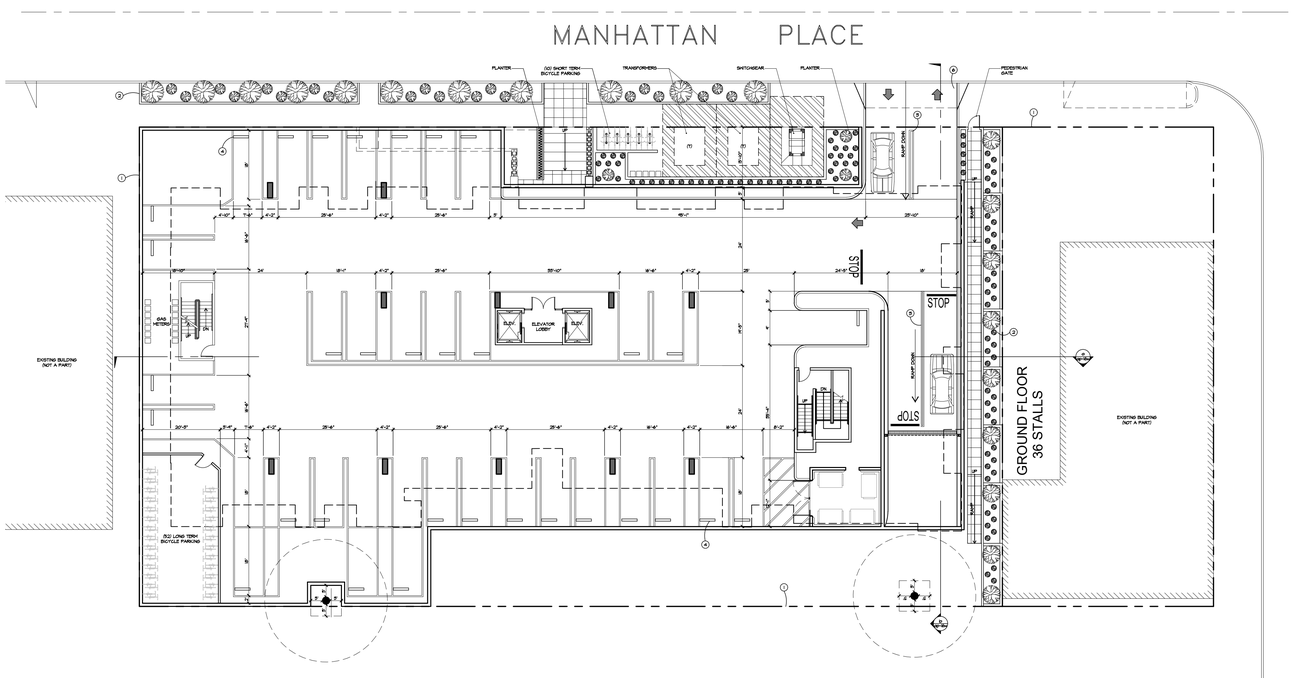
NORTH

existing site photos :
1/16" = 1'-0"

the heights west
residential building
975 s. manhattan place
los angeles, california

ap-080





keynotes:

1. PROPERTY LINE
2. LANDSCAPING
3. DOUBLE YELLOW LINE @ CENTER OF DRIVE WAY
4. CONCRETE WHEEL STOP, TYPICAL.
5. EXISTING SIDEWALK ALONG MANHATTAN PLACE TO BE REPLACED AS REQUIRED PER THE CITY OF LOS ANGELES
6. NEW DRIVE APRON PER CIVIL DRAWINGS AND THE CITY OF LOS ANGELES REQUIREMENTS.
7. TRASH ENCLOSURE - CONCRETE BLOCK PAINTED
8. VALET BOOTH
9. VALET DROP-OFF / PICK-UP AND LOADING ZONE 10' - 18' STALL

general notes:

1. REPLACE SIDEWALK, CURB AND GUTTER AS NECESSARY TO MATCH ADJACENT SIDEWALKS PER PLANNING DEPARTMENT.
2. TOPOGRAPHY AT THE SITE SHOWN ON ATTACHED TOPOGRAPHY SURVEY.
3. REMOVE ALL EXISTING BUILDINGS AND THEIR COMPONENTS THAT ARE LOCATED ON THE SITE, CAP AND SEAL ALL COMPONENTS TO TO THE STREET UTILITIES.

• entitlement set 18-1101 • for kevin to review 18-0604 • for meeting 18-0524 • for meeting 18-0522 • Bastion comments • Planning set 18-0515 • Bastion comments 18-0507 • updated plans Re- sub 18-0111 • Bastion comments 18-0502 • planning sub. 06.08.16 • planning sub. 02.08.16

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5126 clareton drive : suite 110
agoura hills : california 91301
v 818.940.0057 f 818.594.0019
w pkarchitecture.net

BASTION DEVELOPMENT CORPORATION

NORTH

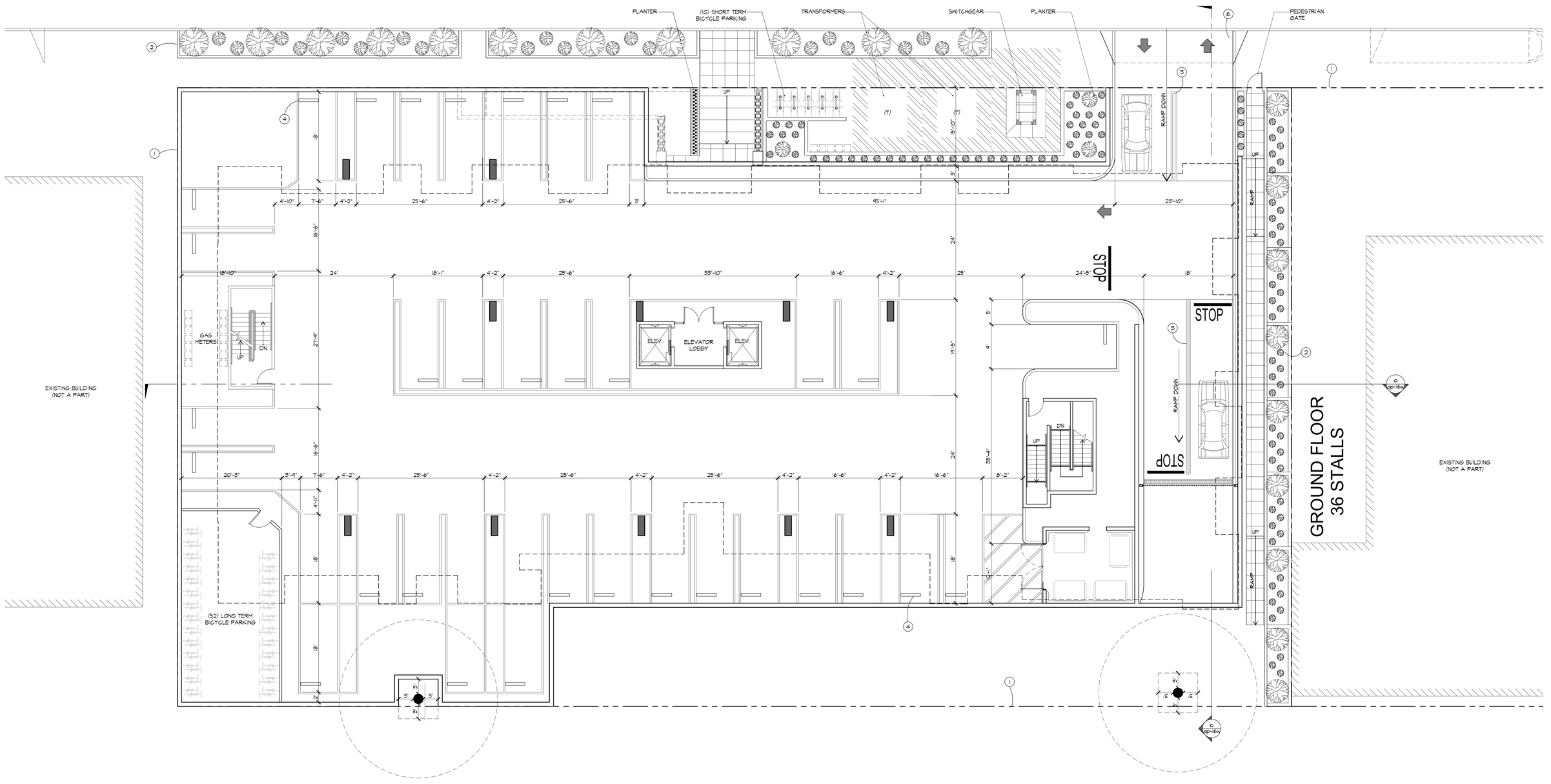
site plan :
1/16" = 1'-0"

the heights west
residential building

975 s. manhattan place
los angeles, california

ap-lw

MANHATTAN PLACE



- entitlement set 18-1101
- for kevin to review 18-0604
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- for meeting 18-0522
- Planning set 18-0515
- Boston comments 18-0507
- Boston comments 18-0502
- Re-sub 18-0111
- updated plans 18-0104
- planning sub 17.08.18
- planning sub 17.08.18

15-68.20

pk:a
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agoura hills, california 91301
v 818.889.0057 f 818.889.0069
w pkarchitecture.net

NORTH

BASTION DEVELOPMENT CORPORATION

ground floor parking

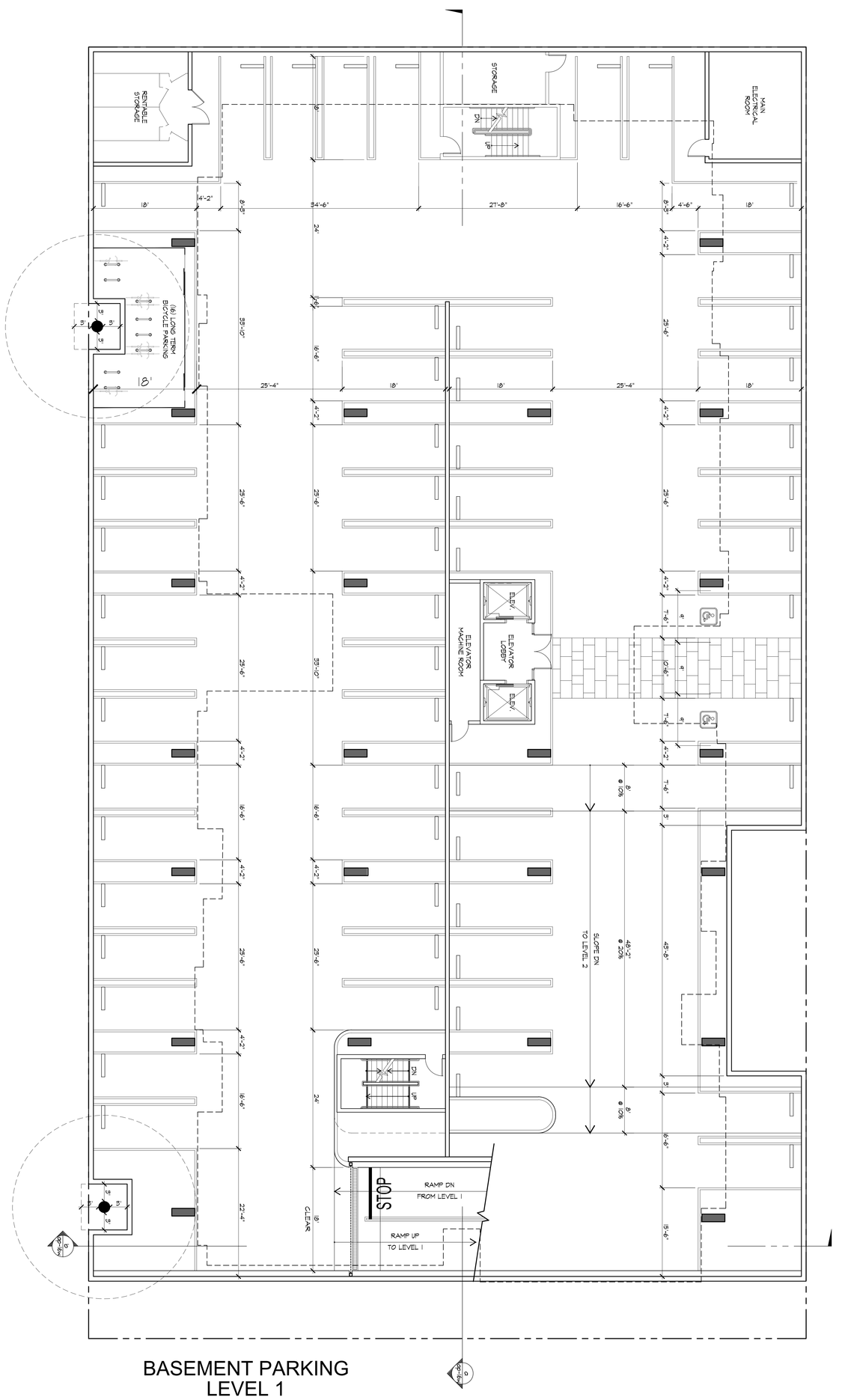
1/8" = 1'-0"

the heights west

residential building

975 s. manhattan place
los angeles, california

ap-2w



BASEMENT PARKING
LEVEL 1
56 STALLS

NORTH

basement parking level 1

1/8" = 1'-0"

the heights west

residential building

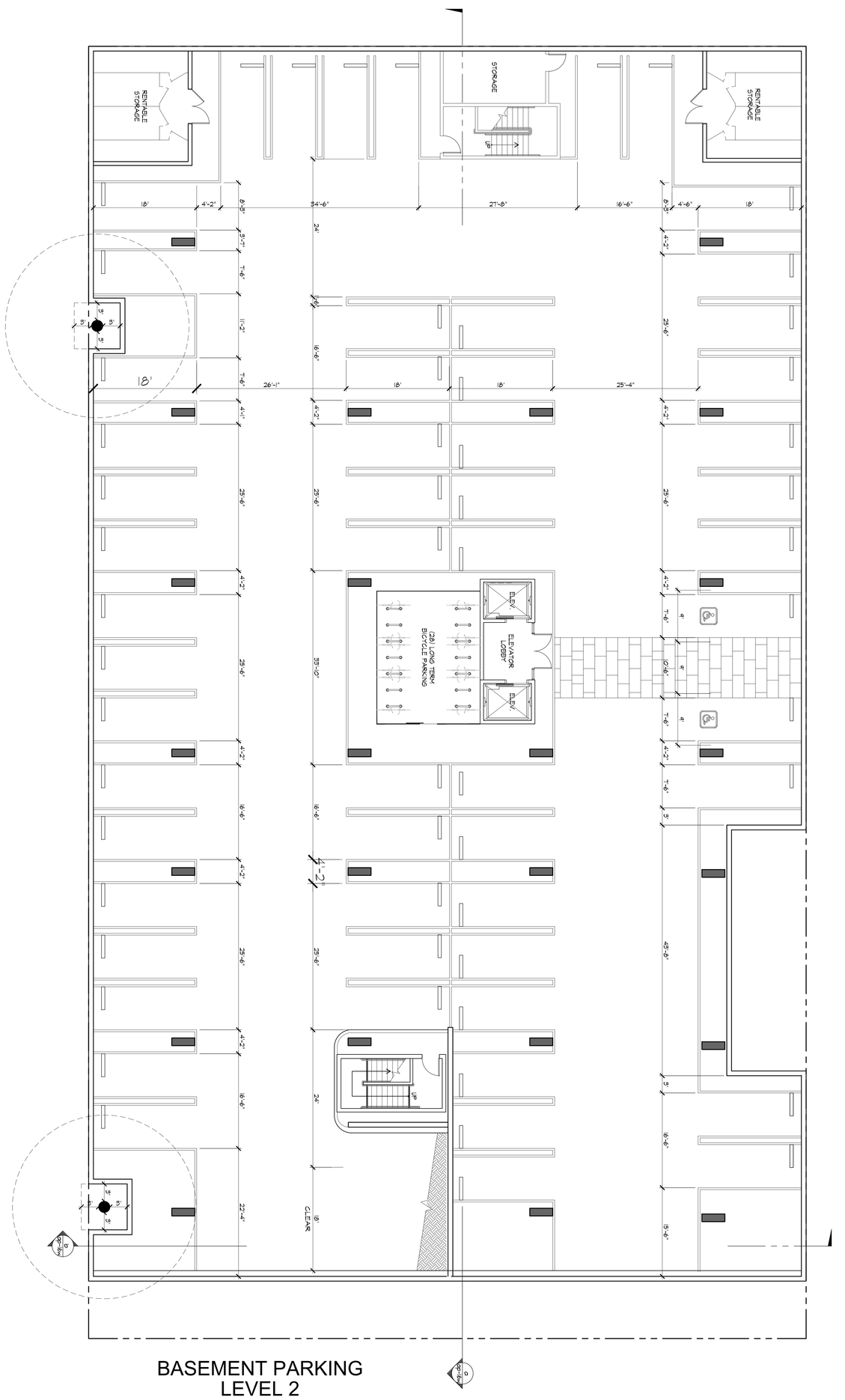
975 s. manhattan place
los angeles, california

ap-3w

planning sub. 02.05.16 · planning sub. 06.08.16 · updated plans 18-0109 · Re- sub 18-0111 · Bastion comments 18-0502 · Bastion comments 18-0507 · Planing set 18-0515 · for meeting 18-0522 · for meeting 18-0529 · for kevin to review 18-0604 · entitlement set 18-1101

pk:a architecture
5436 Lankershim Blvd. Suite 110
North Hollywood, California 91601
t 818.761.1707 f 818.761.1708
w pkarchitecture.net

BASTION DEVELOPMENT CORPORATION



BASEMENT PARKING
LEVEL 2
57 STALLS

NORTH

basement parking level 2

1/8" = 1'-0"

the heights west

residential building

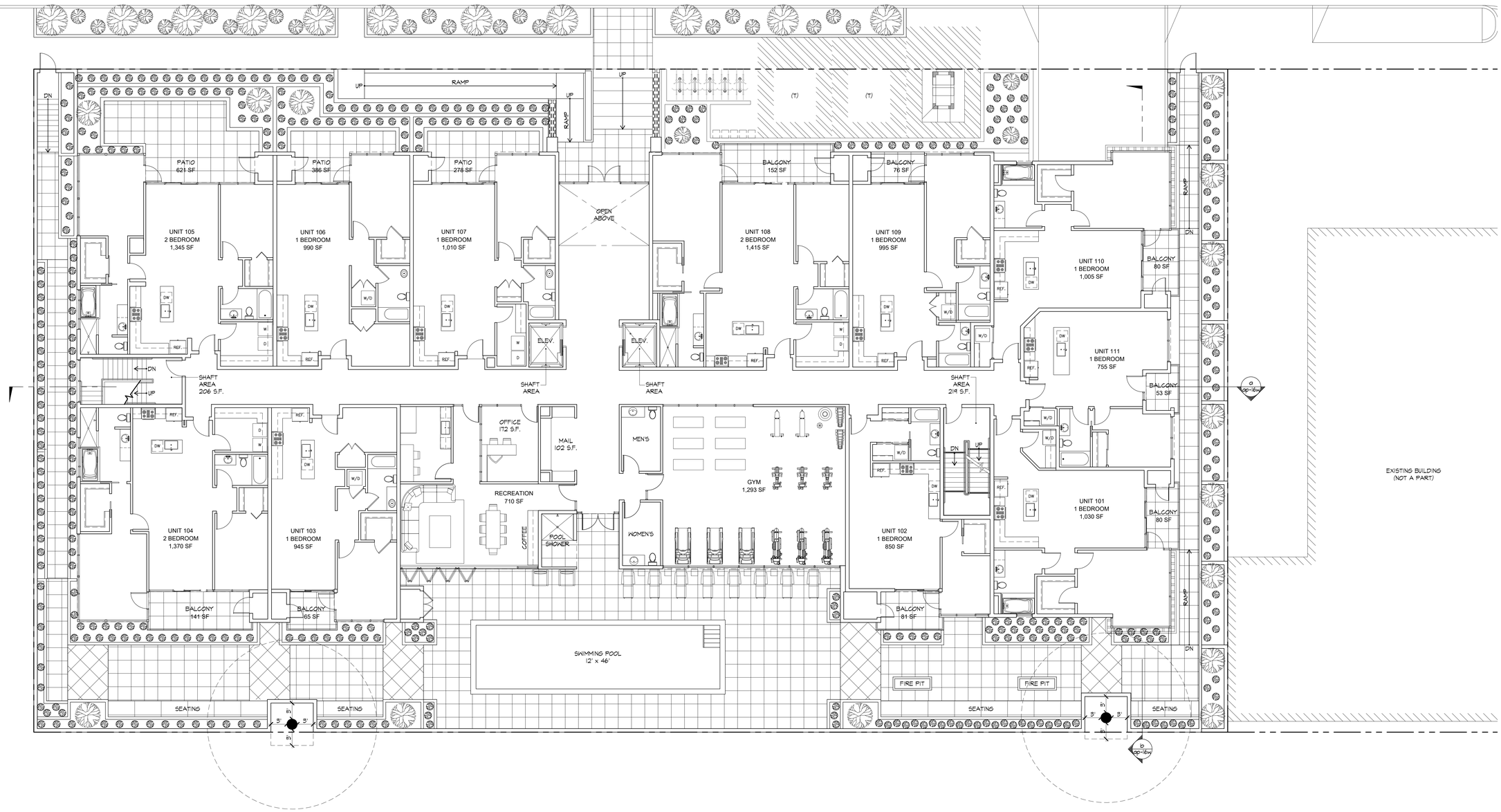
975 s. manhattan place
los angeles, california

ap-4.0

planning sub. 02.05.16 · planning sub. 06.08.16 · updated plans 18-0109 · Re- sub 18-0111 · Bastion comments 18-0502 · Bastion comments 18-0507 · Planing set 18-0515 · for meeting 18-0522 · for meeting 18-0529 · for kevin to review 18-0604 · entitlement set 18-1101

pk:a architecture
5436 Edgehurst Drive, Suite 110
Agoura Hills, California 91301
v 818.991.4007 f 818.991.4013
w pkarchitecture.net

BASTION DEVELOPMENT CORPORATION



- entitlement set 18-1101
- for kevin to review 18-0604
- for meeting 18-0522
- for meeting 18-0524
- Boston comments • Planning set 18-0515
- Re- sub 18-0111 • Boston comments 18-0502
- updated plans 18-0104
- planning sub. 06.08.16
- planning sub. 02.08.16

15-68.20

pk:a
5126 clareton drive · suite 110
agoura hills · california 91301
v 818.940.0057 f 818.594.0019
w pkarchitecture.net

NORTH

BASTION
DEVELOPMENT CORPORATION

first floor plan

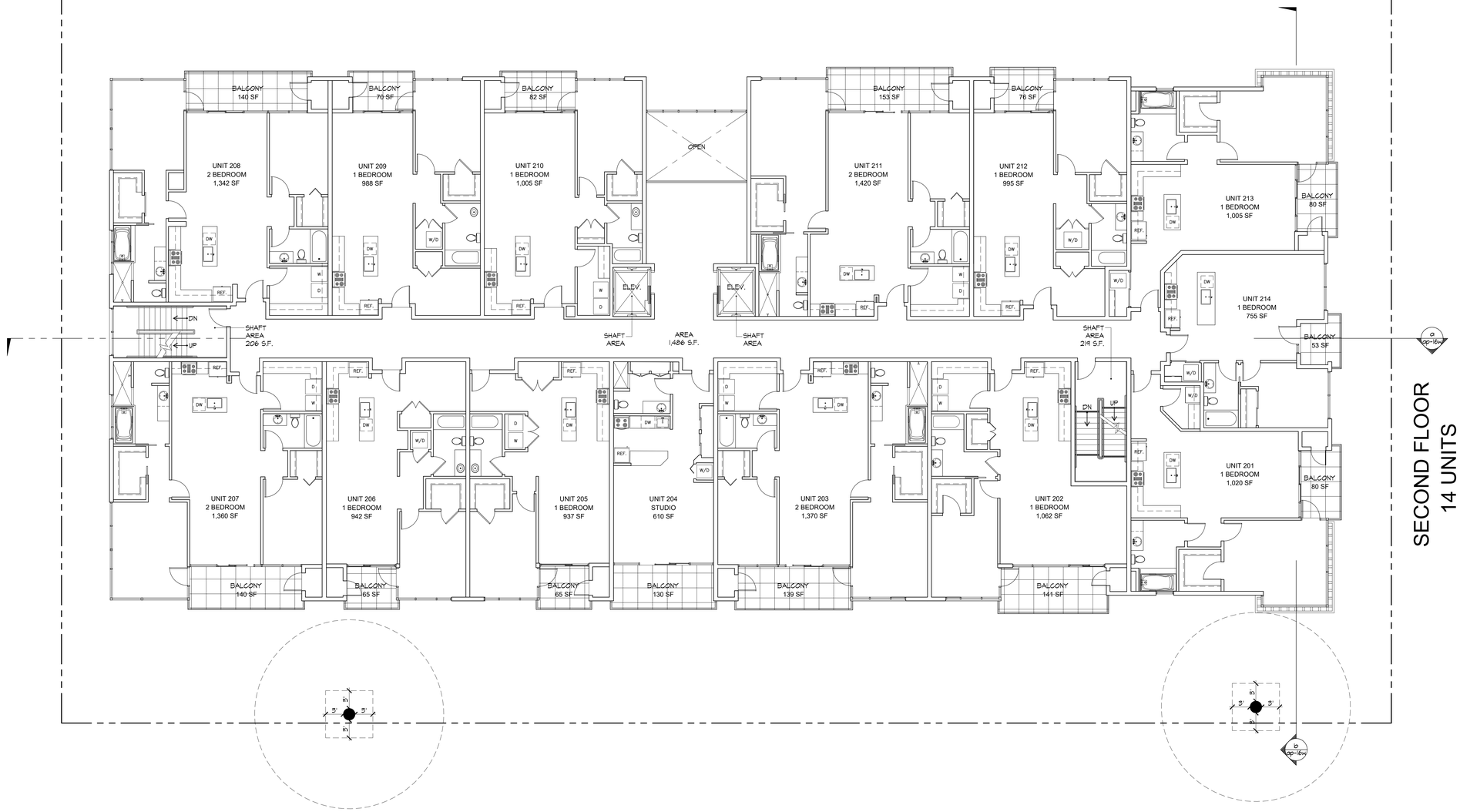
1/8" = 1'-0"

the heights west

residential building

975 s. manhattan place
los angeles, california

ap-5w



• entitlement set 18-1101 • for kevin to review 18-0604 • for meeting 18-0524 • for meeting 18-0515 • Planning set 18-0507 • Boston comments 18-0502 • updated plans Re- sub 18-0114 • Boston comments 18-0502 • planning sub. 06.08.16 • planning sub. 02.08.16

15-68.20

pk:a
5126 clareton drive suite 110
agoura hills california 91301
v 818.940.0057 f 818.594.0019
w pkarchitecture.net

NORTH

BASTION DEVELOPMENT CORPORATION

second floor plan

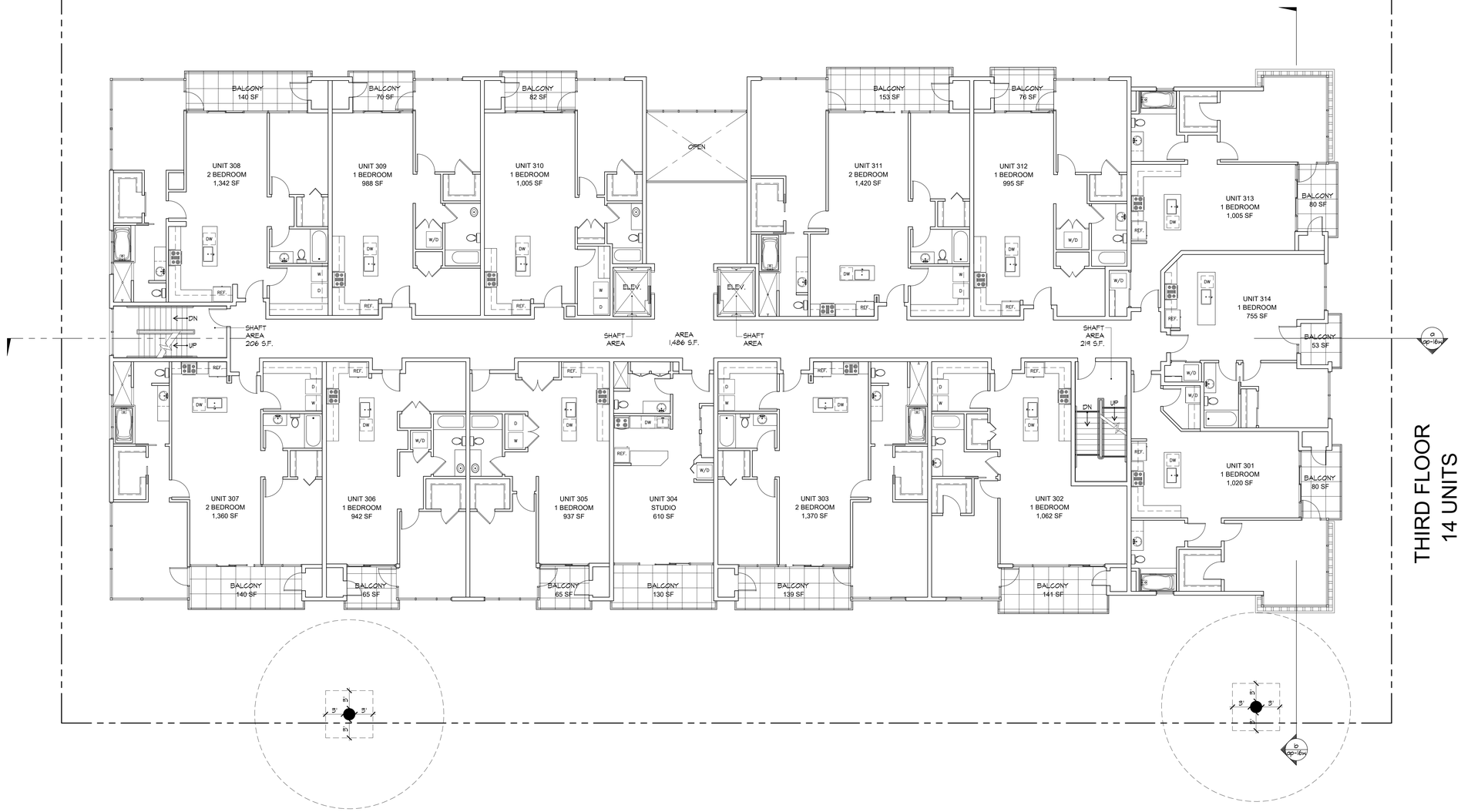
1/8" = 1'-0"

the heights west

residential building

975 s. manhattan place
los angeles, california

ag-mg



THIRD FLOOR
14 UNITS

• entitlement set 18-1101
• for kevin to review 18-0604
• for meeting 18-0524
• for meeting 18-0515
• Boston comments • Planning set 18-0507
• Boston comments 18-0502
• updated plans • Re- sub 18-0111 • Boston comments 18-0502
• planning sub. 06.08.16
• planning sub. 02.08.16

15-66.20

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agoura hills california 91301
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BASTION DEVELOPMENT CORPORATION

NORTH

third floor plan

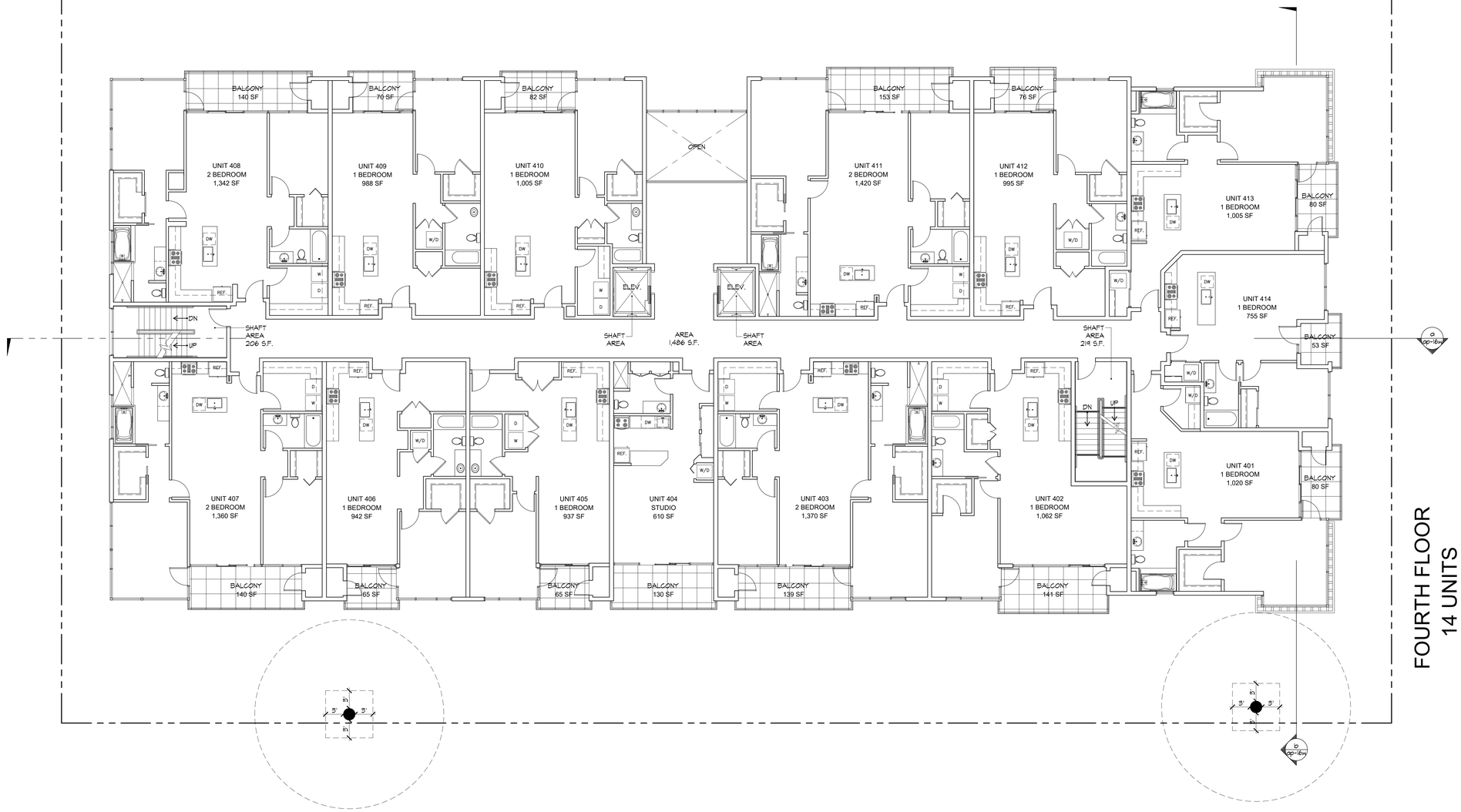
1/8" = 1'-0"

the heights west

residential building

975 s. manhattan place
los angeles, california

A9.16a



FOURTH FLOOR
14 UNITS

- entitlement set 18-1101
- for kevin to review 18-0604
- for meeting 18-0524
- for meeting 18-0515
- Boston comments • Planning set 18-0507
- Boston comments 18-0502
- updated plans • Re- sub 18-0111
- planning sub. 06.08.16
- planning sub. 02.08.16

15-68.20

pk:a
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agoura hills · california 91301
v 818.940.0057 f 818.594.0019
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BASTION DEVELOPMENT CORPORATION

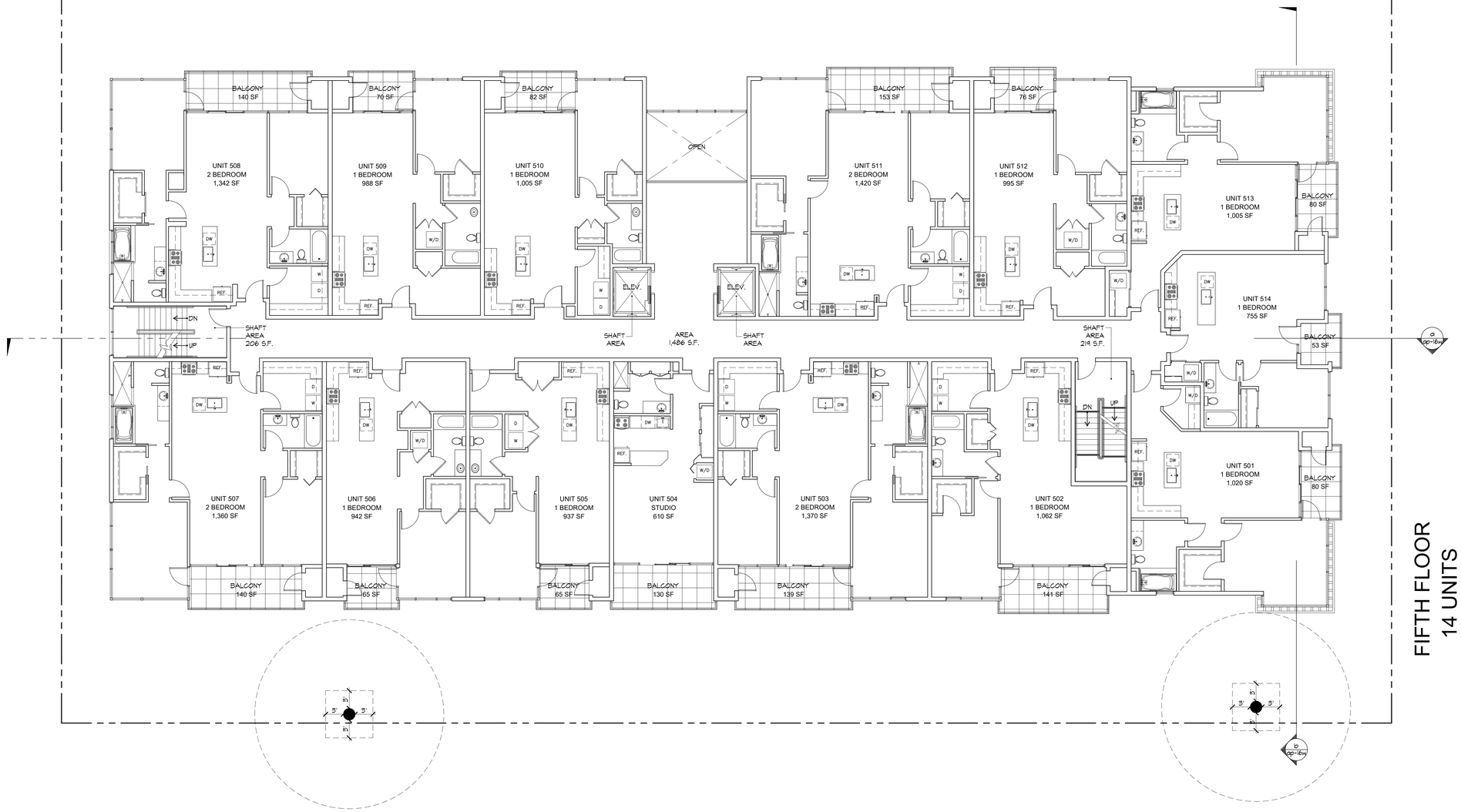
NORTH

fourth floor plan
1/8" = 1'-0"

the heights west
residential building

975 s. manhattan place
los angeles, california

a9-8w



- entitlement set 18-1101
- for kevin to review 18-0604
- for meeting 18-0524
- for meeting 18-0522
- Boston comments • Planning set 18-0515
- Boston comments 18-0502
- updated plans • Re- sub 18-0111
- planning sub. 06.08.16
- planning sub. 02.08.16

15-68.20

pk:a
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agoura hills · california 91301
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NORTH

BASTION DEVELOPMENT CORPORATION

fifth floor plan

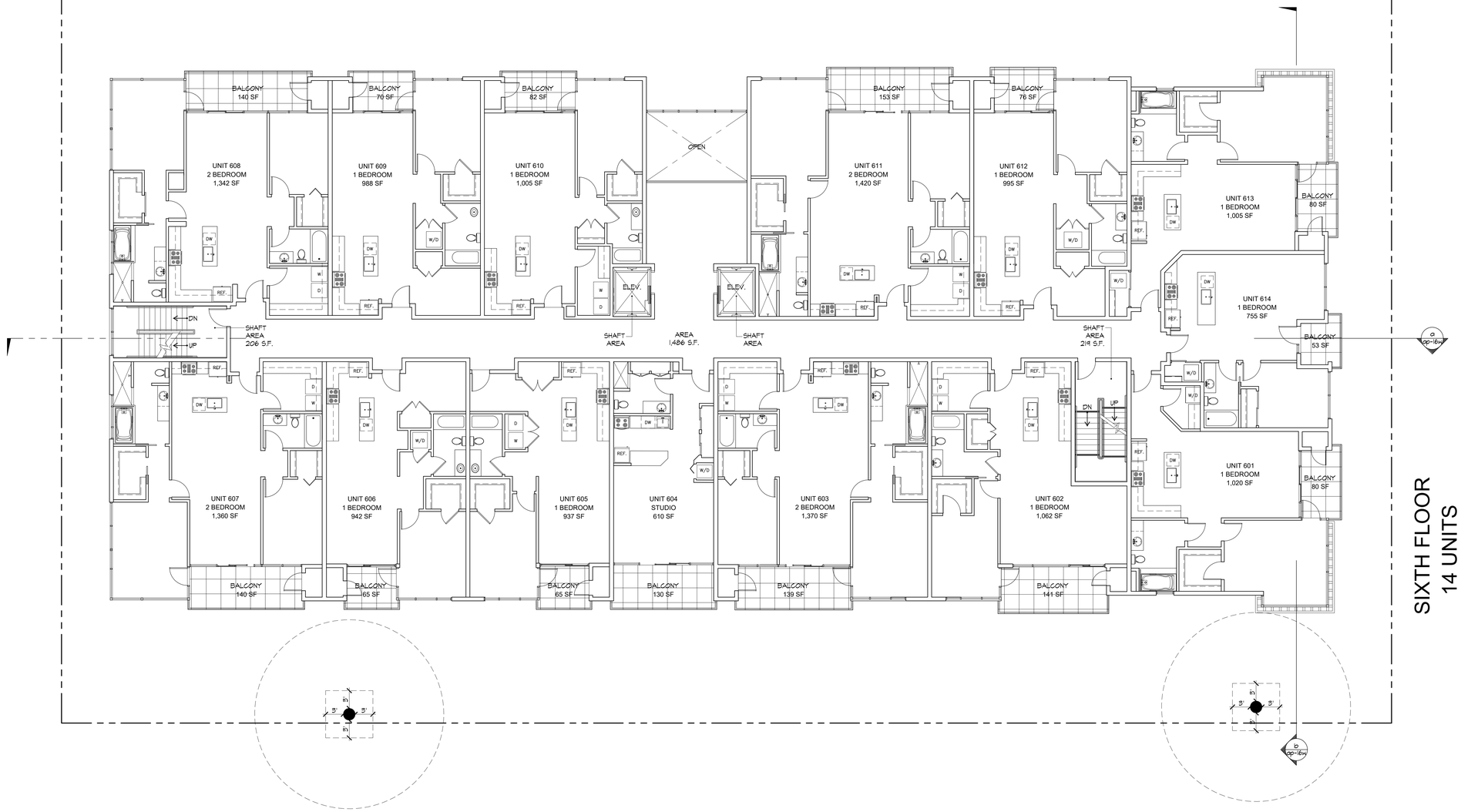
1/8" = 1'-0"

the heights west

residential building

975 s. manhattan place
los angeles, california

a9-6w



- entitlement set 18-1101
- for kevin to review 18-0604
- for meeting 18-0524
- for meeting 18-0522
- Boston comments • Planning set 18-0515
- Boston comments 18-0502
- updated plans • Re- sub 18-0111
- planning sub. 06.08.16
- planning sub. 02.08.16

15-66.20

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agoura hills california 91301
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w pkarchitecture.net

NORTH

BASTION DEVELOPMENT CORPORATION

sixth floor plan

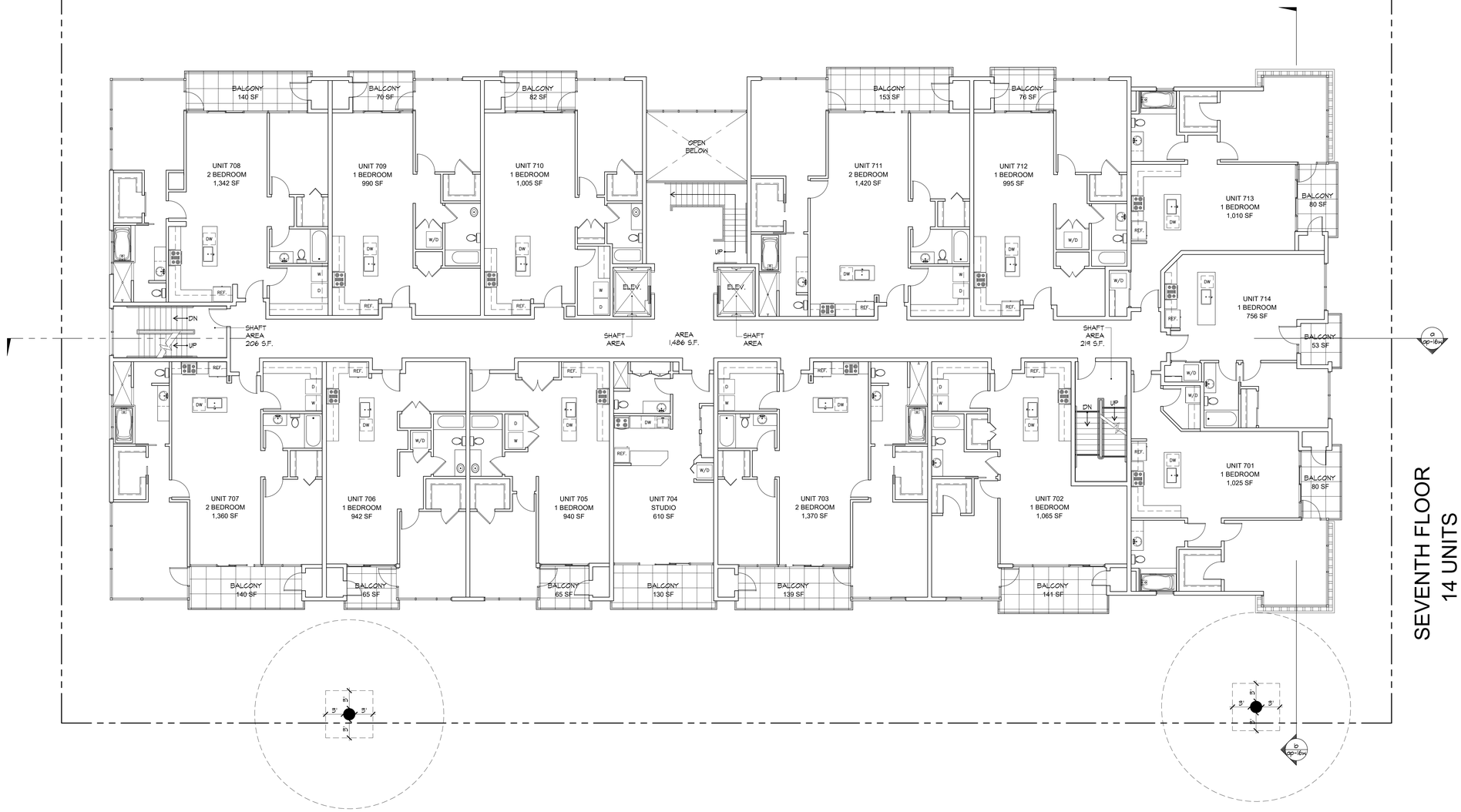
1/8" = 1'-0"

the heights west

residential building

975 s. manhattan place
los angeles, california

ap-10w



- entitlement set 18-1101
- for kevin to review 18-0604
- for meeting 18-0524
- for meeting 18-0522
- Boston comments • Planning set 18-0515
- Boston comments 18-0502
- updated plans Re- sub 18-0111
- planning sub. 06.08.16
- planning sub. 02.08.16

15-66.20

pk:a
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agoura hills california 91301
v 818.940.0057 f 818.594.0019
w pkarchitecture.net

NORTH

BASTION DEVELOPMENT CORPORATION

seventh floor plan

1/8" = 1'-0"

the heights west

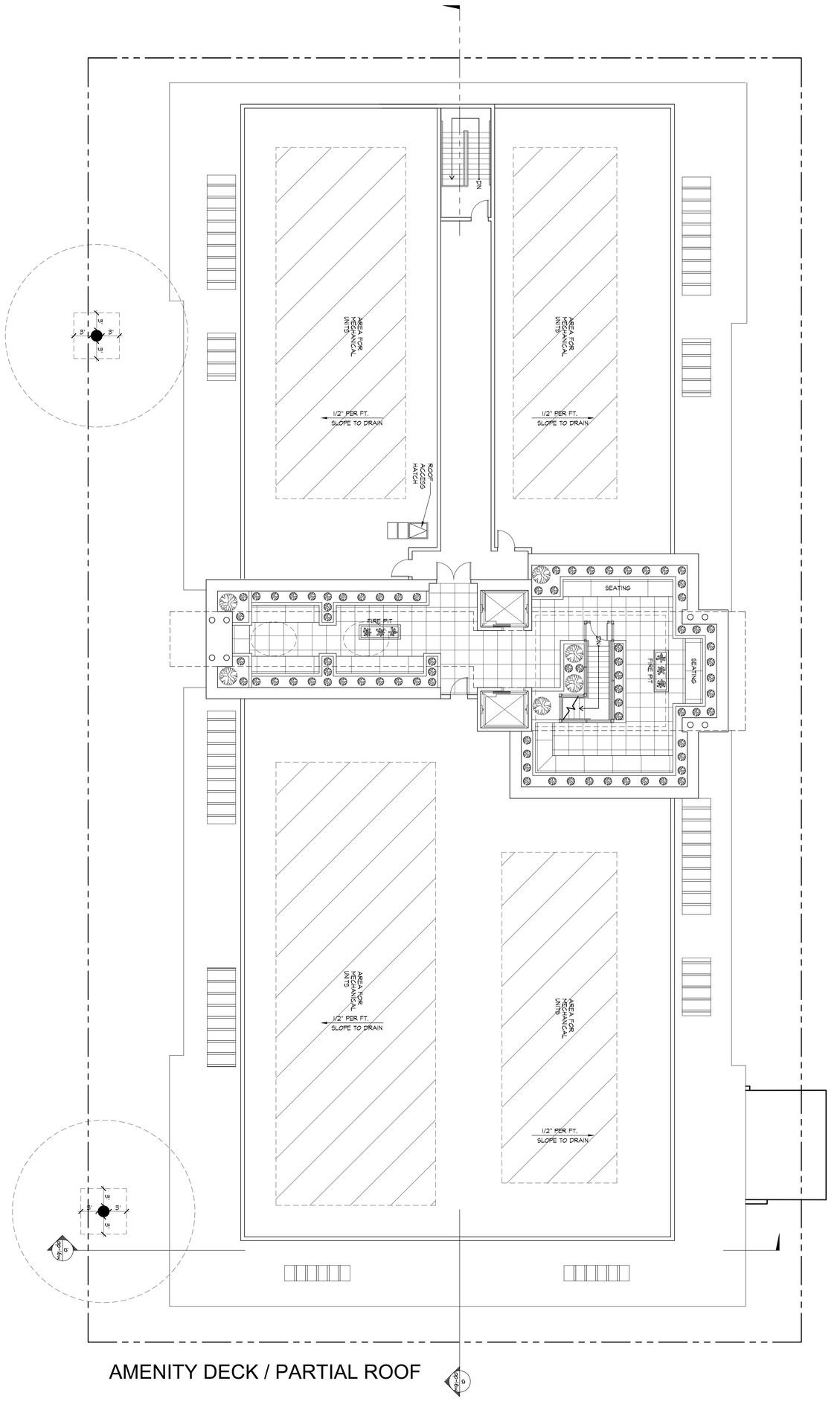
residential building

975 s. manhattan place
los angeles, california

ap-11w

pk:a
architecture
505 south main street, suite 1110
los angeles, california 90013
t 213.614.0057 f 213.614.0058
w pkarchitecture.net

BASTION
DEVELOPMENT CORPORATION



AMENITY DECK / PARTIAL ROOF

NORTH

amenity deck partial roof plan

1/8" = 1'-0"

the heights west

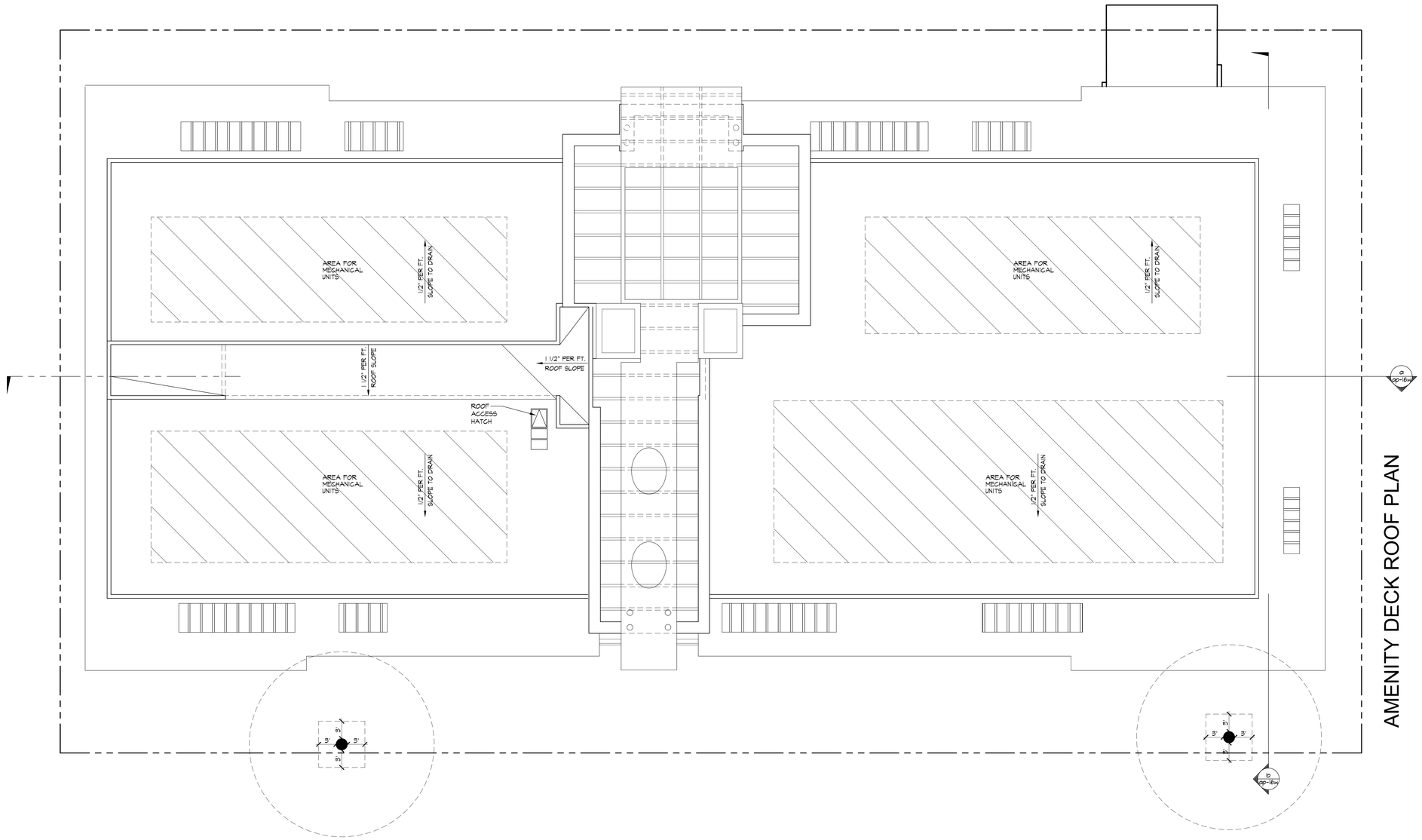
residential building

975 s. manhattan place
los angeles, california

ap-12w

15-63-20

planning sub. 02.05.16 · planning sub. 06.08.16 · updated plans 18-0109 · Re- sub 18-0111 · Bastion comments 18-0502 · Bastion comments 18-0507 · Planing set 18-0515 · for meeting 18-0522 · for meeting 18-0529 · for kevin to review 18-0604 · entitlement set 18-1101



AMENITY DECK ROOF PLAN

- entitlement set 18-1101
- for kevin to review 18-0604
- for meeting 18-0524
- for meeting 18-0522
- Bastion comments • Planing set 18-0515
- Re- sub 18-0111 • Bastion comments 18-0502
- updated plans 18-0104
- planning sub. 06.08.16
- planning sub. 02.08.16

15-68.20

pk:a
5126 clareton drive, suite 110
agoura hills, california 91301
v 818.594.0057 f 818.594.0059
w pkarchitecture.net

BASTION DEVELOPMENT CORPORATION

NORTH

amenity deck roof plan

1/8" = 1'-0"

the heights west

residential building

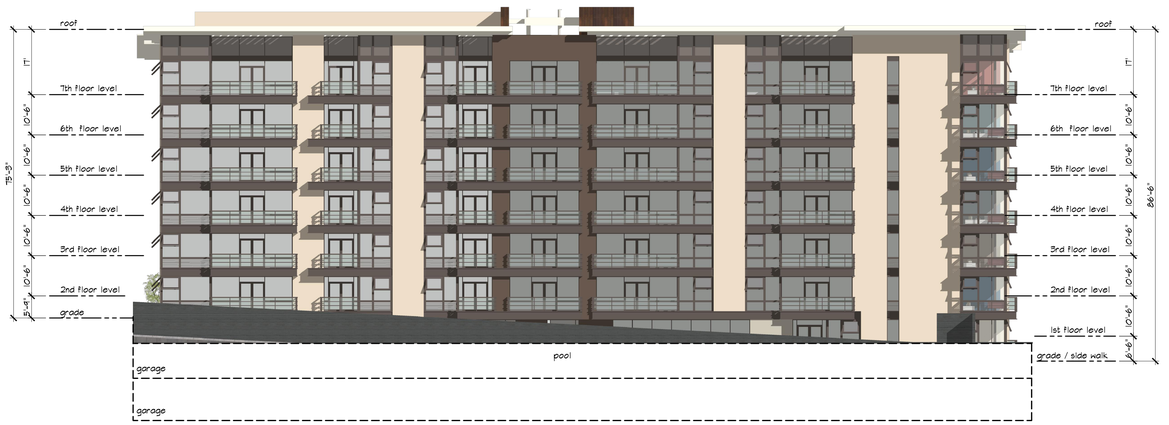
975 s. manhattan place
los angeles, california

ap-13w

south (front) elevation - olympic blvd.

east (right) elevation - manhattan place

north (rear) elevation



west (left) elevation

• entitlement set 18-1101
• for kevin to review 18-0604
• for meeting 18-0524
• for meeting 18-0522
• planning sub. 04.03.16
• planning sub. 02.03.16
• Re- sub 18-0111 • Bastion comments • updated plans 18-0104
• Bastion comments • Planing set 18-0515 • 18-0507
• 18-0502

15-68.20

pk:a
5126 stanton drive . suite 110
agoura hills . california 91301
v 818.889.4057 f 818.889.4069
w pkarchitecture.net

BASTION
DEVELOPMENT CORPORATION

building elevations :

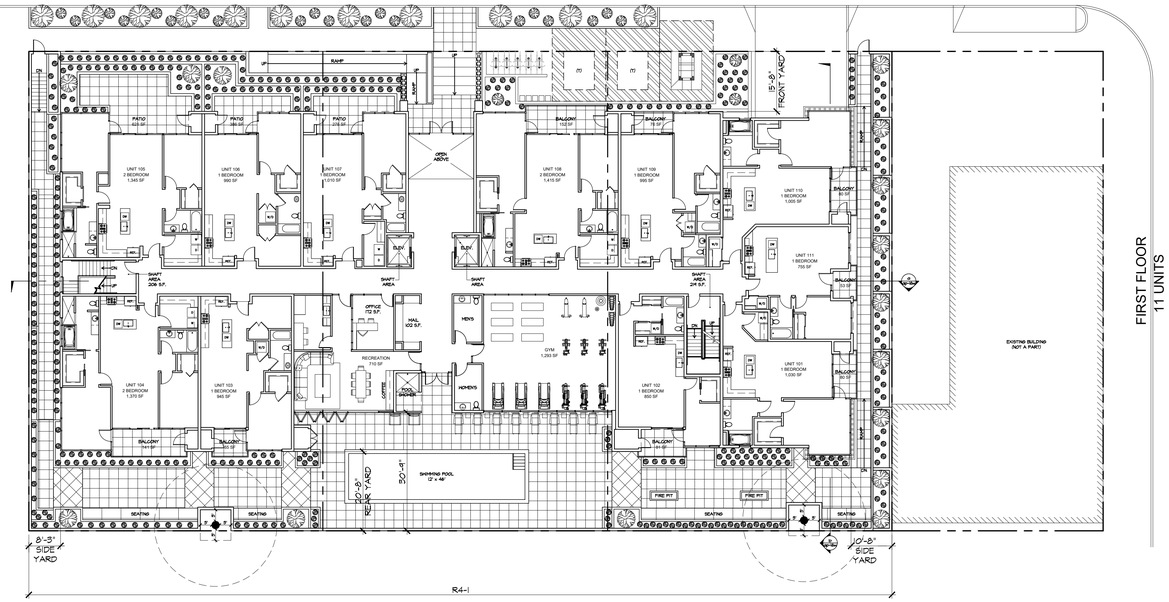
1/16" = 1'-0"

the heights west

residential building

975 s. manhattan place
los angeles, california

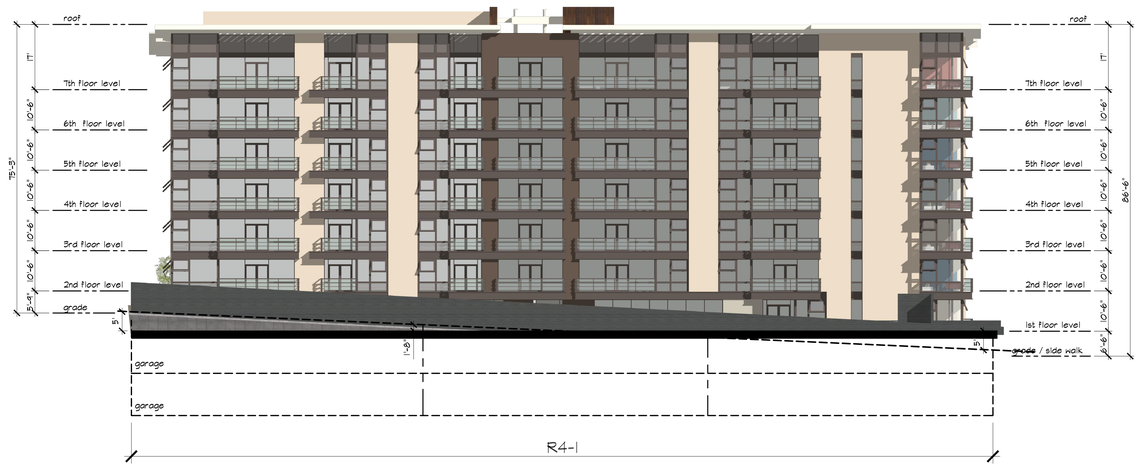
a0-14w



FIRST FLOOR
11 UNITS

NORTH

first floor plan with r4 -1 zone



west (left) elevation

- entitlement set 18-1101
- for kevin to review 18-0604
- for meeting 18-0524
- for meeting 18-0522
- Planning set 18-0515
- Boston comments 18-0507
- Re- sub 18-0111
- updated plans 18-0104
- planning sub. 06.03.16
- planning sub. 02.03.16

15-68.20

pk:a
5126 clareton drive : suite 110
agoura hills : california 91301
v 818.889.0057 f 818.889.0069
w pkarchitecture.net

BASTION
DEVELOPMENT CORPORATION

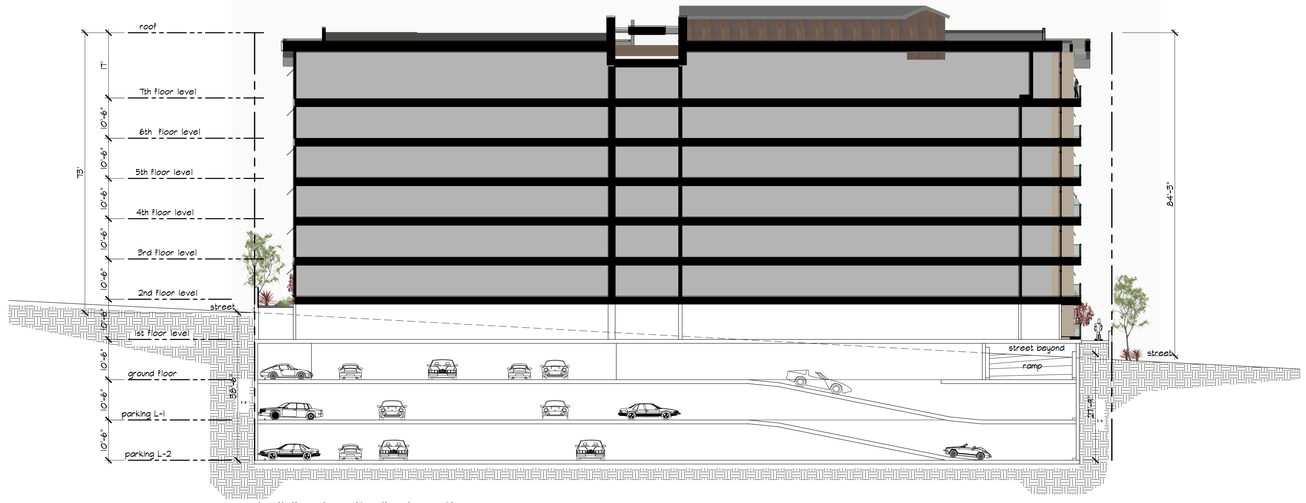
building height exhibit with zones :

1/16" = 1'-0"

the heights west
residential building

975 s. manhattan place
los angeles, california

ap-15w



building longitudinal section - a

cross section - b

pk:a
5126 clareton drive . suite 110
agoura hills . california 91301
v 818.889.0057 f 818.889.0069
w pkarchitecture.net

BASTION
DEVELOPMENT CORPORATION

building sections :

1/16" = 1'-0"

the heights west

residential building

975 s. manhattan place
los angeles, california

ap-1691

15-68.20

• entitlement set 18-1101
• for kevin to review 18-0604
• for meeting 18-0524
• for meeting 18-0522
• Planning set 18-0515
• Bastion comments 18-0507
• updated plans 18-0104
Re- sub 18-0111
• Bastion comments 18-0502
• planning sub. 02.08.16
• planning sub. 06.08.16

WEST LANDSCAPE CALCULATION	
GROUND / FIRST FLOOR LANDSCAPE PROVIDED	2,865 S.F.
AMENITY DECK LANDSCAPE PROVIDED	509 S.F.
REQUIRED LANDSCAPE (25 % OF OPEN SPACE):	2,851 S.F.
TOTAL LANDSCAPE PROVIDED:	3,374 S.F.

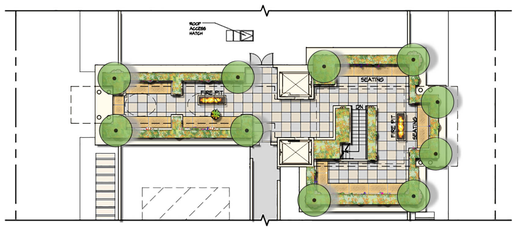
EAST LANDSCAPE CALCULAITON	
GROUND / FIRST FLOOR LANDSCAPE PROVIDED	2,555 S.F.
SECOND FLOOR LANDSCAPE PROVIDED	633 S.F.
AMENITY DECK LANDSCAPE PROVIDED	483 S.F.
REQUIRED LANDSCAPE (25 % OF OPEN SPACE):	3,049 S.F.
TOTAL LANDSCAPE PROVIDED:	3,671 S.F.

SHRUB AND GROUND COVER PALETTE

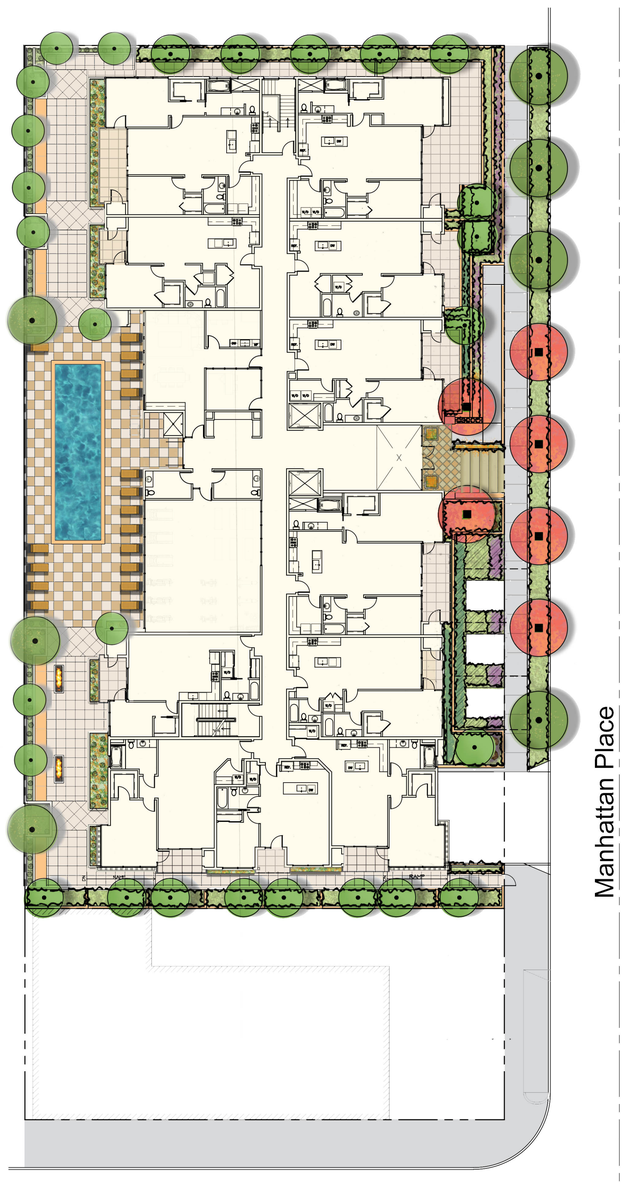
COLOR	BOTANIC NAME	COMMON NAME
	Carex tumulicola	Berkeley Sedge
	Carissa grandiflora 'Boxwood Beauty'	Natal Plum
	Ligustrum japonicum 'Texanum'	Wax-leaf Privet
	Pittosporum tobira	Japanese Mock Orange
	Rhaphiolepis indica 'Clara'	Indian Hawthorn
	Rhaphiolepis umbellata 'Minor'	Dwarf Yedda Hawthorn
	Rosa floribunda 'Iceberg'	Iceberg Rose
	Rosa x 'Noaschnee' P.P.#9573	Flower Carpet White Rose
	Strelitzia reginae	Bird of Paradise
	Trachelospermum jasminoides	Star Jasmine
	Agave attenuata	Foxtail Agave
	Rosa x 'Livin Easy'	Livin' Easy Rose
	Cycas revoluta	Sago Palm
	Pennisetum spathiolatum	Slender Veldt Grass
	Nassella tenuissima	Mexican Feather Grass

TREE LEGEND

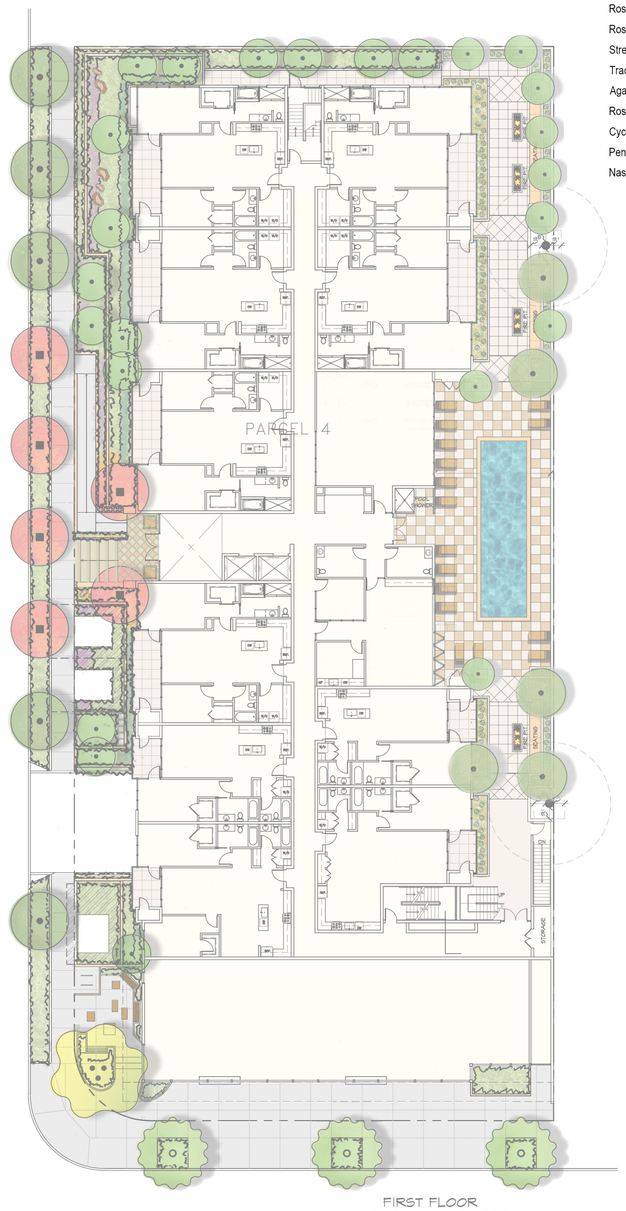
SYMBOL	BOTANIC NAME	COMMON NAME
	Lophostemon confertus	Brisbane Box
	Podocarpus gracilior	Fern Podocarpus
	Magnolia grandiflora 'Little Gem'	Magnolia 'Little Gem'
	Cupaniopsis anacardioides	Carrotwood
	Jacaranda mimosifolia	Jacaranda
	Arbutus 'Marina'	Marina Strawberry Tree
	Cupressus sempervirens	Mediterranean Cypress
	Podocarpus gracilior	Fern Podocarpus
	Pinus canariensis	Canary Island Pine
	Tristaniopsis laurina	Water Gum
	Liquidambar styraciflua	Sweet Gum
	Pyrus kawakamii	Evergreen Pear
	Prunus cerasifera	Cherry Plum
	Acer macrophyllum	Big Leaf Maple
	Platanus acerifolia	London Plane
	Tipuana tipu	Tipu Tree



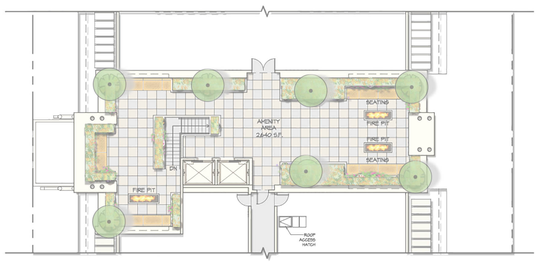
AMENITY DECK / PARTIAL ROOF
LANDSCAPE PROVIDED
509 S.F.



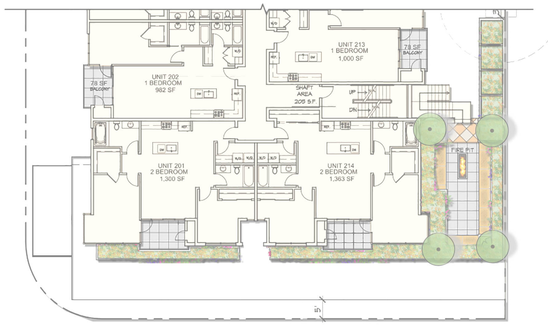
FIRST FLOOR
LANDSCAPE PROVIDED
2,865 S.F.



FIRST FLOOR
LANDSCAPE PROVIDED
2,555 S.F.



AMENITY DECK / PARTIAL ROOF
LANDSCAPE PROVIDED
483 S.F.



SECOND FLOOR
LANDSCAPE PROVIDED
633 S.F.

west building

east building

NORTH

0 8' 16' 32'

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

pk:architecture
5126 clareton drive : suite 110
agoura hills : california 91301
v: 818.584.0057 f: 818.584.0019
w. pkarchitecture.net

ima
20341 birch street
suite 100
newport beach ca 92660
949.954.7500
949.954.7501 f
www.imadesign.com

LANDSCAPE PLAN

The Heights East & West
02.26.2019

the heights
mixed used - residential building
3323 w. olympic boulevard
los angeles, california

ap-17w


WIN UP TO
$1,000
TUES. & THURS.
IN FEBRUARY
SMOG
TEST ONLY
Country Club Park
Mobil
pk:a
pk:architecture

pk:a

pk:architecture


THE HEIGHTS

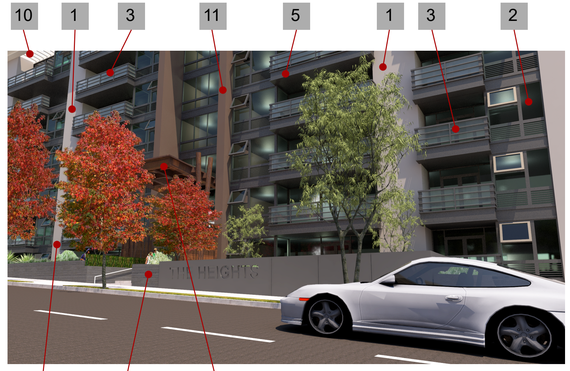

E HEIGHTS EAST
THE HEIGHTS
pk:a
pk:architecture

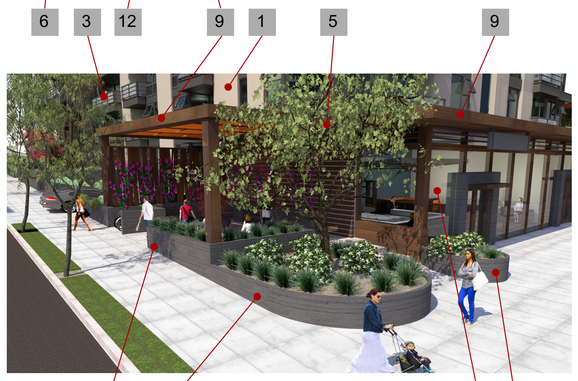

pk:a
pk:architecture

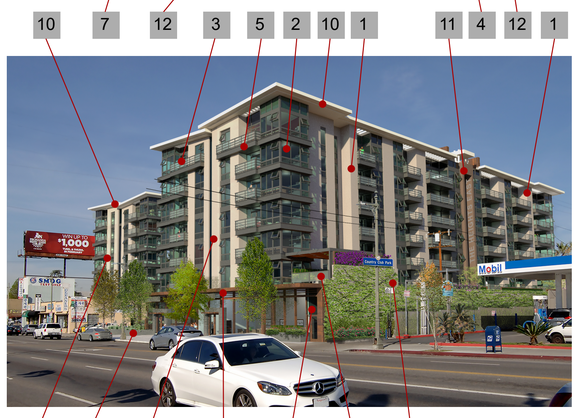

pk:a
pk:architecture

pk:a
pk:architecture

material board

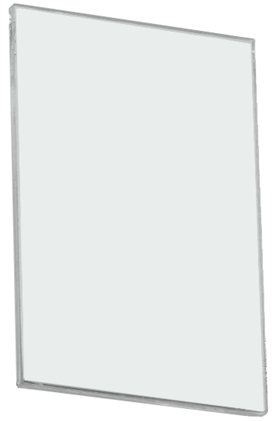






1 field paint color
de6206 - desert suede

2 residential glass
low - e



3 balcony opaque glass
tempered

4 retail glass
low - e

5 aluminum cladding
arcadia #ab6 dark bronze

7 walk light

6 wall light

8 column light

9 corten faux finish paint
by : ten architectural signage
p: 714.556.0990

10 roof color to match
de6219 - crystal haze

11 stucco paint color
de 6063 - black walnut

12 baord-formed walls

3323 w. olympic boulevard
and
975 s. manhattan place
los angeles · california

bastion development corporation

5126 clareton drive : suite 110
agoura hills : california 91301
v: 818.584.0057 f: 866.800.1289
w: pkarchitecture.net

Exhibit B

Categorical Exemption No. ENV-2018-618-CE and Appendices

COUNTY CLERK'S USE

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 395
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines 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) and CEQA Guidelines Section 15062. Pursuant to Public Resources Code Section 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS
CPC-2018-617-DB-SPR and CPC-2018-656-DB-SPR

LEAD CITY AGENCY	CASE NUMBER
City of Los Angeles (Department of City Planning)	ENV-2018-618-CE
PROJECT TITLE The Heights	COUNCIL DISTRICT 4 - David E. Ryu

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) ☐ Map attached.
3323 West Olympic Boulevard & 975 South Manhattan Place

PROJECT DESCRIPTION: ☐ Additional page(s) attached.

NAME OF APPLICANT / OWNER:
Kevin Read, Bastion Development Corporation

CONTACT PERSON (If different from Applicant/Owner above)	(AREA CODE) TELEPHONE NUMBER | EXT.
Dominic Hong, TDA Consultants	818-429-6180

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

STATE CEQA STATUTE & GUIDELINES

☐ STATUTORY EXEMPTION(S)

Public Resources Code Section(s) _____

☒ CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)

CEQA Guideline Section(s) / Class(es) **Section 15332, Class 32**

☐ OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b))

_____

JUSTIFICATION FOR PROJECT EXEMPTION: ☐ Additional page(s) attached

☐ None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.
☐ The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.
If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE	STAFF TITLE
Michelle Carter	City Planning Associate

ENTITLEMENTS APPROVED

FEE:	RECEIPT NO.	REC'D. BY (DCP DSC STAFF NAME)

DISTRIBUTION: County Clerk, Agency Record
Rev. 3-27-2019

Olympic/Manhattan Mixed-Use Project

CATEGORICAL EXEMPTION FINDINGS

Prepared for:

Los Angeles Department of City Planning
200 N. Spring Street, Room 763
Los Angeles, CA 90012

Prepared by:

LOS ANGELES OFFICE
706 S. Hill Street, 11th Floor
Los Angeles, CA 90014

Meridian Consultants

WESTLAKE VILLAGE OFFICE
920 Hampshire Road, Suite A5
Westlake Village, CA 91361

Project Applicant:

Bastion Development Corporation
11924 W. Washington Boulevard
Los Angeles, CA 90066

May 2019

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INTRODUCTION

The California Environmental Review Act (CEQA) requires the review of projects that involve the exercise of discretionary powers by a public agency and that could result in a physical change in the environment. Section 15061 of the CEQA guidelines states that once a lead agency has determined that a project could be subject to CEQA, it shall next determine if that project may be exempt from CEQA. Section 15300 of the CEQA Guidelines includes a series of classes of categorical exemption.

This document provides findings to support the determination by the City of Los Angeles Department of City Planning that the Olympic/Manhattan Mixed-Use Project (proposed project) meets the criteria of the Class 32 In-fill Exemption described in CEQA Guidelines Section 15332 and is not barred by any of the exceptions set forth in Section 15300.2 of the CEQA Guidelines. To improve the readability of this exemption, the figures noted throughout the text below can be found at the end of this document.

PROJECT LOCATION

The proposed project is located in the City of Los Angeles in the Wilshire Community Plan area at the intersection of West Olympic Boulevard and South Manhattan Place (proposed project site). The regional location of the proposed project site is shown in **Figure 1: Regional Location Map**. The eastern portion of the proposed project site includes 3323 West Olympic Boulevard and 970, 976, 980, 986 and 990 South Manhattan Place (Assessor's Parcel Numbers [APNs] 5019-007-010, -011, and -021). The western portion of the proposed project site includes 975, 977, 981 and 987 South Manhattan Place (APNs 5019-007-005, -006, and -007), as shown in **Figure 2: Project Site Parcel Map**.

Primary regional access to the proposed project site is provided by State Route (SR) 110 and Interstate 10 (I-10), which run in north–south and east–west directions east and south of the proposed project site, respectively. Additional regional access to the proposed project site is provided by US Route 101/Hollywood Freeway (US 101), which runs in a generally east–west direction to the north of the proposed project site.

Major roadways providing access to the proposed project site include West Olympic Boulevard, which runs in an east–west direction, and South Western Avenue, which runs in a north–south direction. Local streets running in a north–south direction near the project site are St. Andrews Place, Gramercy Drive, Gramercy Place, Oxford Avenue, and Serrano Avenue. Local streets running in an east–west direction near the proposed project site are San Marino Street, James M. Wood Boulevard, and 11th Street.

PROJECT DESCRIPTION

The proposed project would involve demolition of the existing 2-story medical building and related surface parking lots, and the construction, use, and maintenance of two new structures, consisting of a total of 253,374 square feet of floor area that would contain commercial/retail and apartment units. The existing conditions are shown in **Figure 3: Existing Conditions—North and South** and **Figure 4: Existing Conditions—East Building and West Building**. A new 94-unit, mixed-use residential building would be constructed on the northeast corner of West Olympic Boulevard and South Manhattan Place (East Building), and a new 95-unit residential building would be constructed on the west side of South Manhattan Place, just north of West Olympic Boulevard (West Building).

The East Building

The East Building site is approximately 34,915 square feet (0.80 acres) and is currently developed with a surface parking lot; an approximately 13,173-square-foot, 2-story medical building; and a vacant lot. The proposed project includes the demolition of existing uses and the construction of a 7-story building with a height of approximately 88 feet 4 inches, as shown in **Figure 5: Elevations—East Building**. The structure will include 94 apartment units, with 8 units (11 percent of the base density) set aside as very low affordable units; 3,260 square feet of retail; and 7,494 square feet of outdoor amenity spaces at the northeast corner of the Olympic Boulevard and South Manhattan Place intersection (3323 West Olympic Boulevard), as shown in **Figure 6: East Building—Ground Floor Plan, Floor Plan Parking Levels P1 and P2, and Floor Plan Levels 1–3,** and **Figure 7: East Building—Floor Plan Levels 4–7 and Amenity Deck Roof Plan**. The East Building would provide 153 residential automobile parking spaces, 15 retail automobile parking spaces, and 61 bicycle parking spaces within two subterranean levels.

The West Building

The West Building is approximately 28,103 square feet (0.65 acres) and is currently developed with a surface parking lot and a vacant lot. The proposed project includes the demolition of existing uses and the construction of a 7-story building with a height of approximately 84 feet 3 inches, as shown in **Figure 8: Elevations—West Building**. The structure will include 95 apartment units, with 8 units (11 percent of the base density) set aside as very low affordable units, and 6,702 square feet of outdoor amenity spaces north of the existing commercial use along Olympic Boulevard and west of South Manhattan Place, as shown in as shown in **Figure 9: West Building—Ground Floor Plan, Floor Plan Parking Levels P1 and P2, and Floor Plan Levels 1–3**, and **Figure 10: West Building—Floor Plan Levels 4–7 and Amenity Deck Roof Plan.** The West Building would provide 149 residential automobile parking spaces within two subterranean levels.

Approval Actions

Given the eight units (11 percent) for each building site will be set aside for very low income households, the Applicant is requesting a density bonus per the Affordable Housing Incentives—Density Bonus (Los Angeles Municipal Code [LAMC] Section 12.22-A.25), which would enable the density, open space and required parking to be distributed evenly throughout each building site, and allows the FAR and building heights to exceed the otherwise permitted building heights.

Existing Site Conditions

As noted previously, the eastern portion of the proposed project site is approximately 0.8 acres in size and consists of a 2-story medical building, as well as a surface parking on the southern end and vacant lots to the north end. The western portion of the proposed project site is approximately 0.65 acres in size and consists of a surface parking lot on the southern end and a vacant lot on the northern end.

The street frontage along West Olympic Boulevard is improved with a concrete sidewalk with no street trees. Along South Manhattan Place, pine street trees along the east side and three street trees on the west side of the proposed project site would be removed.

To the north and west of the proposed project site are medium to medium-high-use residential multistory apartment buildings with surface parking lots, as well as a single-family residence. These residential uses range from 1 to 5-plus stories in height. To the south and east are general and community commercial- and retail-use multistory retail and office buildings that are part of the Koreatown neighborhood. To the east, the nearby intersection of West Olympic Boulevard and South Western Avenue is characterized by general and community commercial uses that range from 1 to 5-plus stories in height.

General Plan Land Use and Zoning Designations

The proposed project site is located within the Wilshire Community Plan (Community Plan) area of the City of Los Angeles. The Community Plan is intended to "promote an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the people who live and work in the community."[1] The Community Plan map designates the East Building location of the proposed project site as General Commercial and High

1 Los Angeles Department of City Planning, "Wilshire Community Plan," accessed October 2018, https://planning.lacity.org/complan/pdf/wilcptxt.pdf.

Medium Residential, with the West Building location of the proposed project site designated as High-Medium Residential and General Commercial,[2] as shown in **Figure 11: Land Use Map**.

The proposed project site is zoned C2-1, R3-1, and R4-1, as shown in **Figure 12: Existing Zoning Map**. The C2 Zone permits a range of retail and commercial uses, parking, and educational and community facilities, as well as the uses permitted in the R3 Zone. The R3 and R4 Zones permit apartment houses, multiple-family dwellings, single-family dwellings, childcare facilities, and community uses, such as parks, playgrounds, and community centers. The Commercial Zone's Height District 1 permits a maximum FAR of 1.5:1, and the Residential Zones' Height District 1 permits a maximum FAR of 3:1. The R3 Zone has a height limit of 45 feet, while there is no height restriction in the R4 and C2 Zones.

Categorical Exemption under CEQA

Section 21084 of the CEQA statute states that the CEQA Guidelines shall include a list of classes of projects determined not to have a significant effect on the environment that shall be exempt from CEQA review. The list of exemption classes is included under Section 15300 of the CEQA Guidelines. The proposed project is considered to qualify as exempt under Class 32, described in Section 15332 of the CEQA Guidelines, as meeting the following conditions:

(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.

Additionally, CEQA Guidelines Section 15300.2 states that there are exceptions to exemptions:

(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

2 Los Angeles Department of City Planning, "General Plan Land Use Map Wilshire Community Plan," accessed October 2018, https://planning.lacity.org/complan/central/PDF/wilplanmap.pdf.

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.

CONSISTENCY OF PROJECT WITH THE CLASS 32 EXEMPTION CRITERIA

The following discusses how the proposed project is consistent with the criteria of the Class 32 Exemption.

(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 City of Los Angeles General Plan's Framework Element, adopted in December 1996 and readopted in August 2001, sets forth a Citywide, comprehensive, long-range growth strategy. In addition, the Framework Element defines Citywide policies that are implemented at the community level through community plans and specific plans. The General Plan also includes a Housing Element, Mobility Element and Air Quality Element that are relevant to the proposed project's consistency with the policies of the General Plan and Community Plan, as outlined in **Table 1: Applicable Plan Consistency.** As shown in **Table 1,** the proposed project would comply with applicable general plan policies.

Table 1
Applicable Plan Consistency

Applicable Objectives and Policies	Project Consistency
Wilshire Community Plan	
Goal 1: Provide a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Wilshire community.	
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 proposed project protects surrounding stable single-family and low-density residential neighborhoods from encroachment by higher-density residential uses by allowing for the development of 189 total units between the East and West Buildings, including 16 units reserved for very low income households, on a lot designated and zoned for multifamily uses.
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.	
1-1.3: Provide for adequate Multiple Family residential development.	
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 proposed project reduces vehicular trips and congestion by locating new housing within a half-mile of regional transit services (Metro bus routes 28, 66, 207, 728, and 757).
1-2.1: Encourage higher density residential uses near major public transportation centers.	
1-4: Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped and senior citizens.	**Consistent.** The proposed project includes 16 units reserved for very low income households on a lot designated and zoned for multifamily uses. The proposed project increases the housing stock and promotes greater individual choice in housing.
1-4.1: Promote greater individual choice in type, quality, price and location of housing.	
1-4.2: Ensure that new housing opportunities minimize displacement of residents.	
Framework Element for the General Plan	
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 livable city.	
3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.	**Consistent.** The proposed project will result in the development of a multifamily residential structure that provides 189 total dwelling units, including 16 units reserved

Applicable Objectives and Policies	Project Consistency
3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram.	for very low-income households, thereby contributing toward and facilitating the City's long-term economic viability and vision for a more livable city.
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.	**Consistent.** The East Building of the proposed project would provide a mix of uses along a commercial corridor that would be consistent with the surrounding pattern of commercial and multifamily development. The West Building of the proposed project is primarily located within the High Medium Residential land use designation and would provide a transition of multifamily units from the commercial corridor to the multifamily residences to the north. The proposed project improves quality of life due to its proximity to rail and bus transit stations and corridors (within a half-mile of bus stops for Metro bus routes 28, 66, 728, 207, and 757). 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.
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.	
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.	
3.4: Encourage new multifamily 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.	**Consistent.** The proposed project's location on an existing, underutilized 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 density bonus per the Affordable Housing Incentives—Density Bonus to allow 16 units reserved for very low income households is consistent with the goals, objectives, and policies of the General Plan Framework Element with respect to the distribution of land use.
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.	

Applicable Objectives and Policies	Project Consistency
Housing Element of the General Plan	
Goal 1: Housing Production and Preservation.	
1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.	**Consistent.** The proposed project implements the Housing Element by increasing the housing supply consistent with the High Medium Residential land use designations. Existing development on the site does not contain residential units, whereas the zoned capacity of the site would allow the construction of 139 total residential units. Approval of the requested project would permit a total of 189 units through the Affordable Housing Incentives—Density Bonus, with 16 units set aside for very low income households. The proposed project would achieve the production of new housing opportunities, meeting the needs of the City, while ensuring a range of different housing types (studio, one-bedroom, and two-bedroom rental or for-sale units) that address the particular needs of the city's households.
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.	
1.1.4: Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.	
1.4: Reduce regulatory and procedural barriers to the production and preservation of housing at all income levels and needs.	**Consistent.** The approval of the density bonuses and incentives streamlines the land use entitlement, environmental review, and building permit process by establishing a singular regulatory standard across the entire site that allows for the construction of up to 189 dwelling units, as opposed to requiring the project to go through multiple individual entitlements.
1.4.1: Streamline the land use entitlement, environmental review, and building permit processes, while maintaining incentives to create and preserve affordable housing.	
Mobility Element of the General Plan	
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.	**Consistent.** Pedestrian access to each building is from South Manhattan Place, West Olympic Boulevard, and San Marino Street. The multiple access points provide a safe and comfortable walking environment.
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.	**Consistent. T**he proposed project would constitute infill development within a transit priority area due to the proximity to existing regional transit services (within 0.5-mile of bus stops for Metro bus routes 28, 66, 207, 728, and 757) will reduce vehicular trips to and from the proposed project site, as well as vehicle miles traveled, the reduction of which will contribute to the improvement of air quality through fewer vehicle emissions into the air basin. The adjacency of the regional transit services and with the creation of 189 dwelling units tie the proposed project into a regional network of transit and housing. In addition, the proposed project will provide a total of 61 bicycle parking spaces. Additionally, the East Building portion of the proposed project features 3,260 square-feet of commercial retail space on the ground floor along Olympic Boulevard that would extend an active commercial district with landscaping, lighting, and sidewalk improvements to enhance the pedestrian environment. Similarly, the West
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.	
3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.	
3.5: Support "first-mile, last-mile solutions" such as multimodal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multimodal connectivity and access for transit riders.	

Applicable Objectives and Policies	Project Consistency
3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.	Building would also extend an landscaping, lighting, and sidewalk improvements to enhance the pedestrian environment between commercial and residential uses.
3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.	
5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.	**Consistent.** A minimum of 5 percent of the Zoning Code required parking spaces will be capable of supporting future electric vehicle (EV) supply equipment and of those EV-ready parking spaces, EV chargers will be provided consistent with Code requirements to immediately accommodate EVs within the parking areas.
Air Quality Element of the General Plan	
Goal 5: Energy efficiency through land use and transportation planning, the use of renewable resources and less polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.	
5.1: It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.	**Consistent.** The proposed project would conform to the requirements of the City's Green Building Code, including the incorporation of cool roofs and will be solar ready.

Pursuant to Section 12.22.A.25(e) and (f) of the LAMC, the proposed project qualifies for two on-menu incentives and a 35 percent density bonus. The number of permitted base units would be 69 units for the East Building site and 70 units for the West Building site. With the addition of a 35 percent density bonus, 25 additional units would be permitted in each building. Therefore, the proposed 94 units in the East Building and 95 units in the West Building would be consistent with the density requirements of the City of Los Angeles General Plan and applicable LAMC provisions. Eight of the proposed 94 units in the East Building and 8 of the proposed 95 units in the West Building would be very low affordable units. The proposed project would also utilize incentives to allow the density, open space and required parking to be distributed evenly throughout each building site, and an FAR increase equal to the percentage of density bonus and building heights to exceed the otherwise permitted building heights - up to 84 feet in height for the East Building to be and 86 feet in height when measured from Olympic Boulevard for the West Building. Therefore, the proposed project site would be consistent with the zoning regulations in the General Plan and the Wilshire Community Plan.

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

The proposed project site is 1.44 acres, which is less than 5 acres, and is located in an urban area of the City, surrounded by a mix of commercial uses, medium to high-medium residential uses, public facilities, and surface parking lots.

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

The existing lots contain surface parking lots, a 2-story medical building, and vacant lots. The proposed project site is surrounded by urban uses. The proposed project site is not part of any draft or adopted habitat conservation plan, natural community conservation plan, or other approved local, regional or State habitat conservation plan.[3] The proposed project site does not contain any critical habitat, including wetlands, nor is it known to support any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.[4] Due to the highly urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the proposed project vicinity. The proposed project site contains ornamental trees placed along the perimeter of active building and parking areas that do not provide valuable habit areas. The proposed project site does not contain any protected tree species. As such, the proposed project site does not have significant value as a 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.

Traffic

The following section summarizes and incorporates by reference information from the *3323 West Olympic Boulevard Mixed-Use Project (CEN 16-45205) Traffic Impact Study* (Traffic Study)*,* dated February 28, 2017, and prepared by Michael Baker International on behalf of the Applicant. The Traffic Study is included as **Appendix A** to these Findings. As indicated in the Traffic Study, the traffic from the proposed project would not cause the level of service to change at any of the study intersections, and none of the performance standards or thresholds of the City would be exceeded.

3 California Department of Fish and Wildlife, "NCCP Plan Summaries," accessed October 2018, https://www.wildlife.ca.gov/conservation/planning/nccp/plans.

4 California Department of Fish and Wildlife, California Natural Diversity Database, "Maps and Data," accessed September 2018, https://www.wildlife.ca.gov/Data/CNDDB.

The Los Angeles County Congestion Management Plan (CMP) requires that when a traffic impact assessment (TIA) is prepared for a project, traffic and transit impact analyses must be conducted for select regional facilities based on the amount of project traffic expected to use these facilities.[5] The CMP guidelines state that a CMP freeway analysis must be conducted if 150 or more trips attributable to the proposed project are added to a mainline freeway-monitoring location in either direction during the morning or afternoon weekday peak-hours. Similarly, a CMP arterial monitoring station analysis must be conducted if 50 or more peak-hour project trips are added to a CMP arterial monitoring station during the morning or afternoon weekday peak-hours of adjacent street traffic.

A significant project-related CMP impact would be identified if the CMP facility were projected to operate at LOS F (Volume-to-Capacity [V/C] ratio > 1.00) and if the project traffic were to cause an incremental change in the V/C ratio of 0.02 or greater. The proposed project would not be considered to have a regionally significant impact, regardless of the increase in V/C ratio, if the analyzed facility were projected to operate at LOS E or better after the addition of the project traffic. Based on the trip distribution analysis in the Traffic Study, the proposed project would not contribute 50 or more new trips at these intersections during the morning or afternoon weekday peak-hours. Additionally, the project-generated trips is forecast to result in no significant traffic impact at study intersections for the forecast years with project conditions.

The Traffic Study concluded that that the proposed project would result in a five-trip increase during the AM peak-hour and a four-trip increase during the PM peak-hour at the I-10 off-ramp at Western Avenue. The additional peak-hour trips generated by the proposed project would result in less than a 1 percent increase at any of the freeway mainline or freeway off-ramp study locations. The proposed project would not generate 150 or more trips (in either direction) during the morning or afternoon weekday peak period. Thus, no further review of the proposed project's potential impacts to CMP freeway-monitoring locations is required. Based on the above, the proposed project would not have a significant effect on traffic.

Noise

The following section incorporates by reference information from the *Acoustical Analysis for the 3323 W. Olympic Boulevard Mixed Use Project* (Noise Study), dated October 2018 and prepared by Michael Baker International on behalf of the Applicant. The Noise Study is included as **Appendix B** to these Findings.

5 Los Angeles County Metropolitan Transportation Authority, *2010 Congestion Management Program,* accessed October 2018, http://media.metro.net/docs/cmp_final_2010.pdf.

Noise impacts could occur if sensitive receptors were exposed to excessive noise. The nearest sensitive receptors are the residential units along South Manhattan Place and St. Andrews Place. The City's Noise Ordinance (Section 112.05 of the LAMC) prohibits construction equipment noise that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet. However, the Noise Ordinance also states that this limitation does not apply where compliance is technically infeasible.

To identify the existing ambient noise levels both at nearby off-site sensitive receptors and in the general vicinity of the proposed project site, noise measurements were taken using monitoring equipment that conforms to industry standards and the requirement specified in Section 111.01(l) of the LAMC. In addition, the Larson Davis noise meters meet or exceed all requirements in the American National Standards Institute standards for Type 1 sound level meters for quality and accuracy (precision). The measured ambient noise levels were found to be between 56.9 and 61.9 dB(A). The noise measurement sites were representative of typical existing noise exposer within and immediately adjacent to the proposed project site.

Construction of the proposed project would require the use of heavy equipment for demolition, grading, foundation preparation, installation of utilities, paving, and building construction. During each construction phase, a different mix of equipment would operate; noise levels would vary based on the number of equipment pieces in operation and the location of each activity. A typical operating cycle for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Pursuant to Section 41.40 of the LAMC, construction would be limited to the hours between 7:00 AM and 9:00 PM, Monday through Friday, and between 8:00 AM and 6:00 PM on Saturday. No construction activities would occur on Sundays or federal holidays. The proposed project includes several project design features identified in the construction management plan. These project design features include the following:

- Construction contracts will specify that all construction equipment, fixed or mobile, will be equipped with properly operating and maintained mufflers and other State-required noise attenuation devices.
- A sign, legible at a distance of 50 feet, will be posted at the project construction site providing a contact name and a telephone number where residents can inquire about the construction process and register complaints. This sign will indicate the dates and duration of construction activities.
- In conjunction with this required posting, a noise disturbance coordinator will be identified to address construction noise concerns received. The contact name and the telephone number for the noise disturbance coordinator will be posted on the sign. The coordinator will be responsible for responding to any local complaints about construction noise and will notify the City to determine the cause and implement reasonable measures to the complaint, as deemed acceptable by the City.

In addition, construction noise reduction methods will be employed as needed. These reduction methods may include:

- Shutting off idling equipment (5 minutes);
- Installing temporary acoustic barriers around stationary construction noise sources;
- Maximizing the distance between construction equipment staging areas and occupied residential areas; and
- Using electric air compressors and similar power tools.

To reduce construction noise during the site-preparation and grading/excavation phases, a temporary noise barrier or enclosure will be used along all property lines to break the line of sight between the construction equipment and the adjacent residences. The length, height, and location of noise-control barrier walls shall be adequate to ensure proper acoustical performance. A comparison of the 56.9 dBA ambient noise level to the modeled construction-generated noise estimates of 46.2 dBA shows a potential noise level of 9.8 dBA less than the ambient noise level during the site-preparation phase. This is due to the incorporated project design features.

Once operational, the project would not be a source of ground-borne vibration. The nearest structures to the project site include the existing residences approximately 15 feet to the north. It should be noted that heavy-duty equipment would not operate immediately along the property line or for extended periods of time along the property lines. Only the vibratory compactor/roller has the potential to exceed the 0.2 inch-per-second peak particle velocity (PPV) threshold at 15 feet. However, the project would include a project design feature prohibiting the use of vibratory compactors/rollers on the project site within 30 feet of an occupied residence. As such, impacts associated with the project would be less than significant.

The proposed project would generate noise typical of buildings in the area, would not exceed ground-borne vibration, and would not impact any surrounding land uses. All equipment associated from the proposed project would be required to comply with Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than 5 dB. Heating, ventilation, and air conditioning equipment installed on the new buildings would generate a minimal amount of noise but not at a level that would impact any surrounding land use. Based on the above, noise and ground-borne vibration impacts would not be significant.

Air Quality

Construction Emissions

Estimated construction emissions were quantified based on the type and number of equipment associated with demolition, site preparation, grading, construction, paving, and architectural coating. Emissions calculations assumed (1) all construction activities would be conducted in compliance with the South Coast Air Quality Management District (SCAQMD) rules pertaining to Fugitive Dust (Rule 403)[6] and Architectural Coatings (Rule 1113);[7] and (2) heavy-duty diesel equipment would meet minimum California Air Resources Board off-road fleet requirements.

The analysis of daily construction emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod) recommended by the SCAQMD. The duration of construction activities associated with the proposed project is estimated to last approximately 12 months. Approximately 12,842 square feet of demolition material would be generated by the removal of the existing building. In addition, the project would require the net export of approximately 43,000 cubic yards of soil during the grading and site-preparation phases. **Table 2: Construction-Related Emissions** presents the maximum estimated daily emissions anticipated to occur throughout the duration of proposed project construction. Emissions of volatile organic compounds (VOC), nitrogen oxides (NOx), carbon monoxide (CO), sulfur oxides (SOx), and particulate matter (PM10 and PM2.5) are compared against the applicable SCAQMD mass daily thresholds of significance. As shown in **Table 2**, maximum daily emissions during construction would be below the applicable SCAQMD maximum daily emission thresholds. While air quality emissions associated with construction of the proposed project would not have a significant impact the proposed project would be subject to SCAQMD Rules 402 (Nuisance), 403 (Fugitive Dust), 403.1 (Supplemental Fugitive Dust), and 1113 (Architectural Coatings) to further reduce specific construction-related emissions. Air quality emissions associated with construction of the proposed project would not have a significant impact.

6 South Coast Air Quality Management District (SCAQMD), Fugitive Dust (Rule 403), http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf

7 SCAQMD, Architectural Coatings (Rule 1113), http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf

Table 2
Construction-Related Emissions

Construction Year	Pollutant (pounds per day)					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NOx)	Carbon Monoxide (CO)	Sulfur Dioxide (SO2)	Coarse Particulate Matter (PM10)	Fine Particulate Matter (PM2.5)
Year 1	11.99	75.13	37.64	0.16	5.88	2.84
Year 2	11.52	30.89	36.05	0.08	3.98	2.06
SCAQMD Threshold	75	100	550	150	150	55
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Michael Baker International, Air Quality and Greenhouse Gas Emissions Assessment (April 2017), Table 6. Refer to Appendix C of these Findings.
Notes: Notes: CO = carbon monoxide; NOx = nitrogen oxides; PM10 = coarse particulate matter; PM2.5 = fine particulate matter; ROGs = reactive organic gases; SO2 = sulfur dioxide.

Operational Emissions

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities of the project. Area source emissions could be generated by the consumption of natural gas and landscape maintenance. Mobile emissions would be generated by the motor vehicles traveling to and from the proposed project site.

The analysis of daily operational emissions associated with the proposed project was prepared utilizing CalEEMod, as recommended by the SCAQMD. The estimated emissions from existing uses on the site were subtracted from the estimated emissions resulting from the project to calculate a potential net change in emissions. The results of these calculations are presented in **Table 3: Operational Emissions**. As shown in **Table 3**, the net daily operational emissions attributed to the proposed project's operation would not exceed the SCAQMD established operational significance threshold. Air quality impacts generated by use of the proposed project would not have a significant effect on the environment.

Table 3
Operational Emissions

	Pollutant (pounds per day)					
Source	**ROG**	**NOx**	**CO**	**SO2**	**PM10**	**PM2.5**
Proposed Project						
Summer emissions	7.49	12.75	44.64	0.10	6.90	2.17
Winter emissions	7.44	12.99	43.41	0.10	6.91	2.19
Existing Baseline						
Summer emissions	1.57	5.11	15.22	0.04	2.70	0.76
Winter emissions	1.55	5.25	14.76	0.04	2.70	0.76
Net Difference						
Summer emissions	*5.92*	*7.64*	*29.42*	*0.07*	*4.20*	*1.41*
Winter emissions	*5.89*	*7.74*	*28.65*	*0.06*	*4.21*	*1.43*
SCAQMD potentially significant impact threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Sources: Michael Baker International, Air Quality and Greenhouse Gas Emissions Assessment *(April 2017), Table 8. Refer to* ***Appendix C*** *of these Findings.*
CalEEMod ver. 2016.3.1. Refer to ***Appendix C*** *for model data outputs.*

Regional Emissions

Project-generated emissions would be associated with motor vehicle use and area sources, such as the use of natural-gas-fired appliances, landscape maintenance equipment, and architectural coatings. Long-term operational emissions attributable to the proposed project are summarized in **Table 3.**

As shown in **Table 3**, the project's net emissions would not exceed the SCAQMD threshold for any criteria air pollutants. Note that emissions rates differ from summer to winter. This is because weather factors are dependent on the season, and these factors affect pollutant mixing/dispersion, ozone formation, etc. Therefore, regional operations emissions would result in a less than significant long-term regional air quality impact.

Locally Significant Emission Concentrations

SCAQMD's *Final Localized Significance Threshold Methodology*[8] (LST Methodology) document provides guidance on analyzing localized air quality impacts to assist in preventing violations of the ambient air quality standards. Maximum daily LST values were derived for emissions of NOx, CO, PM10, and PM2.5 that would be generated during construction activities and long-term operation of projects.

The SCAQMD's LST Methodology clearly states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs."[9] Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The nearest sensitive receptors to the project site are the apartments located adjacent to the project site's northern and western boundary. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Note that the LST Methodology explicitly states: "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." The nearest sensitive receptor is approximately 15 feet from the proposed project site boundary. Therefore, LSTs for receptors located at 25 meters were utilized in this analysis. **Table 4: Localized Significance of Construction Emissions**, shows that the maximum daily emissions generated by sources within the proposed project site during construction and operation would not exceed the applicable LSTs. Implementation of the proposed project, therefore, would not result in violations of the ambient air quality standards as set forth by SCAQMD. As such, construction activities and project operation would not result in significant localized air quality impacts.

8 SCAQMD, *Final Localized Significance Threshold Methodology* (June 2003; rev. July 2008), p. 3-3, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2.

9 SCAQMD, *Appendix C—Mass Rate LST Look-up Tables* (revised 2009), available at http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2.

Table 4
Localized Significance of Construction Emissions

	Pollutant (pounds per day)			
Source	**NOx**	**CO**	**PM10**	**PM2.5**
Demolition	22.68	14.89	1.52	1.24
Site preparation	19.48	7.89	3.09	1.82
Grading	16.04	6.61	2.62	1.62
Building construction (Year 1)	26.99	24.23	1.57	1.49
Building construction (Year 2)	24.92	23.90	1.38	1.31
SCAQMD localized significance threshold *(adjusted for 1.4 acres of disturbance at 25 meters)*	134	658.4	4.8	3.4
Significant?	**No**	**No**	**No**	**No**

Source: Michael Baker International, Air Quality and Greenhouse Gas Emissions Assessment *(April 2017), Table 7. Refer to* ***Appendix C*** *of these Findings.*

Water Quality

As authorized by the Clean Water Act, the National Pollutant Discharge Elimination System Permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances, such as pipes or man-made ditches. Three general sources of potential short-term, construction-related stormwater pollution are associated with the proposed project: (1) the handling, storage, and disposal of construction materials containing pollutants; (2) the maintenance and operation of construction equipment; and (3) earthmoving activities that, when not controlled, may generate soil erosion via storm runoff or mechanical equipment.

Because the proposed project site is greater than 1 acre in size, a Stormwater Pollution Prevention Plan is required during construction for regulatory compliance to deter the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. Implementation of Best Management Practices (BMPs) for erosion control, as well as other measures—including immediate cleanup of leaks, drips, and spills on paved surfaces; use of drip pans or drop cloths to catch spills and drips during maintenance activities; use of dry cleanup methods; and covering and maintenance of dumpsters—would help to prevent stormwater pollution. In addition, these construction activities would comply with the City's discharge requirements and ensure that the construction of the proposed project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality. Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. If BMPs are in compliance, no significant impacts would occur.

The proposed project would be required to demonstrate compliance with Low-Impact Development (LID) Ordinance standards and retain or treat the first three-quarters of an inch of rainfall in a 24-hour period. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the proposed project site when compared to current conditions. City of Los Angeles Ordinances No. 172,176 and No. 173,494 address stormwater and urban runoff pollution control and require compliance with and application of BMPs. The proposed project would also be required to comply with water quality standards and wastewater discharge requirements set forth by the SUSMP for cities in Los Angeles County and approved by the Los Angeles Regional Water Quality Control Board. Full compliance with the LID Ordinance and implementation of design-related BMPs would ensure that the operation of the proposed project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality.

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

Utilities

The water, sewer, and solid waste services are currently provided to the site. The proposed project would result in a slight increase in demand for these utility services.

Water is provided by the Los Angeles Department of Water and Power (LADWP). Water entering the Los Angeles Aqueduct Filtration Plant (LAAFP) undergoes treatment and disinfection before being distributed throughout the LADWP's water service area. The LAAFP has the capacity to treat approximately 600 million gallons per day (mgd) and currently operates at approximately 60 percent capacity.[10] As shown in **Table 5: Estimated Water Demand**, it is estimated that the proposed project would have a net daily water demand of 19,471 gallons. Water conservation design features as part of current LA Green Building Code are likely to reduce this estimate. Given the remaining capacity of the LAAFP, the proposed project would not require or result in the construction or expansion of water treatment facilities.

The LA Sanitation provides sewer service to the proposed project area. Sewage from the proposed project site is conveyed via sewer infrastructure to the Hyperion Treatment Plant (HTP). The HTP treats an average daily flow of 275 mgd of wastewater on a dry weather day and has the capacity to treat 450 mgd.[11] This equals a remaining capacity of 88 mgd of wastewater able to be treated at the HTP. As shown in **Table 6: Estimated Sewage Generation**, it is estimated that the proposed project would generate 18,398 gallons

10 Los Angeles Department of Water and Power, *Urban Water Management Plan* (2016).

11 City of Los Angeles, Department of Sanitation, "Hyperion Water Reclamation Plant," accessed September 2018, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp;jsessionid=e68S2ymv3OxyevD2uCeGgX7ocoGbGQU2epkBobDwC5FfAZXiCfSH!-1877044835!1445816935?_afrLoop=8272828157194503&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=4vix8nuu9_1#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D8272828157194503%26_afrWindowMode%3D0%26_adf.ctrl-state%3D4vix8nuu9_5.

per day (gpd) of net wastewater. Given the available capacity of the HTP, the proposed project would not require construction of new wastewater treatment facilities or expansion of existing facilities.

The County of Los Angeles Department of Public Works prepares an annual report on solid waste management within the County in order to help meet long-term needs and maintain adequate capacity. As described in the County's most recent report, a shortfall in permitted solid waste disposal capacity within the County is not anticipated under forecasted growth and ongoing municipal efforts at waste reduction and diversion.[12] As shown in **Table 7: Expected Operational Solid Waste Generation**, the proposed project's net generation during the life of the proposed project would be 692.56 pounds per day. This estimate is conservative because it does not factor in any recycling or waste diversion programs. The amount of solid waste generated by the proposed project is within the available capacities at area landfills.

Table 5
Estimated Water Demand

Land Use	Quantity	Demand Factor (gpd/unit)[a]	Daily Demand (gpd)	Annual Demand (afy)
Existing Conditions				
Medical Building	13,173 sq. ft.	270/1,000 gpd/sq. ft.	3,557	3.98
Single-Family Residential–7–Bed	1 du	378 gpd/du	378	0.42
Subtotal			*3,935*	*4.41*
Proposed Project				
Residential—Studio	6 du	90 gpd/du	540	0.60
Residential—One Bedroom	90 du	132 gpd/du	11,880	13.31
Residential—Two Bedroom	93 du	180 gpd/du	16,740	18.75
Retail	3,260 sq. ft.	0.03 gpd/sq. ft.	97.8	0.11
Subtotal:			*29,258*	*32.77*
Less 20% per LA Green Building Code			*23,406*	*26.27*
Net Total			**19,471**	**21.86**

Notes: afy = acre-feet per year; du = dwelling units; gpd = gallons per day, sq. ft. = square feet.

[a] *120 percent sewage generation loading factor, per LA Sanitation, Sewage Generation Factors (April 2012), http://www.lacsd.org/civicax/filebank/blobdload.aspx?blobid=3531*
These amounts are based on the combined unit count for the East and West Buildings.

12 County of Los Angeles, Department of Public Works, *Los Angeles Countywide Integrated Waste Management Plan: 2016 Annual Report* (September 2017) https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=6530&hp=yes&type=PDF

Table 6
Estimated Sewage Generation

Land Use	Quantity	Demand Factor (gpd/unit)[a]	Daily Generation (gpd)	Annual Demand (afy)
Existing Conditions				
Medical Building	13,173 sq. ft.	225/1,000 gpd/sq. ft.	2,964	3.32
Single-Family Residential–7–Bed	1 du	315 gpd/du	315	0.35
Subtotal			*3,279*	*3.67*
Proposed Project				
Residential—Studio	6 du	75 gpd/du	5,625	6.30
Residential—One Bedroom	90 du	110 gpd/du	11,330	11.09
Residential—Two Bedroom	93 du	150 gpd/du	10,050	15.63
Retail	3,620 sq. ft.	0.025 gpd/sq. ft.	90.5	0.11
Subtotal:			*27,096*	*30.13*
Less 20% per LA Green Building Code			*21,677*	*24.10*
Net Total			**18,398**	**20.43**

Note: afy = acre-feet per year; du = dwelling units; gpd = gallons per day; sq. ft. = square feet.

[a] *LA Sanitation, Sewage Generation Factors (April 2012), http://www.lacsd.org/civicax/filebank/blobdload.aspx?blobid=3531*

Table 7
Expected Operational Solid Waste Generation

Type of Use	Size	Waste Generation Rate[a] (lb./unit/day)	Total Solid Waste Generated (lb./day)
Existing			
Residential	1 du	4 lb./du/day	4
Medical Office	13,173 sq. ft.	6/1,000 sq. ft.	79
Subtotal			*83 lb./day*
Proposed			
Residential Units	189 du	4 lb./du/day	756
Retail	3,260 sq. ft.	0.006 lb./sq. ft./day	19.56
Subtotal			*775.56 lb./day*
Net Total			**692.56 lb./day**

Notes: du = dwelling unit; lb. = pounds; sq. ft. =square feet.

[a] *LA Sanitation, Solid Waste Generation (1981). Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.*

Public Services

The Los Angeles Fire Department (LAFD) would provide fire protection and emergency medical services for the project. The proposed project site is served by LAFD Station No. 29, located at 4029 West Wilshire Boulevard, approximately 1.2 miles northwest of the proposed project site. Based on the response distance criteria specified in LAMC Section 57.09.07A and the relatively short distance from Station No. 29 to the proposed project site, fire-protection response would be considered adequate. The proposed buildings would result in an incremental increase in activity at the site and thus could increase the frequency of service calls. However, given the proximity of the existing facilities and the small incremental changes, the proposed project would not result in the need to construct any new or physically altered governmental facilities.

The Los Angeles Police Department (LAPD) would provide police protection for the project. The proposed project site is located within Reporting District 2053, Olympic Division, of the LAPD's West Bureau. The Olympic Community Police Station is located at 1130 South Vermont, less than 1 mile driving distance to the north side of the proposed project site.

Implementation of the proposed project would result in an increase in visitors, residents, and employees at the proposed project site, thereby generating a potential increase in the number of service calls from the proposed project site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons would be anticipated to rise as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. However, any increase in demands would not necessitate the construction of a new police station, the construction of which could cause significant environmental impacts.

School and library services for the proposed project site would be provided by the Los Angeles Unified School District (LAUSD) and the Los Angeles Public Library (LAPL), respectively. Several schools and libraries close to the proposed project site would adequately serve the future residents of the site. With respect to recreation, numerous parks within 5 miles of the proposed project site would provide recreational and open space opportunities, in addition to the on-site open space provided by the proposed project.[13]

APPLICABILITY OF EXCEPTIONS

The following discusses how the specified exceptions to exemptions do to apply to the proposed project.

13 City of Los Angeles Department of Recreation and Parks, http://www.laparks.org/, accessed October 2018.

(a) Location

The proposed project is being evaluated against the Class 32 Exemption and not as Class 4, 5, 6, or 11. Therefore, this exception does not apply.

(b) Cumulative Impact

Cumulative impacts can occur when the impacts of two or more separate projects are considerable when combined. In the preceding topical analyses, cumulative impacts have been considered where appropriate. For example, the evaluation of air quality impacts considered the proposed project's cumulative contribution to federal or State nonattainment pollutants within the South Coast Air Basin and the evaluation of traffic impacts considered the cumulative effect of other proposed projects in the immediate vicinity. Through these analyses, no significant cumulative impacts were identified for the proposed project. Therefore, this exception does not apply.

(c) Unusual Circumstances

A categorical exemption may not be used for an activity with a reasonable possibility of a significant effect due to unusual circumstances. The proposed project would redevelop a previously developed site in an existing urban area. The proposed use is equivalent to the existing use. No known unusual circumstances are associated with the site or with the proposed changes to the site. Therefore, this exception does not apply.

(d) Scenic Highways

A categorical exemption would not apply for a project which may result in damage to scenic resources. The proposed project site is not adjacent to a scenic highway area.[14] No unique geologic features or rock outcroppings are located on the proposed project site. Accordingly, this exception does not apply.

(e) Hazardous Waste Sites

The proposed project site is currently developed with a medical building, related surface parking, and vacant lots on the east side of South Manhattan Place; and with a surface parking lot, and vacant lot on the west side of South Manhattan Place. No aboveground storage tanks have been identified at the proposed project site, nor is there any indication of the presence of an underground storage tank on the

14 City of Los Angeles, *Mobility Plan 2035* (2016).

proposed project site.[15] Five leaking underground storage tanks (LUSTs) are within a half-mile of the proposed project site. Four of these have been remediated and closed as of 2016; the remaining LUST is currently under remediation with the State Water Resources Control Board.[16] Based on the status of the cases and the distances, these properties are not considered to pose a significant hazard to the proposed project site. Accordingly, this exception does not apply.

(f) Historical Resources

The proposed project site does not contain any features that are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources. The existing commercial building did not meet the criteria to be eligible for listing in the National Register of Historic Places or the California Register of Historical Resources, or as a City-designated Historic-Cultural Monument. The nearest historic resources or potentially historic resources are the buildings located approximately 0.2 miles north of the proposed project site, which are designated as a City Historic Cultural Monument.[17] Construction and operation of the proposed project would not alter any of the physical characteristics of the nearby historic resources, including through construction activities, vibration from off-road equipment, or operation of the proposed project. Therefore, this exception does not apply.

ADDITIONAL FINDINGS

The Class 32 Exemption is not applicable if a project requires mitigation measures to reduce potential environmental impacts to less than significant. Additional topics from the CEQA Initial Study Checklist not addressed above are discussed below to demonstrate that no potential significant environmental impacts are expected to occur as a result of the proposed project.

Aesthetics

Considering that the proposed project is located within a 0.5-mile radius of a major transit stop, Senate Bill (SB) 743 would apply. SB 743 Section 21099(d)(1) of SB 743 states that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." A "transit priority area" (TPA) is defined as an area within 0.5 mile of a major transit stop. Therefore, given that the proposed project is located within a TPA, the proposed project would not result in any significant aesthetic impacts. The following aesthetic analysis is provided for informational purposes only.

15 DTSC, *EnviroStor,* "Map Location of Interest," accessed October 2018, http://www.envirostor.dtsc.ca.gov/public/.
16 State Water Resources Control Board, *GeoTracker,* accessed September 2018, http://geotracker.waterboards.ca.gov/.
17 HistoricPlacesLA, *Los Angeles Historic Resources Inventory,* accessed September 2018, http://www.historicplacesla.org.

Scenic Highways were discussed previously. The proposed project site is within the field of view to the north of the Santa Monica Mountains. A portion of the mountains farther north of the site is visible along South Manhattan Place. However, the existing level of development on the site and in the surrounding area limits views across and beyond the site from surrounding roadways. Furthermore, the development of both buildings would not obstruct or limit the views of these mountains along South Manhattan Place. Night lighting for the proposed project site would be provided to illuminate the building entrances and common open space areas, and largely to provide adequate night visibility for residents and visitors and to provide a measure of security. The proposed project site would utilize outdoor lighting designed and installed to meet LAMC requirements for shielding. In general, lighting would be typical of the multifamily residential high-rise structures found in the surrounding area. Therefore, the proposed project would not result in any significant aesthetic impacts.

Agricultural and Forest Resources

No zoning for agricultural uses currently exists in the proposed project area. Consequently, the proposed project does not contain any farmland or agricultural land that could potentially be impacted. Therefore, the proposed project would not result in any significant agricultural impacts.

Biological Resources

The value of the site as habitat for endangered, rare, or threatened species was discussed previously. No riparian or wetland habitats are found on the site. Existing landscaped building and parking perimeters would be removed and replaced with new landscaping. Ornamental trees are currently found along the perimeters of the proposed project site; however, none of the existing trees are protected species. The proposed project would install new trees of similar type and size as in the perimeter landscaping. Therefore, the proposed project would not result in any significant biological impacts.

Cultural Resources

Records searches of the California Historic Resource Information System (CHRIS) and of the Sacred Lands File (SLF) were completed by PaleoWest Archaeology in November 2018 and are included in **Appendix D** of this Categorical Exemption. The findings of these searches concluded that the site does not contain any known cultural resources. If subsurface cultural resources are unearthed, the City has conditions of approval that regulate how artifacts found during construction must be handled. Therefore, the proposed project would not result in any significant cultural impacts.

Geology and Soils

The proposed project site is not within a State of California–identified Preliminary Fault Rupture Study Area. The proposed project site is not in a designated Earthquake Fault Zone (Alquist-Priolo).[18] The proposed project site is not within a liquefaction zone as defined by the City's General Plan and as noted in the City's parcel information report.[19] The proposed project would be designed in accordance with the latest California Building Code and applicable local codes. As such, the potential for hazardous events related to flooding, subsidence, slope instability, and seismic activity is considered low. Therefore, the proposed project would not result in any significant geology and soils impacts.

Greenhouse Gas Emissions

Summaries of the estimated greenhouse gas (GHG) emissions for the construction and operational phases of the proposed project are provided in **Table 8: Construction-Related Greenhouse Gas Emissions in Metric Tons Per Year** and **Table 9: Operational Greenhouse Gas Emissions in Metric Tons Per Year**. As shown, total construction emissions would be approximately 557 metric tons of CO2 equivalent (MTCO2e). The expected annual GHG emissions generated by the proposed project would be 2,081 MTCO2e per year.

The proposed project would be designed to comply with the LA Green Building Code. As such, the proposed project would generally be consistent with local and Statewide goals and policies, including the City's Air Quality Element and the Southern California Association of Governments' (SCAG's) *2016–2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS), aimed at reducing the generation of GHGs. Therefore, the proposed project would not result in any significant GHG emissions.

Table 8
Construction-Related Greenhouse Gas Emissions

Construction	MTCO2e
Total Construction	557

Sources:
Michael Baker International, Air Quality and Greenhouse Gas Emissions Assessment *(April 2017), Table 12. Refer to* ***Appendix C*** *of these Findings.*
CalEEMod ver. 2016.3.1. Refer to ***Appendix C*** *for model data outputs.*
Notes: MTCO2e = metric tons of carbon dioxide emissions.

18 Department of City Planning Parcel Profile Report, *ZIMAS*, zimas.lacity.org.
19 City of Los Angeles, Department of City Planning, *General Plan,* "Safety Element" (1996).

Table 9
Operational Greenhouse Gas Emissions

Emissions Source	Project GHG Emissions (MTCO2e)
Proposed Project	
Construction (amortized over 30 years)	18.6
Area sources	49
Energy	1,096
Operational (mobile) sources*	1,356
Waste	26
Water	146
Annual Total	**2,692**
Existing Baseline	
Area sources	0
Energy	101
Operational (mobile) sources*	609
Waste	24
Water	12
Annual Total	***746***
Total	**1,946**

Sources:
Michael Baker International, Air Quality and Greenhouse Gas Emissions Assessment *(April 2017), Table 12. Refer to of these Findings.*
CalEEMod ver. 2016.3.1. Refer to ***Appendix C*** *for model data outputs.*
Note:
Emissions calculations are provided in ***Appendix C.*** *Totals in table may not appear to add exactly due to rounding in the computer model calculations.*
MTCO2e = metric tons of carbon dioxide emissions.
**N2O emissions account for 0.04 MTCO2e per year.*

Hazards and Hazardous Materials

Hazardous waste sites were discussed previously. In addition, the proposed project would not involve the routine use, handling, or transport of hazardous materials that would create a substantial risk to the public. The proposed project would not exacerbate hazardous conditions related to airports or wildland fires. Roadways used for emergency evacuation would not be obstructed. Therefore, the proposed project would not result in any significant hazardous materials impacts.

Hydrology and Water Quality

Water quality was discussed previously. The proposed project would be required to implement drainage measures that comply with the City's regulatory requirements. The proposed project would also not place housing or residents within a flood zone. Therefore, the proposed project would not result in any significant hydrology impacts.

Land Use and Planning

The following findings are in addition to what was stated previously regarding general plan and zoning designations and policies. The proposed land use would be the same as the existing land use. The neighborhood is urbanized and contains uses similar to the proposed project. No alteration of street pattern is proposed, and no separation of existing uses or disruption of access would occur. The proposed project site is not located within a habitat conservation plan or natural community conservation plan. Therefore, the proposed project would not result in any significant land use or planning impacts.

Mineral Resources

The proposed project area does not contain any known mineral resources, and the proposed project would not result in the loss of availability of a known mineral resource or locally important mineral resource recovery site. The proposed project site is not located within a Mineral Resource Zone (MRZ) 2 Area, an Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area.[20] No mineral resources are known to exist beneath the proposed project site. Therefore, the proposed project would not result in any significant mineral resource impacts.

Population and Housing

The SCAG forecasts that the population in the City of Los Angeles will increase to 4.6 million persons and 1.7 million households by 2040. As shown in **Table 10: SCAG's RTP/SCS Forecast for the City of Los Angeles**, the forecast from 2016 through 2040 projects a growth of 763,900 additional persons and 364,800 households, which yields a 19.9 percent population growth rate and 27.5 percent household growth rate, respectively.

20 City of Los Angeles, Department of City Planning, General Plan, " Conservation Element" (2001), Exhibit A: Mineral Resources MINERAL RESOURCES (2001).

Table 10
SCAG's RTP/SCS Growth Forecast for the City of Los Angeles

Projection Year	Population	Household	Person/Household
2012	3,845,500	1,325,500	2.9
2040	4,609,400	1,690,300	2.7
Net Change from 2020 to 2035	*763,900*	*364,800*	
Percent Change	19.9	27.5	

Source: Southern California Association of Governments, 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy *(adopted 2016), Demographics & Growth Forecast Appendix, Table 11: Jurisdictional Forecast 2040 in the.*

At the time of the 2010 Census, the Wilshire Community Plan area contained 278,392 residents; the City estimated a 2014 population of 290,383 residents.[21] Implementation of the proposed project is expected to accommodate approximately 1,335 residents within 6 studio, 90 one-bedroom, and 93 two-bedroom units.[22] The overall increase in housing units and population would be consistent with the SCAG forecast of 364,800 additional households and approximately 763,900 persons in the City of Los Angeles between 2012 and 2040. As such, the proposed project would not cause unexpected growth. The proposed project would not displace any existing housing. Therefore, the proposed project would not result in any significant population and housing impacts.

Recreation

The proposed project includes on-site recreational amenities intended to serve some of the needs of the residents. Notwithstanding the availability of on-site recreational amenities, it may be assumed that the future occupants of the proposed project would utilize recreation and park facilities in the surrounding area. Several existing parks and recreation centers are located within the surrounding area, with larger regional facilities located further away. Given the number of expected residents and the on-site amenities, it is not expected that the proposed project would substantially increase the use of existing neighborhood and regional parks or other recreational facilities to the extent that substantial physical deterioration of such facilities would result. Therefore, the proposed project would not result in any significant recreation impacts.

21 Los Angeles Department of City Planning, *2014 Growth & Infrastructure Report.*

22 Assumes an estimate on average of 1 tenant per studio, 1.5 tenant per one-bedroom, and 2.5 tenants per two-bedroom unit.

Transportation

Traffic associated with the proposed project was discussed previously. The proposed project would make no changes to or have direct effects on transit services, roadways, or bicycle facilities in the vicinity. Roadway design and access would be equivalent to what currently exists or would comply with City standards. The proposed project would provide the required number of automobile and bicycle parking spaces. Therefore, the proposed project would not result in any significant transportation impacts.

Tribal Cultural Resources

The site does not contain any known cultural resources. If subsurface cultural resources are unearthed, the City has conditions of approval that regulate how artifacts found during construction must be handled. Therefore, the proposed project would not result in any significant tribal cultural resource impacts.

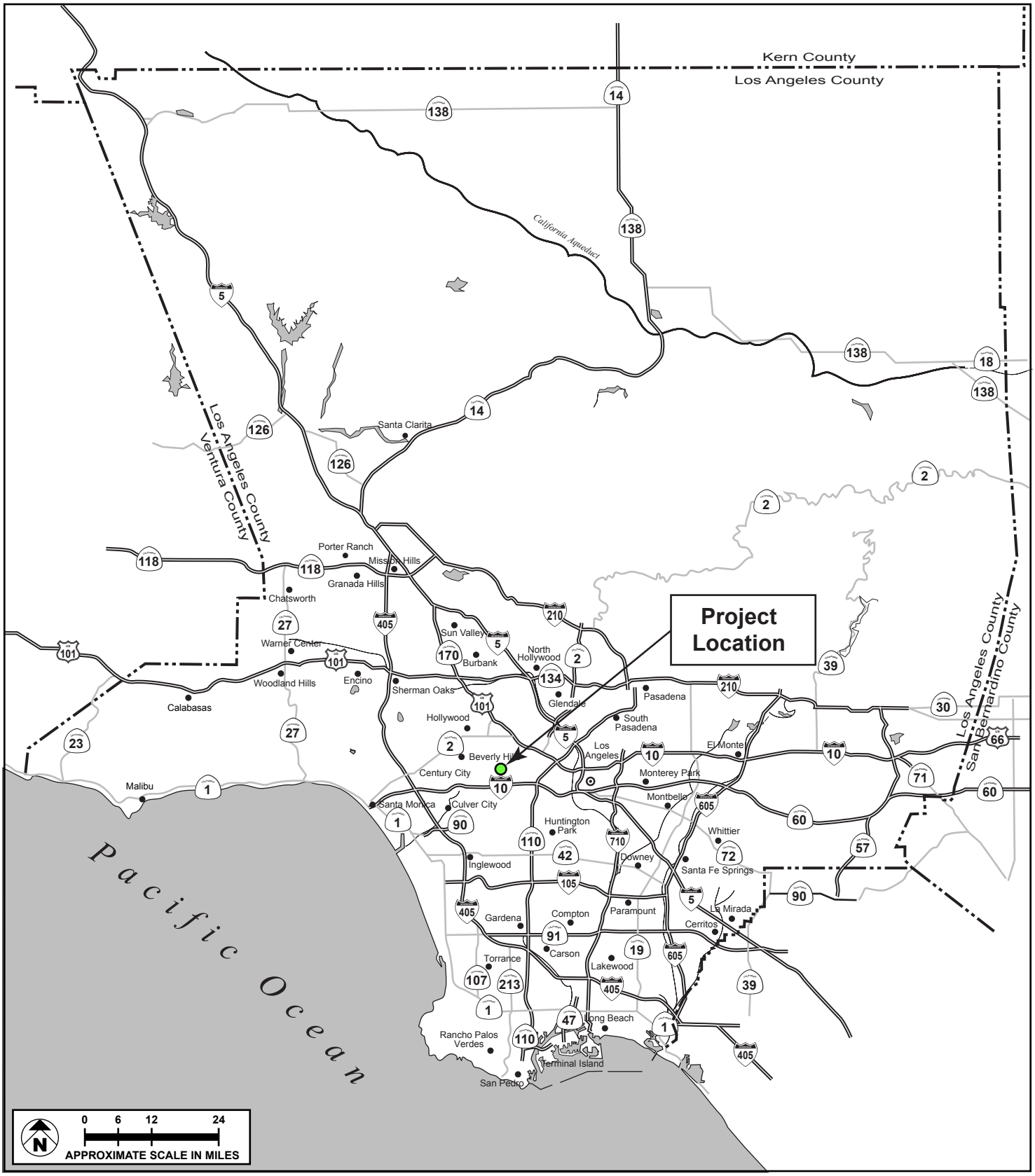
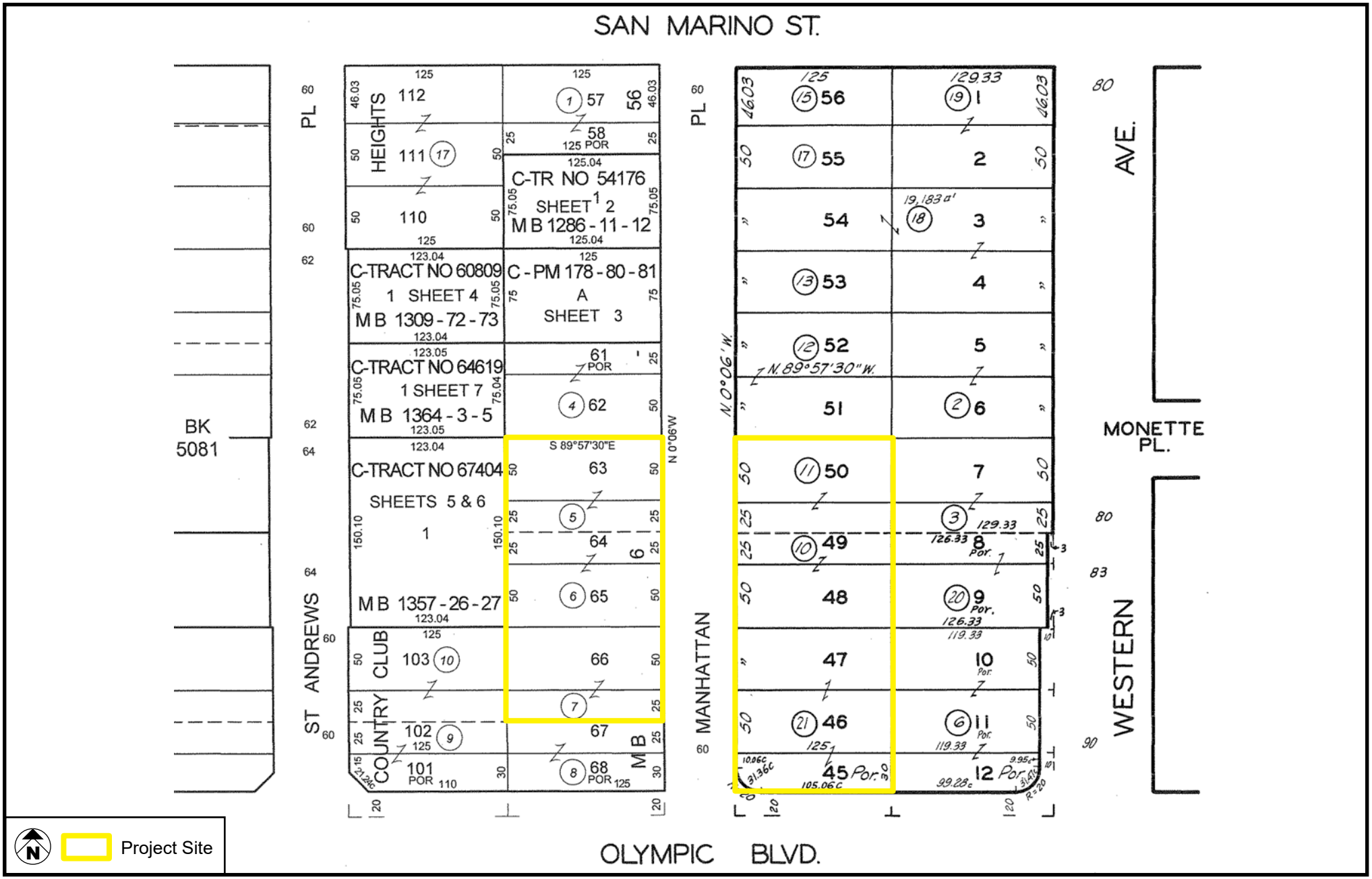


FIGURE **1**

Meridian Consultants

Regional Location Map

163-001-17



SOURCE: Office of the Assessor, County of Los Angeles - 2002

FIGURE **2**

Meridian Consultants

Project Site Parcel Map

163-001-17

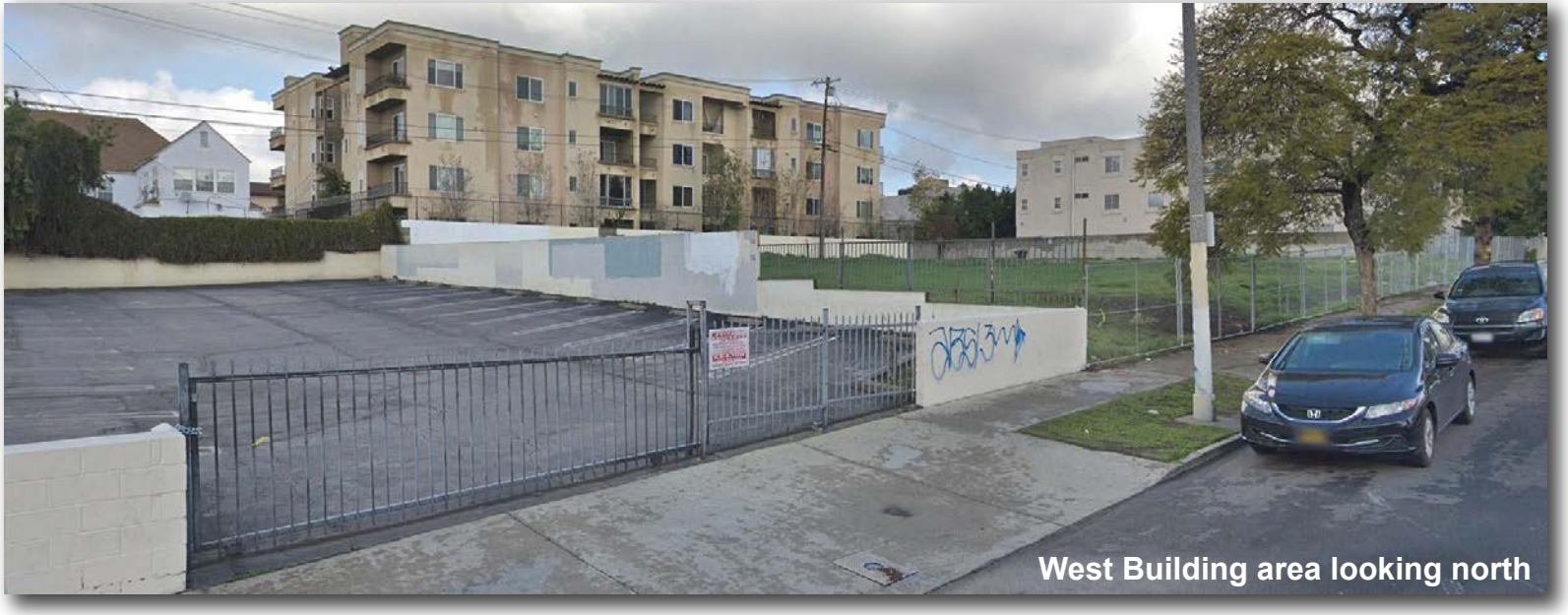
SOURCE: Google Earth - 2018

FIGURE **3**

Meridian Consultants

Existing Conditions — North and South

163-001-17



SOURCE: Google Earth - 2018

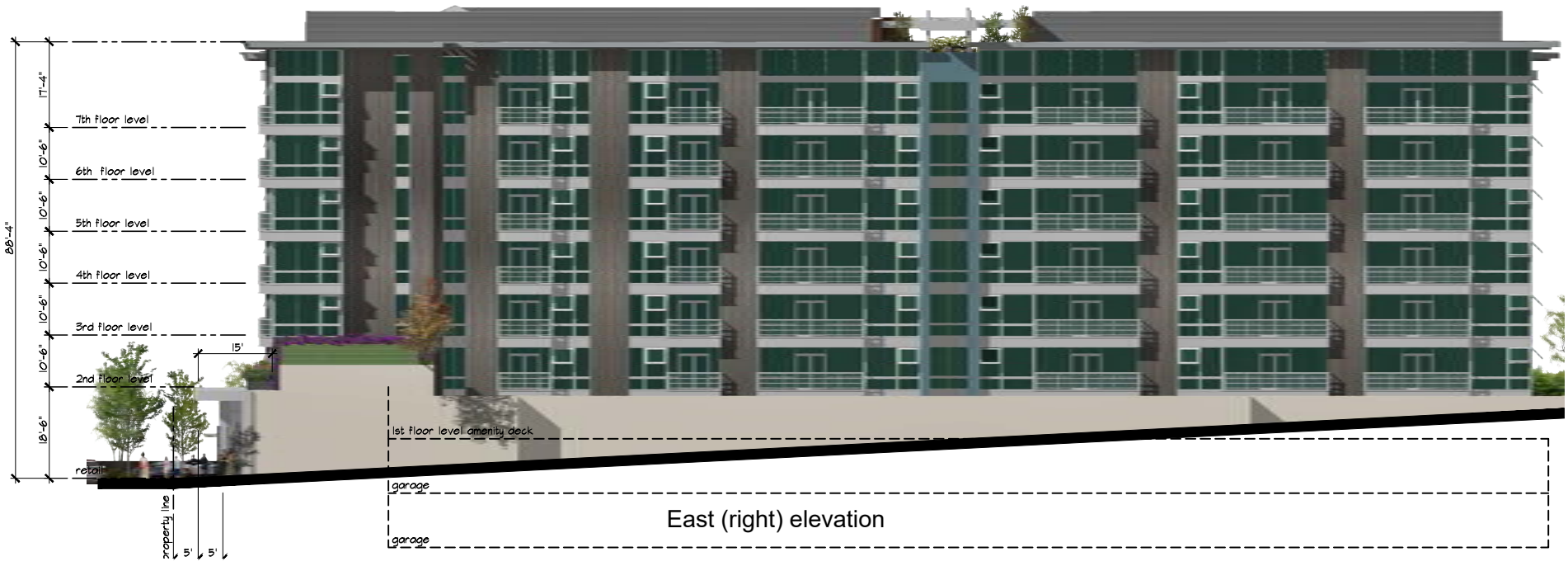
FIGURE **4**

Meridian Consultants

Existing Conditions — East Building and West Building

163-001-17

North (rear) elevation



East (right) elevation

South (front) elevation -Olympic Blvd.

West (left) elevation - Manhattan Place

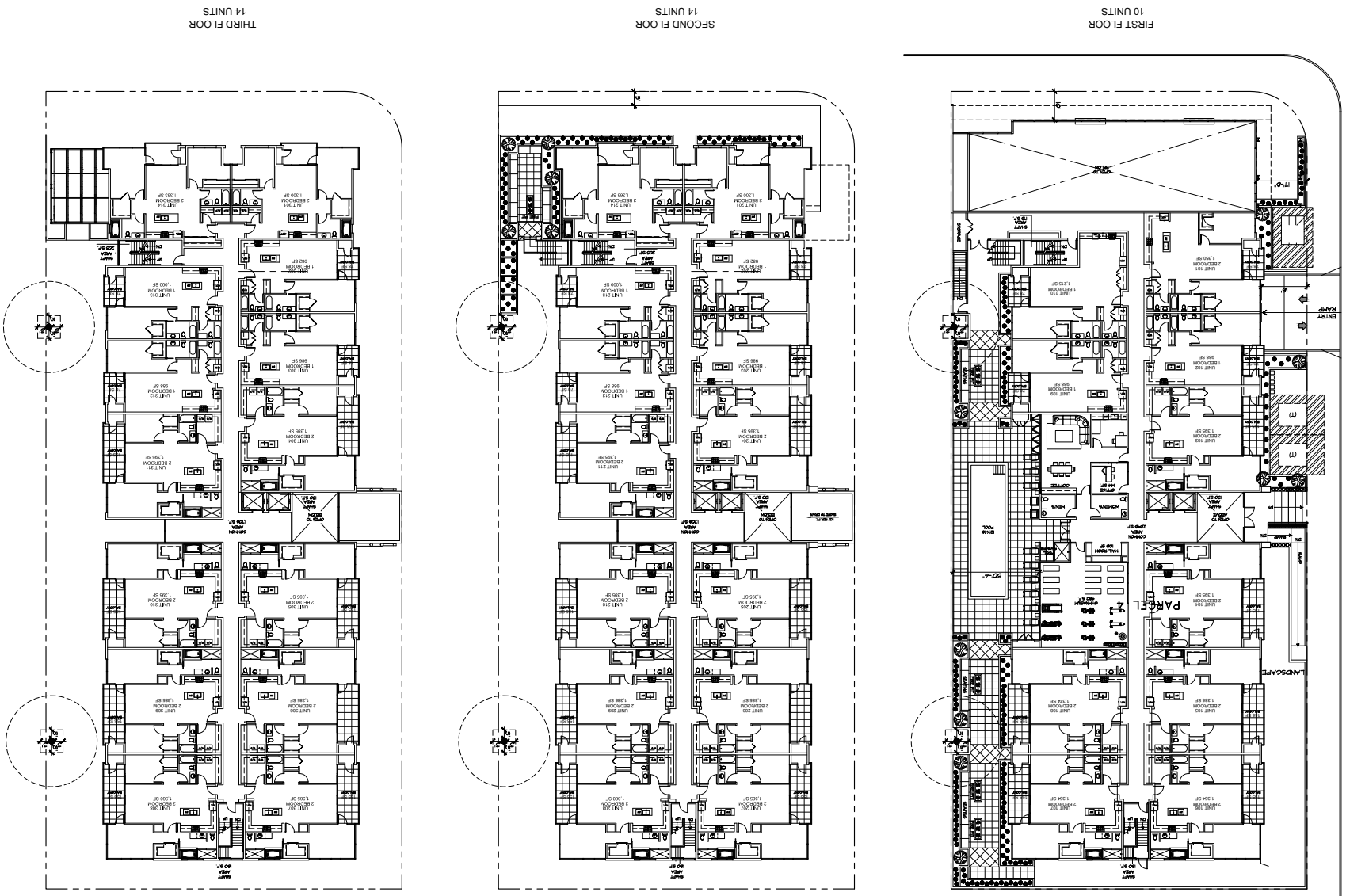
SOURCE: pk:architecture - 2018;

FIGURE **5**

Meridian Consultants

Elevations — East Building

163-001-17



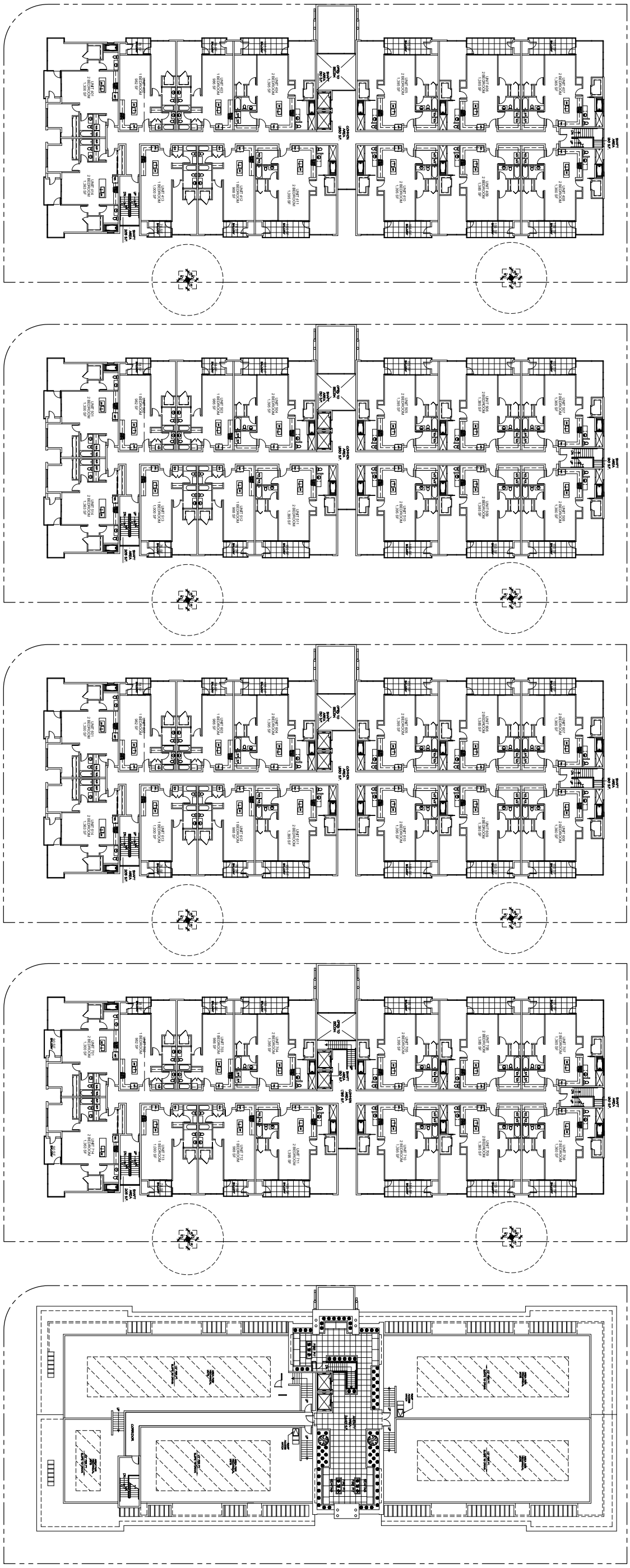
SOURCE: pk:architecture - 2018;

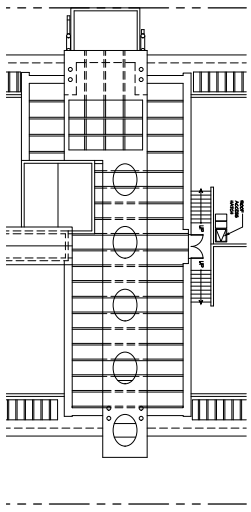
FIGURE **6**

Meridian Consultants

East Building — Ground-Floor Plan, Floor Plan Parking Levels P1 and P2, and Floor Plan Levels 1–3

163-001-17





SOURCE: pk:architecture - 2018;

FIGURE **7**

Meridian Consultants

East Building — Floor Plan Levels 4–7 and Amenity Deck Roof Plan

163-001-17

South (front) elevation - Olympic Blvd. (after)

East (right) elevation - Manhattan Place (after)

North (rear) elevation (after)

West (left) elevation (after)

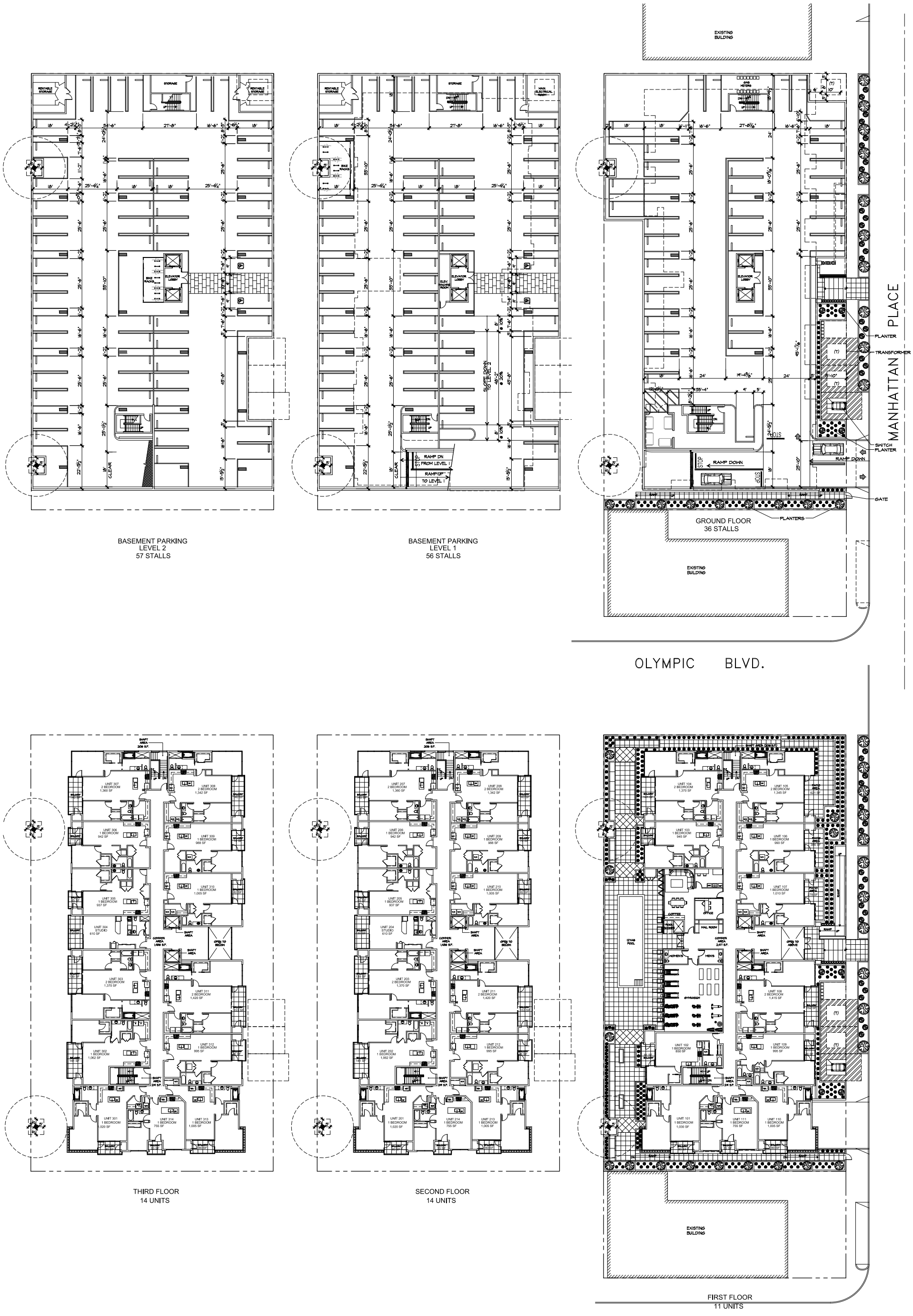
SOURCE: pk:architecture - 2018;

FIGURE **8**

Meridian Consultants

Elevations — West Building

163-001-17



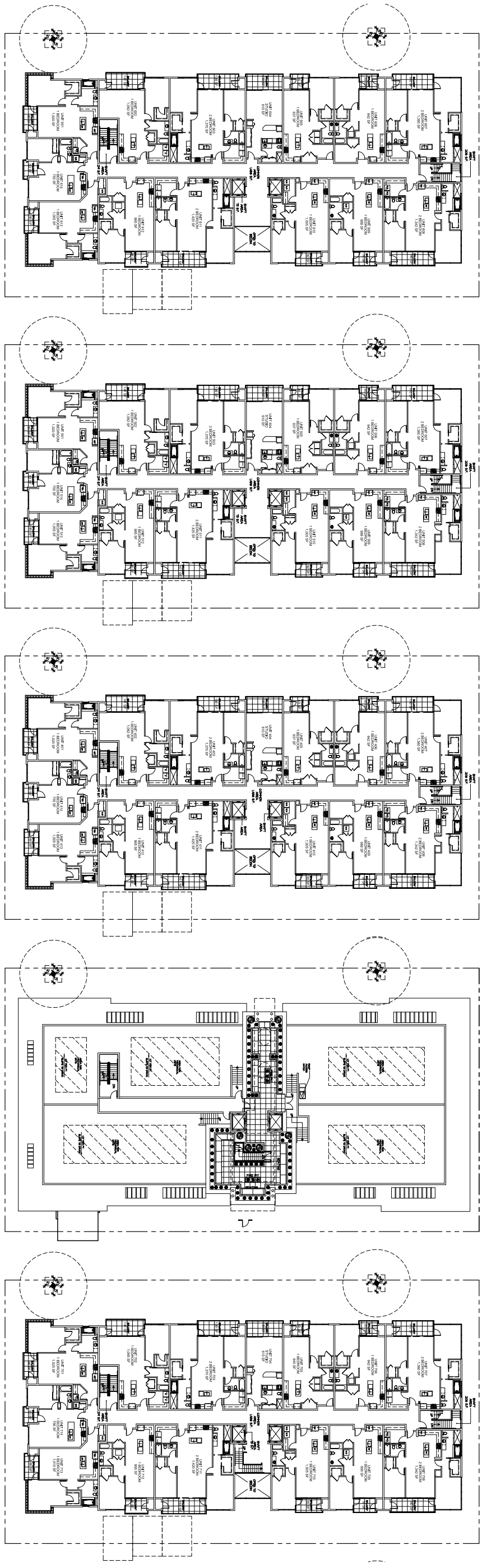
SOURCE: pk:architecture - 2018;

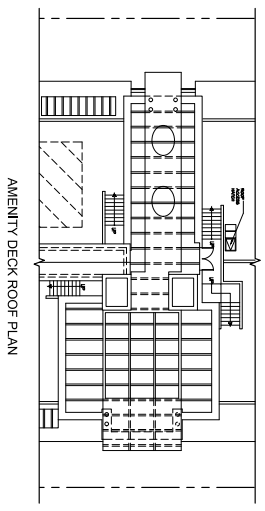
FIGURE **9**

Meridian Consultants

West Building — Ground-Floor Plan, Floor Plan Parking Levels P1 and P2, and Floor Plan Levels 1–3

163-001-17





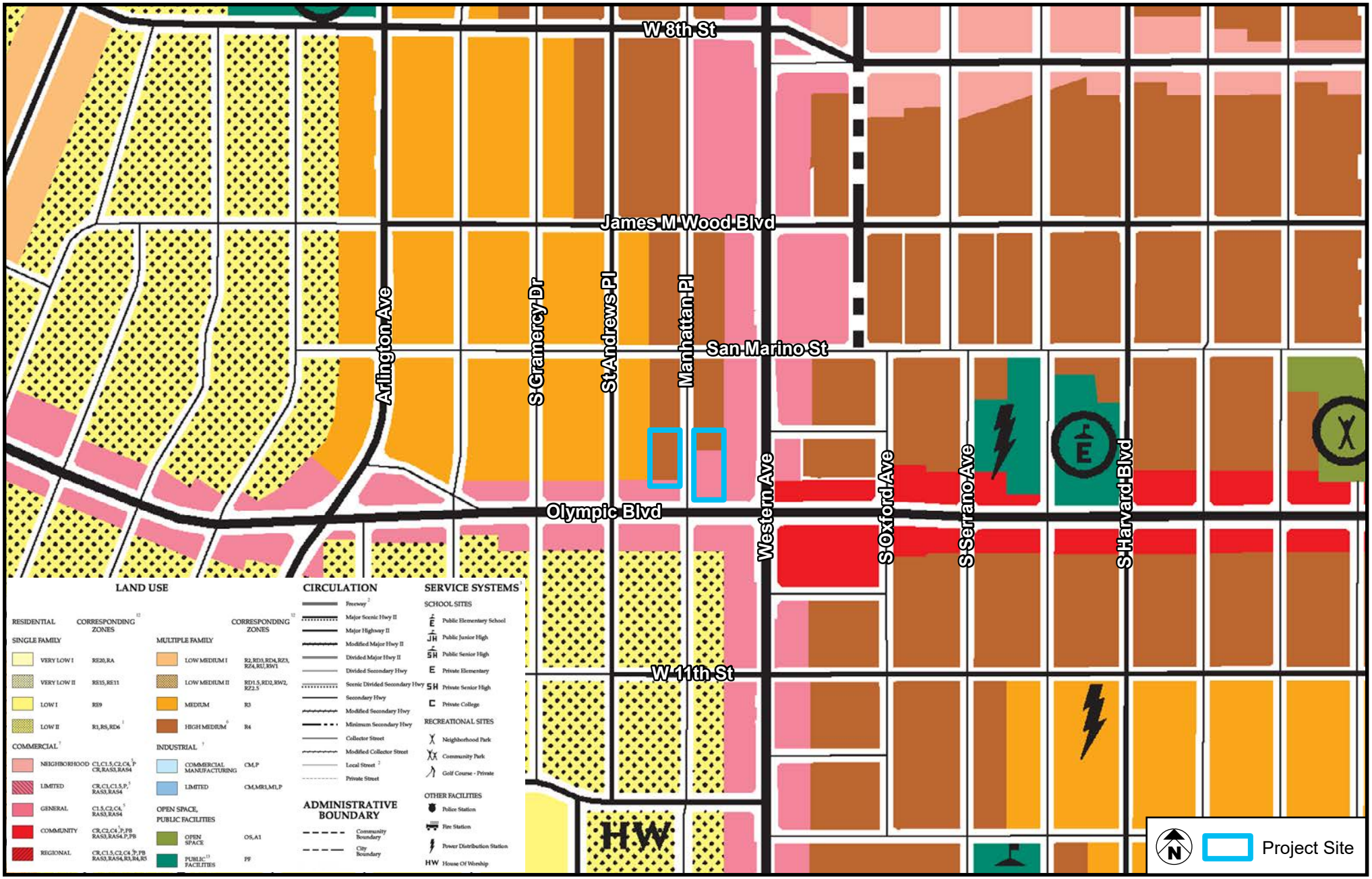
SOURCE: pk:architecture - 2018;

FIGURE **10**

Meridian Consultants

West Building — Floor Plan Levels 4–7 and Amenity Deck Roof Plan

163-001-17



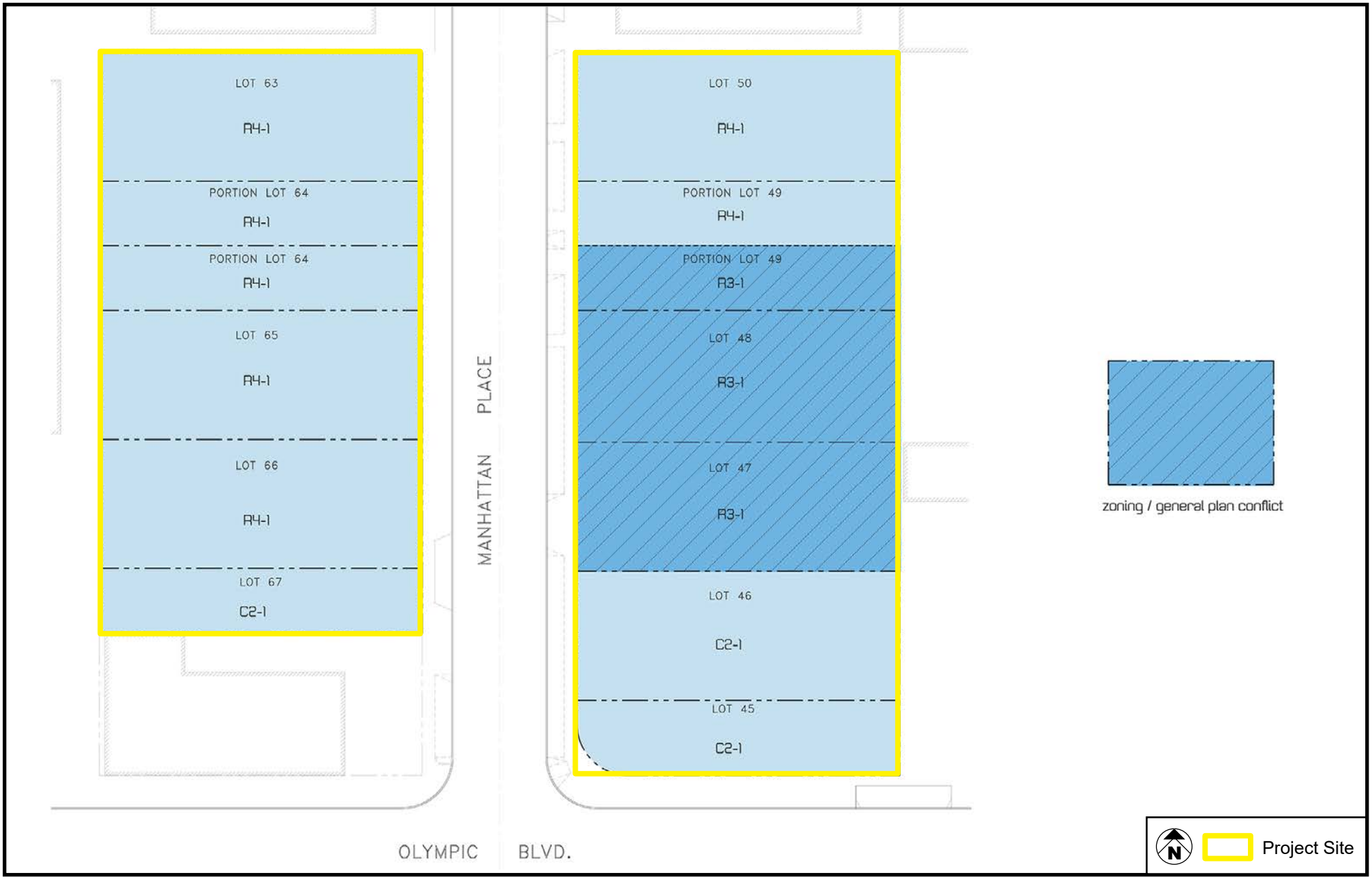
SOURCE: Wilshire Community Plan, General Plan Land Use Map - March 2014

FIGURE **11**

Meridian Consultants

Land Use Map

163-001-17



SOURCE: P K Architecture - September 2016

FIGURE **12**

Meridian Consultants

Existing Zoning Maps

163-001-17

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hwrp;jsessionid=e68S2ymv3OxyevD2uCeGgX7ocoGbGQU2epkBobDwC5FfAZXiCfSH!-1877044835!1445816935?_afrLoop=8272828157194503&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=4vix8nuu9_1#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D8272828157194503%26_afrWindowMode%3D0%26_adf.ctrl-state%3D4vix8nuu9_5.

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APPENDIX A

Traffic Technical Memorandum

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3323 WEST OLYMPIC BOULEVARD MIXED-USE PROJECT (CEN 16-45205) TRAFFIC IMPACT STUDY

City of Los Angeles, California

February 28, 2017

Prepared for
Bastion Development Corporation

Prepared by
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1.0 EXECUTIVE SUMMARY

This study analyzes forecast traffic conditions associated with the proposed 3323 West Olympic Boulevard Mixed-Use Project (CEN16-45205) located in the City of Los Angeles in conformance with the Traffic Study – Memorandum of Understanding (MOU) approved by City staff.

The proposed redevelopment project consists of a total of 208 condominium dwelling units and 3,500 square feet of ground-floor retail space. The project will replace an 11,566 medical office building and a 1,276 square foot pharmacy currently operating on the project site on the north side of Olympic Boulevard at the Manhattan Place intersection. An existing vacant dwelling unit on the project site west of Manhattan Place will also be displaced by the proposed redevelopment project.

The existing medical office and pharmacy is located at the northeast corner of the Manhattan Place/Olympic Boulevard intersection with surface lot parking provided in the back and additional surface lot parking for the existing medical office and pharmacy provided across the street on the west side of Manhattan Place. The project site consists of 3323 West Olympic Boulevard, 960 and 980 South Manhattan Place, and 975, 981, and 987 South Manhattan Place.

The ground floor retail component of the proposed project will be located along the project site frontage on Olympic Boulevard east of Manhattan Place, with 116 condominium dwelling units located above the ground floor retail on the project site east of Manhattan Place, and 92 condominium dwelling units located on the project site west of Manhattan Place. The proposed project is planned to open in 2020.

The proposed project will consolidate existing access locations at the project site to minimize potential conflicts with users of the abutting street systems. The project site currently has two full access locations on the west side of Manhattan Place and two full access locations on the east side of Manhattan Place. Full access for the proposed project's subterranean parking is provided at one location on the west side of Manhattan Place and one location on the east side of Manhattan Place; the project access locations are located at two of the four existing locations currently serving the project site.

The proposed project is forecast to generate approximately 409 net daily trips, which includes approximately 36 net a.m. peak hour trips and approximately 32 net p.m. peak hour trips.

Based on the City of Los Angeles thresholds of significance, the proposed project is forecast to result in no significant traffic impact, and hence, no traffic mitigation measures are required for the proposed project.

2.0 INTRODUCTION

This study analyzes forecast traffic conditions associated with the proposed 3323 West Olympic Boulevard Mixed-Use Project (CEN16-45205) located in the City of Los Angeles in conformance with the Traffic Study – Memorandum of Understanding (MOU) approved by City staff contained in Appendix A.

The proposed redevelopment project consists of a total of 208 condominium dwelling units and 3,500 square feet of ground-floor retail space. The project will replace an 11,566 medical office building and a 1,276 square foot pharmacy currently operating on the project site on the north side of Olympic Boulevard at the Manhattan Place intersection. An existing vacant dwelling unit on the project site west of Manhattan Place will also be displaced by the proposed redevelopment project.

The existing medical office and pharmacy is located at the northeast corner of the Manhattan Place/Olympic Boulevard intersection with surface lot parking provided in the back and additional surface lot parking for the existing medical office and pharmacy provided across the street on the west side of Manhattan Place. The project site consists of 3323 West Olympic Boulevard, 960 and 980 South Manhattan Place, and 975, 981, and 987 South Manhattan Place.

The ground floor retail component of the proposed project will be located along the project site frontage on Olympic Boulevard east of Manhattan Place, with 116 condominium dwelling units located above the ground floor retail on the project site east of Manhattan Place, and 92 condominium dwelling units located on the project site west of Manhattan Place. The proposed project is planned to open in 2020.

The proposed project will consolidate existing access locations at the project site to minimize potential conflicts with users of the abutting street systems. The project site currently has two full access locations on the west side of Manhattan Place and two full access locations on the east side of Manhattan Place. Full access for the proposed project's subterranean parking is provided at one location on the west side of Manhattan Place and one location on the east side of Manhattan Place; the project access locations are located at two of the four existing locations currently serving the project site.

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

2.1 Study Area

This study analyzes the following ten (10) signalized intersections in the vicinity of the project site identified by City staff:

1. Wilton Place/9th Street;
2. Western Avenue/9th Street – James Wood Boulevard;
3. Western Avenue/San Marino Street;
4. Wilton Place – Arlington Avenue/Olympic Boulevard;
5. St. Andrews Place/Olympic Boulevard;
6. Western Avenue/Olympic Boulevard;
7. Harvard Boulevard/Olympic Boulevard;

8. Arlington Avenue/County Club Drive;
9. Western Avenue/11th Street; and
10. Western Avenue/Pico Boulevard.

Exhibit 3 shows the location of the study intersections, which are analyzed for the following four (4) study scenarios identified by City staff:

- Existing Conditions;
- Forecast Existing Plus Project Conditions;
- Forecast Year 2020 Cumulative Base without Project Conditions; and
- Forecast Year 2020 with Project Conditions.

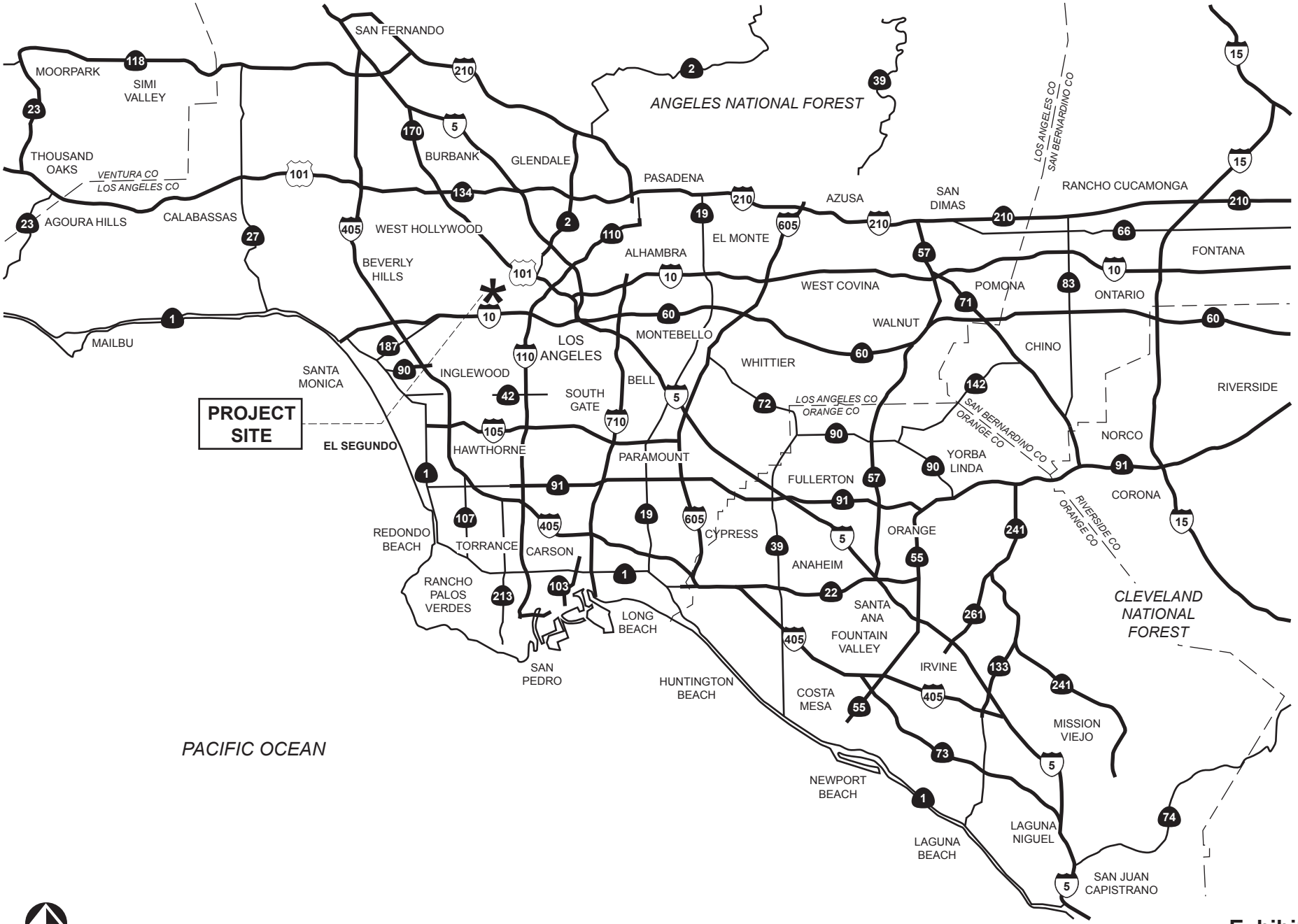

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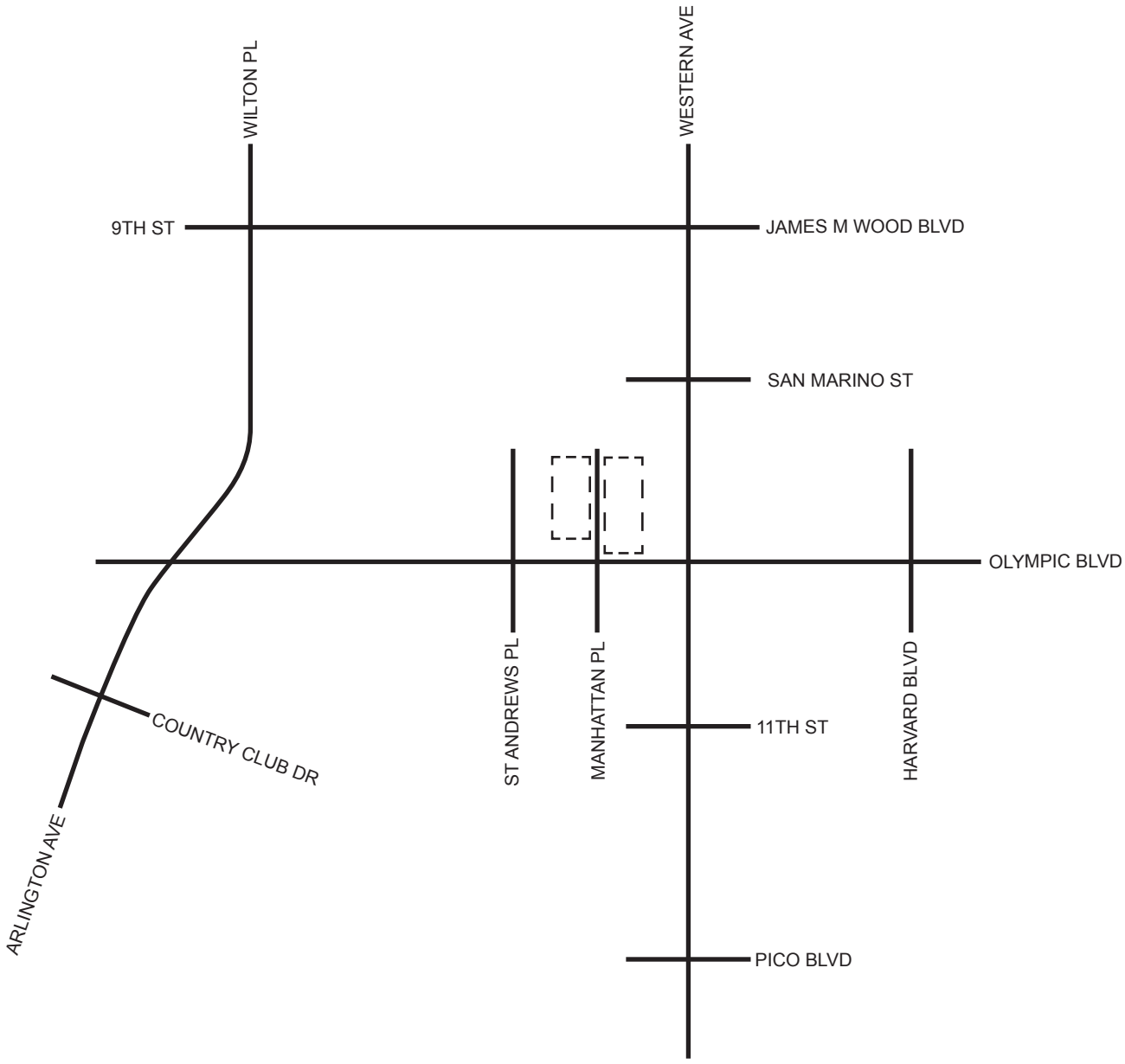
Exhibit 1
Regional Project Location



Legend:

- - - Project Site

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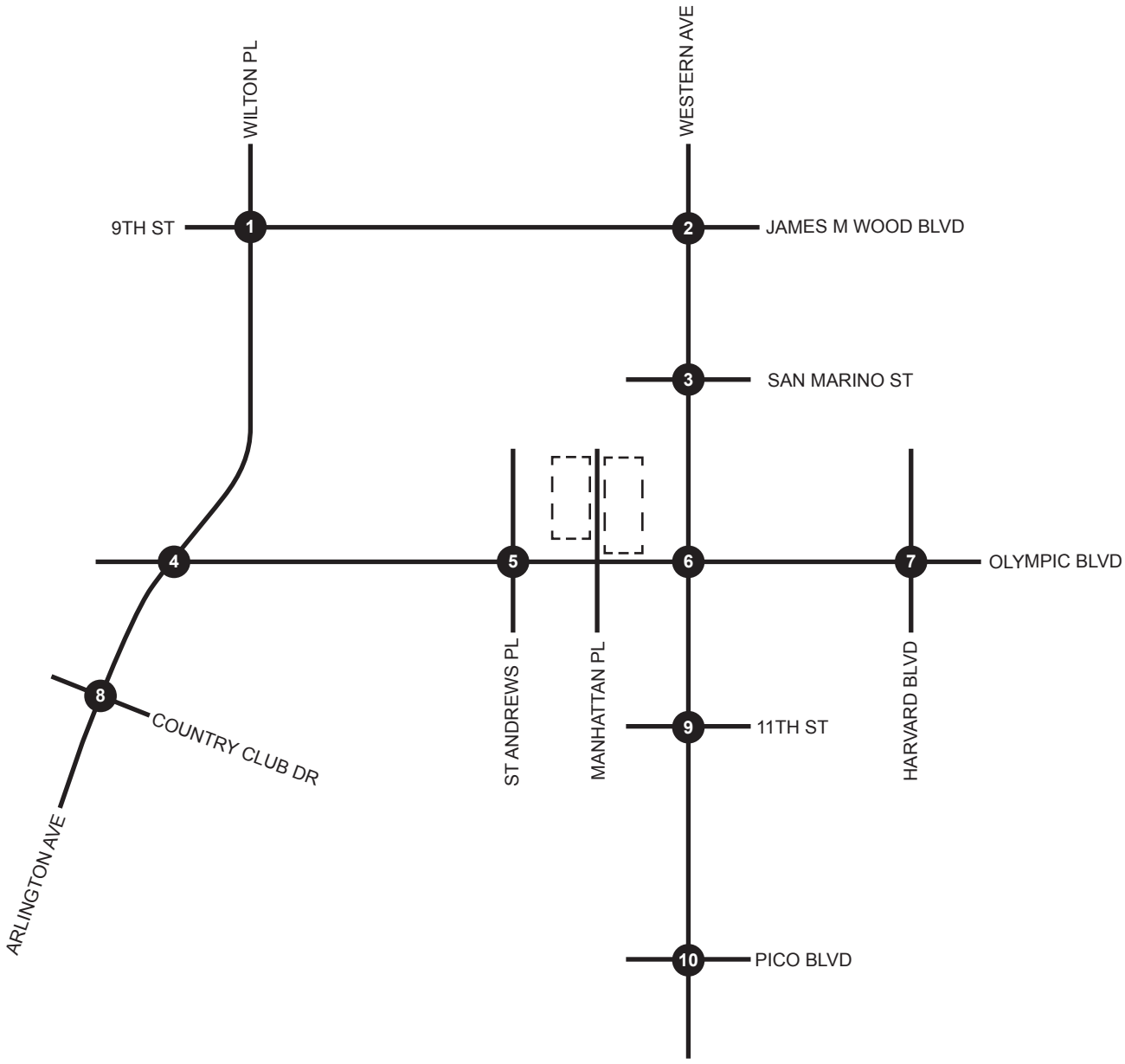
Exhibit 2
Project Site Location



Legend:

- - - Project Site

X Signalized Intersection

Not to Scale

Exhibit 3
Study Intersections

3.0 INTERSECTION ANALYSIS METHODOLOGY

Level of service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. The Transportation Research Board Circular 212 Critical Movement Analysis (CMA) planning method is utilized to determine the operating LOS of signalized intersections in the City of Los Angeles. The CMA methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding volume to capacity (V/C) ratios shown in Table 1.

Table 1 – Signalized Intersection Level of Service Ranges & Volume/Capacity Ratio

Level of Service	Circular 212 Critical Movement Analysis (CMA)
	Volume/Capacity Ratio (V/C)
A	≤ 0.600
B	> 0.601 ≤ 0.700
C	> 0.700 to ≤ 0.800
D	> 0.800 to ≤ 0.900
E	> 0.900 to ≤ 1.000
F	> 1.000

Source: Transportation Research Board

3.1 City of Los Angeles Intersection Thresholds of Significance

To determine whether the addition of project-generated trips results in a significant impact at a study intersection and thus requires mitigation, a transportation impact at a signalized intersection is deemed significant in accordance with Table 2.

Table 2 – Significant Transportation Impact Thresholds

Level of Service	Circular 212 Critical Movement Analysis (CMA)	
	Final V/C Ratio	Project-Related Increase in V/C Ratio
C	> 0.700 to ≤ 0.800	≥ 0.040
D	> 0.800 to ≤ 0.900	≥ 0.020
E	> 0.900 to ≤ 1.000	≥ 0.010
F	> 1.000	≥ 0.010

Source: Traffic Study Policies and Procedures (LADOT)

4.0 EXISTING CONDITIONS

This section describes the existing conditions of the study area including the existing roadway description, intersection geometry and traffic volumes.

4.1 Roadway Description

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

Olympic Boulevard is a seven-lane roadway trending in an east-west direction, providing three lanes in each direction of travel separated by center lane consisting of dedicated left-turn pockets at intersections. On-street parallel parking is allowed in certain locations in the number three (curbside) lane during non-peak periods. The posted speed limit is 35 miles per hour.

Manhattan Place is a two-lane undivided roadway trending in a north-south direction, providing one lane in each direction of travel. On-street parallel parking is allowed. There is no posted speed limit in the vicinity of the project site. Manhattan Place is un-signalized at Olympic Boulevard; traffic is free-flow on Olympic Boulevard and stop-controlled at northbound and southbound Manhattan Place.

Wilton Place - Arlington Avenue is a four-lane roadway trending in a general north-southwest direction, providing two lanes in each direction with dedicated left-turn pockets at some intersections. On-street parallel parking is allowed in some locations. The posted speed limit is 35 miles per hour. The street is named Wilton Place north of Olympic Boulevard, changing names to Arlington Avenue south of Olympic Boulevard. Wilton Place - Arlington Avenue intersects Olympic Boulevard at a signalized intersection.

St. Andrews Place is a two-lane undivided roadway trending in a north-south direction, providing one lane in each direction of travel. On-street parallel parking is allowed. There is no posted speed limit in the vicinity of the project site. St. Andrews Place intersects Olympic Boulevard at a signalized intersection.

Western Avenue is a four-lane roadway trending in a north-southwest direction, providing two lanes in each direction with dedicated left-turn pockets at some intersections. On-street parallel parking is allowed in some locations. The posted speed limit is 35 miles per hour. Western Avenue intersects Olympic Boulevard at a signalized intersection.

Harvard Boulevard is a two-lane undivided roadway trending in a north-south direction, providing one lane in each direction of travel. On-street parallel parking is allowed. There is no posted speed limit in the vicinity of the project site. Harvard Boulevard intersects Olympic Boulevard at a signalized intersection.

9th Street – James M Wood Boulevard is a two-lane undivided roadway trending in an east-west direction, providing one lane in each direction of travel. On-street parallel parking is allowed. There is no posted speed limit in the vicinity of the project site. The street is named 9th Street west of Western Avenue, changing names to James M Woods Boulevard east of Western Avenue. 9th Street – James M Wood Boulevard intersects Wilton Place – Arlington Avenue and Western Avenue at signalized intersections.

Country Club Drive is a two-lane undivided roadway trending in a general east-west direction, providing one lane in each direction of travel. On-street parallel parking is allowed. There is no posted speed limit in the vicinity of the project site. Country Club Drive intersects Arlington Avenue at a signalized intersection.

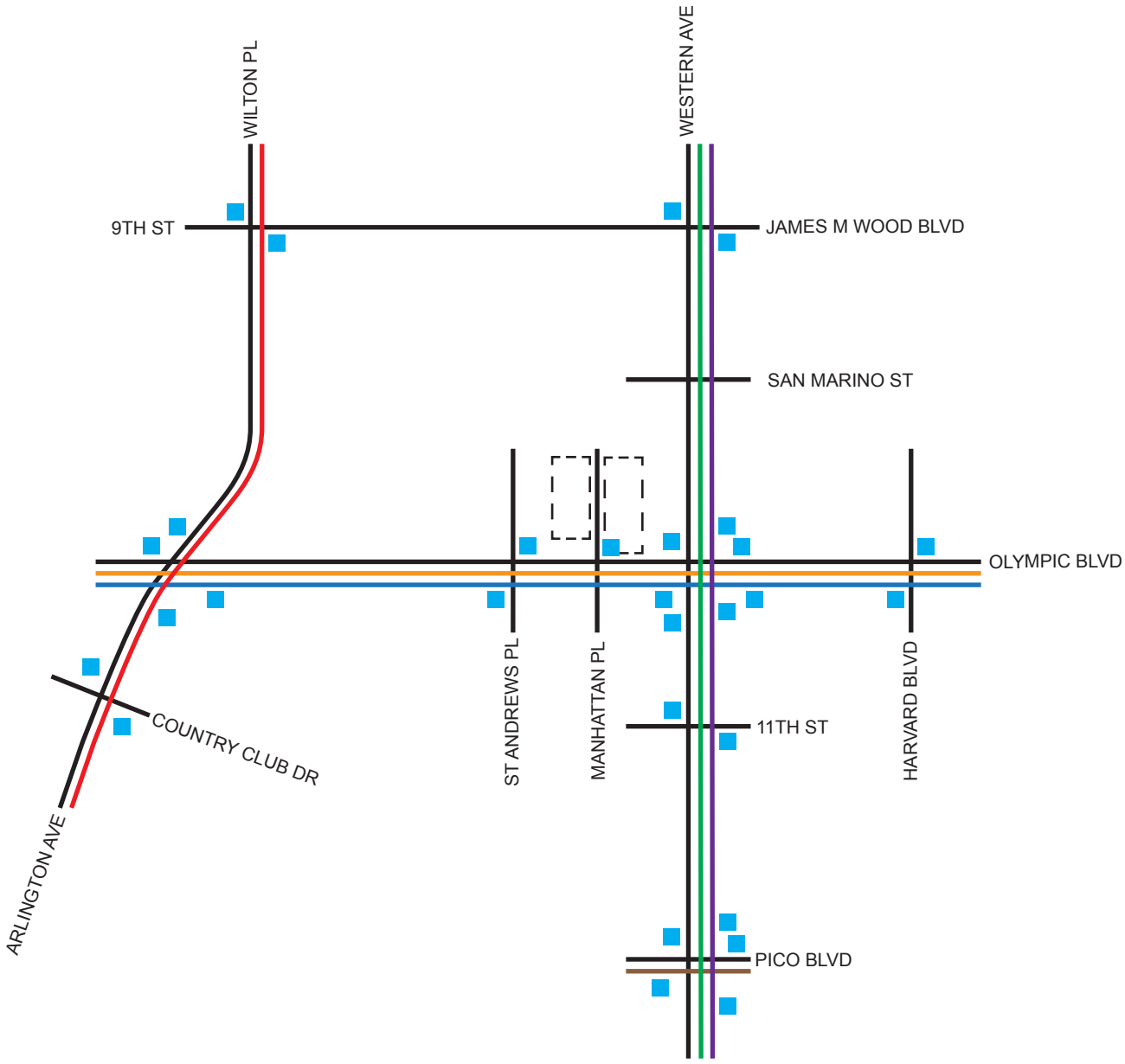
San Marino Street is a two-lane undivided roadway trending in an east-west direction, providing one lane in each direction of travel. On-street parallel parking is allowed. There is no posted speed limit in the vicinity of the project site. San Marino intersects Western Avenue at a signalized intersection.

11th Street is a two-lane undivided roadway trending in an east-west direction, providing one lane in each direction of travel. On-street parallel parking is allowed. There is no posted speed limit in the vicinity of the project site. 11th Street intersects Western Avenue at a signalized intersection.

Pico Boulevard is a four-lane roadway trending in an east-west direction, providing two lanes in each direction with dedicated left-turn pockets at some intersections. On-street parallel parking is allowed in some locations. The posted speed limit is 35 miles per hour. Pico Boulevard intersects Western Avenue at a signalized intersection.

4.2 Existing Transit

The project is well-served by Los Angeles Metro Bus Routes 28, 728, 207, 757 via bus stops located at the Western Avenue/Olympic Boulevard intersection only 0.05 of a mile east of the project site, with bus stops for westbound Los Angeles Metro Bus Routes 28 and 728 also provided directly at the project site.



Legend:

- Project Site
- Bus stop
- Los Angeles Metro Bus Route 28
- Los Angeles Metro Bus Route 209
- Los Angeles Metro Bus Route 30/330
- Los Angeles Metro Bus Route 728
- Los Angeles Metro Bus Route 207
- Los Angeles Metro Bus Route 757

Not to Scale

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Exhibit 4
Existing Transit Lines

4.3 Existing Conditions Traffic Volumes

To determine the existing operation of the study intersections, a.m. peak period and p.m. peak period traffic movement counts were collected in January 2017 during typical weekday conditions. The a.m. peak period intersection counts were collected from 7:00 a.m. to 10:00 a.m.; the p.m. peak period intersection counts were collected from 3:00 p.m. to 6:00 p.m. The traffic volumes used in this analysis were taken from the highest hour within the three-hour peak period counted.

Axle-classified counts were collected differentiating vehicle types including passenger cars and trucks with different number of axles. An axle classification adjustment factor was then used to convert truck trips into passenger car equivalent (PCE) trips to account for the impact of the heavy trucks because a large truck occupies more space on the roadway than a typical passenger vehicle. Detailed traffic count data sheets are contained in Appendix B.

The PCE factors used for this analysis are shown in Table 3.

Table 3 – Passenger Car Equivalent Factors

Vehicle Type	PCE Factor
Passenger Cars	1.0
2 Axle Trucks / Buses / RVs	1.5
3 Axle Trucks	2.0
4+ Axle Trucks	3.0

Exhibit 5 shows existing study intersection geometry and control.

Exhibit 6 shows existing conditions a.m. and p.m. peak hour volumes at the study intersections.

4.4 Existing Conditions Study Intersection Peak Hour Level of Service

Table 4 summarizes existing conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix C.

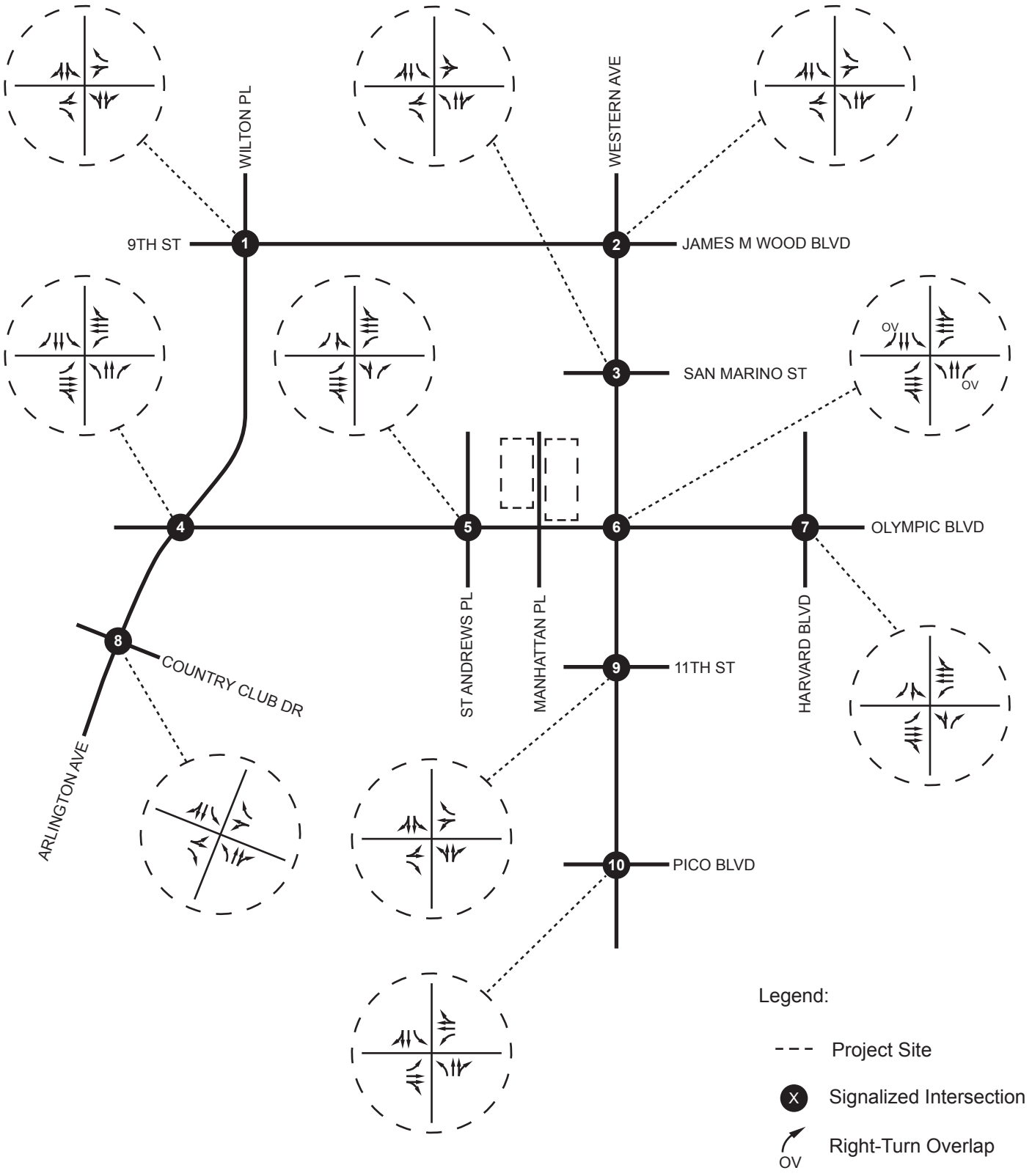

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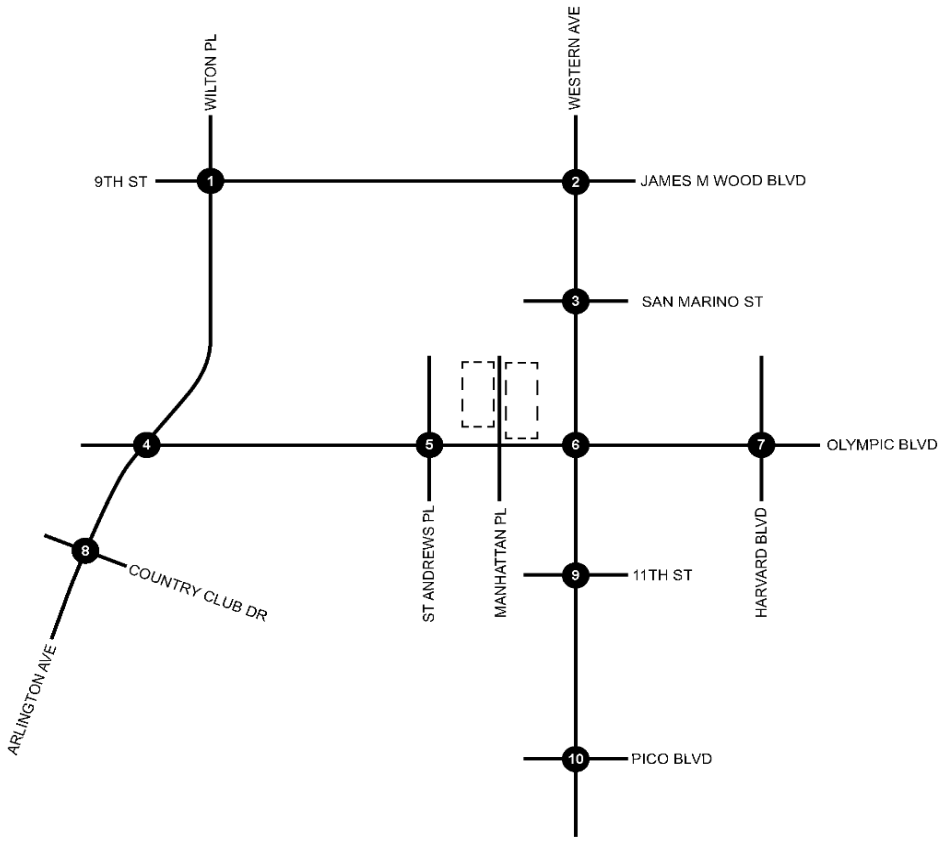
Exhibit 5
Intersection Geometry

3323 West Olympic Boulevard Mixed-Use Project in City of Los Angeles
Traffic Impact Analysis



Legend:

- - - Project Site

X Signalized Intersection

Wilton Pl and 9th St

	Wilton Pl	54/54
22/26		83/69
1017/1233		56/69
81/90		
9th St	1	9th St
44/30	Wilton Pl	19/15
116/109		1162/1102
41/22		54/79

Western Ave and 9th St/James M Wood Blvd

	Western Ave	46/69
14/33		136/177
1056/1078		76/71
65/107		
9th St	2	James M Wood Blvd
23/29	Western Ave	26/51
179/255		1081/940
53/45		90/77

Western Ave and San Marino St

	Western Ave	27/74
15/27		32/96
1065/1113		39/69
35/47		
San Marino St	3	San Marino St
38/23	Western Ave	13/30
46/163		1160/1004
65/51		12/76

Wilton Pl/Arlington Ave and Olympic Blvd

	Wilton Pl	27/20
139/130		1542/1185
835/1027		68/61
124/103		
Olympic Blvd	4	Olympic Blvd
83/95	Arlington Blvd	180/140
1313/1537		1020/1062
77/106		53/84

St Andrews Pl and Olympic Blvd

	St Andrews Pl	36/81
62/92		1639/1254
52/123		11/35
85/76		
Olympic Blvd	5	Olympic Blvd
37/56	St Andrews Pl	59/54
1433/1540		70/114
12/19		12/20

Western Ave and Olympic Blvd

	Western Ave	85/117
88/91		1513/1179
936/886		61/89
159/198		
Olympic Blvd	6	Olympic Blvd
57/82	Western Ave	167/164
1265/1473		1087/910
56/63		78/101

Harvard Blvd and Olympic Blvd

	Harvard Blvd	59/52
72/78		1592/1465
114/272		44/52
86/106		
Olympic Blvd	7	Olympic Blvd
48/72	Harvard Blvd	64/63
1520/1671		158/228
22/42		46/65

Arlington Blvd and County Club Dr

	Arlington Blvd	27/17
44/111		92/76
980/998		16/39
34/82		
Country Club Dr	8	Country Club Dr
62/45	Arlington Blvd	168/94
32/107		1226/1239
40/48		12/33

Western Ave and 11th St

	Western Ave	41/54
28/52		86/132
1029/971		69/55
10/26		
11th St	9	11th St
31/31	Western Ave	18/42
40/159		1301/1044
33/49		28/53

Western Ave and Pico Blvd

	Western Ave	83/73
91/69		681/524
991/928		53/62
62/70		
Pico Blvd	10	Pico Blvd
78/84	Western Ave	72/69
621/846		1204/959
63/69		42/72

XX/XX = AM / PM Peak Hour Intersection Volumes

Not to Scale

Exhibit 6
Existing Intersection Volumes

Table 4
Existing Conditions Intersection Analysis Summary

Intersection			Existing Conditions			
			AM Peak		PM Peak	
No.	Name	Type[1]	V/C[2]	LOS	V/C[2]	LOS
1	Wilton Pl / 9th St	TS	1.151	F	1.209	F
2	Western Ave / 9th St-James M Wood Blvd	TS	1.023	F	1.065	F
3	Western Ave / San Marino St	TS	0.813	D	0.898	D
4	Wilton Pl-Arlinton Ave / Olympic Blvd	TS	1.276	F	1.330	F
5	St Andrews Pl / Olympic Blvd	TS	0.871	D	0.888	D
6	Western Ave / Olympic Blvd	TS	0.940	E	0.912	E
7	Harvard Blvd / Olympic Blvd	TS	0.991	E	1.164	F
8	Arlington Ave / Country Club Dr	TS	0.889	D	0.972	E
9	Western Ave / 11th St	TS	1.003	F	1.095	F
10	Western Ave / Pico Blvd	TS	1.259	F	1.181	F

Note

1 Intersection Type: TS = Traffic Signal

2 Circular 212 Method, Volume/Capacity (V/C) Ratio

5.0 PROPOSED PROJECT

The proposed redevelopment project consists of a total of 208 condominium dwelling units and 3,500 square feet of ground-floor retail space. The project will replace an 11,566 medical office building and a 1,276 square foot pharmacy currently operating on the project site on the north side of Olympic Boulevard at the Manhattan Place intersection. An existing vacant dwelling unit on the project site west of Manhattan Place will also be displaced by the proposed redevelopment project.

The existing medical office and pharmacy is located at the northeast corner of the Manhattan Place/Olympic Boulevard intersection with surface lot parking provided in the back and additional surface lot parking for the existing medical office and pharmacy provided across the street on the west side of Manhattan Place. The project site consists of 3323 West Olympic Boulevard, 960 and 980 South Manhattan Place, and 975,981, and 987 South Manhattan Place.

The ground floor retail component of the proposed project will be located along the project site frontage on Olympic Boulevard east of Manhattan Place, with 116 condominium dwelling units located above the ground floor retail on the project site east of Manhattan Place, and 92 condominium dwelling units located on the project site west of Manhattan Place. The proposed project is planned to open in 2020.

The proposed project will consolidate existing access locations at the project site to minimize potential conflicts with users of the abutting street systems. The project site currently has two full access locations on the west side of Manhattan Place and two full access locations on the east side of Manhattan Place. Full access for the proposed project's subterranean parking is provided at one location on the west side of Manhattan Place and one location on the east side of Manhattan Place; the project access locations are located at two of the four existing locations currently serving the project site. Exhibit 7 shows the proposed project site plan; the western project access location at Manhattan Place is located 92 feet from the Olympic Boulevard intersection and the eastern project access location at Manhattan Place is located 76 feet from the Olympic Boulevard intersection.

5.1 Project Trip Generation

To calculate the trips forecast to be generated by the proposed project, Institute of Transportation Engineers (ITE) trip generation rates were utilized. Table 5 summarizes the ITE trip generation rates used to calculate the number of trips forecast to be generated by the proposed project

5.2 Transit Credit for Proposed Project

The project is well-served by Los Angeles Metro Bus Routes 28, 728, 207, 757 via bus stops located at the Western Avenue/Olympic Boulevard intersection only 0.05 of a mile east of the project site, with bus stops for westbound Los Angeles Metro Bus Routes 28 and 728 also provided directly at the project site.

In accordance with the Traffic Study Policies and Procedures (LADOT), a 15-percent (15%) transit credit for development located near transit locations has been applied to the trips generated by the proposed project.

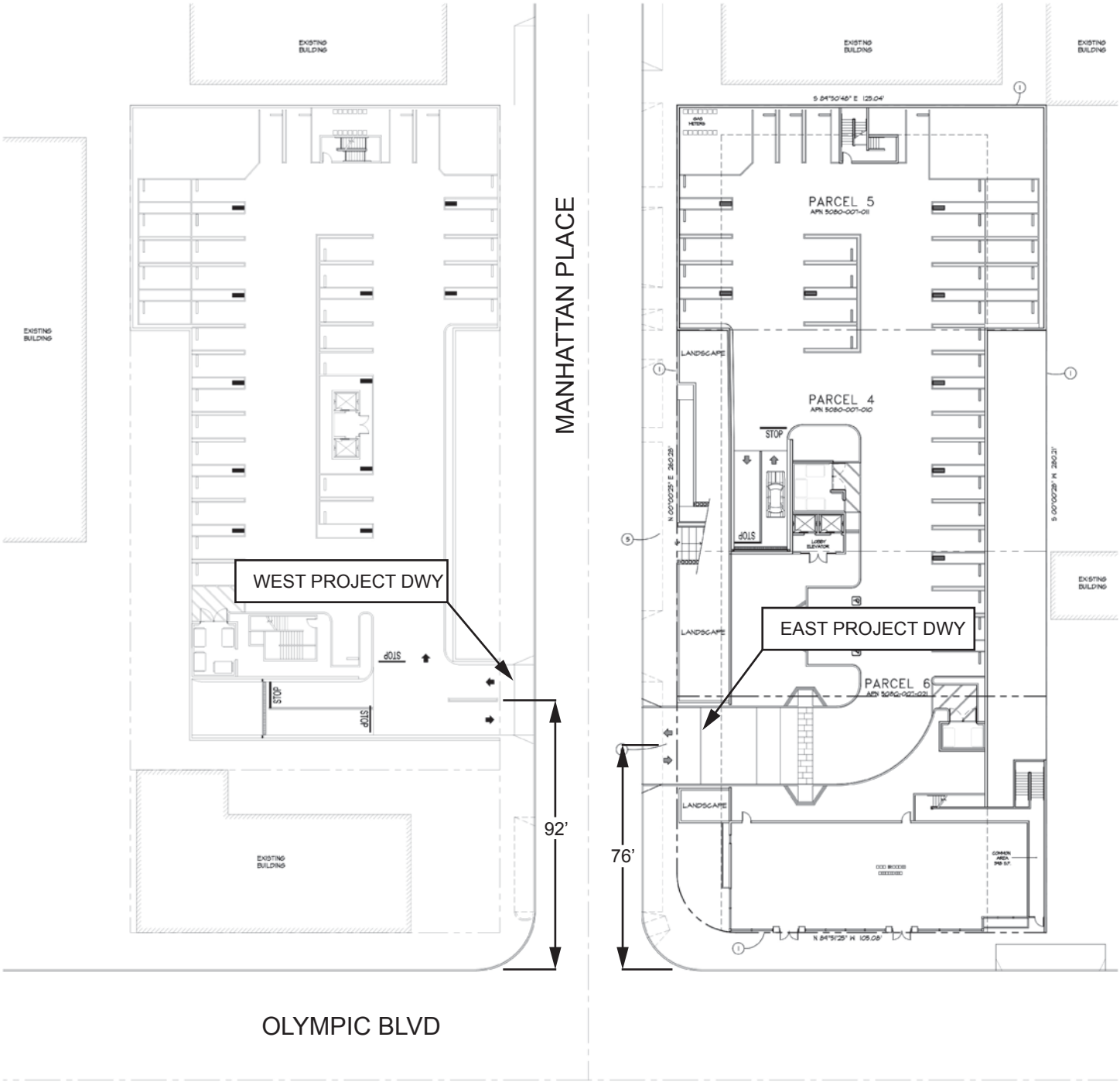


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Exhibit 7
Project Site Plan

Table 5
Trip Generation Rates

Trip Rates										
Project				Daily	AM Peak			PM Peak		
No.	Land Use	Code[1]	Unit[2]		Total	In%	Out%	Total	In%	Out%
12	Residential Condominium / Townhouse	ITE 230	DU	***5.81***	***0.44***	*17%*	*83%*	***0.52***	*67%*	*33%*
22	Medical-Dental Office Building	ITE 720	TSF	***36.13***	***2.39***	*79%*	*21%*	***3.57***	*28%*	*72%*
23	Shopping Center (Average)	ITE 820	TSF	***42.70***	***0.96***	*62%*	*38%*	***3.71***	*48%*	*52%*
27	Pharmacy/Drugstore without Drive-Through Window	ITE 880	TSF	***90.06***	***2.94***	*65%*	*35%*	***8.40***	*49%*	*51%*

Note

1 Institute of Transportation Engineers (ITE), Trip Generation Manual, 9th Edition, 2012

2 TSF = Thousand Square Feet; DU = Dwelling Unit

5.3 Pass-by Trip Credit for Proposed Project

A pass-by trip credit is applicable to commercial land uses located along busy arterial highways attracting vehicle trips already on the roadway; this is particularly the case when the roadway is experiencing peak operating conditions. For example, a motorist already traveling along Olympic Boulevard between work and home or other destinations may stop at the retail component of the proposed project site. A pass-by discount under this example would eliminate both the inbound trip and the outbound trip from the surrounding roadway circulation system since the vehicle was already traveling on the roadway. Without the pass-by trip discount, two trips would be generated: an inbound trip to the project site and an outbound trip from the project site.

In accordance with Attachment I of the Traffic Study Policies and Procedures (LADOT), a 50-percent (50%) pass-by trip credit has been applied to the trips generated by the retail component of the proposed project.

5.4 Internal Trip Capture Credit for Proposed Project

This analysis assumes a 10-percent (10%) trip capture credit between the residential component and retail component of the mixed-use proposed project since the retail component is planned to serve the residents of the project.

Table 6 summarizes the forecast trip generation of the proposed project as approved by LADOT staff for use in this analysis utilizing the ITE trip generation rates shown in Table 5, assuming the credit for the existing medical office and pharmacy currently operating on the project site that will be displaced by the proposed project, and assuming the transit, pass-by, and internal trip capture credits discussed above.

As shown in Table 6, the proposed project is forecast to generate approximately 409 net daily trips which include approximately 36 net a.m. peak hour trips and approximately 32 net p.m. peak hour trips.

5.5 Forecast Project Trip Distribution

To determine the forecast project trip distribution, various sources of information were reviewed and discussed with LADOT staff, including the location and land use of surrounding development, the surrounding roadway network, and the directionality of existing traffic.

Exhibit 8 shows the forecast trip distribution patterns of the proposed project approved by LADOT staff for use in this analysis

5.6 Forecast Project Trip Assignment

Exhibit 9 shows the corresponding assignment of project-generated peak hour trips based on the trip distribution shown in Exhibit 8.

Table 6
Forecast Project Trip Generation

Trip Generation									
Project			Daily	AM Peak			PM Peak		
No.	Land Use	Quantity[2]		Total	In	Out	Total	In	Out
	Existing								
A	Medical-Dental Office Building	11.566 TSF	**418**	**28**	22	6	**41**	11	30
B	Pharmacy/Drugstore without Drive-Through Window	1.276 TSF	**115**	**4**	3	1	**11**	5	6
	Existing Subtotal Trips		**533**	**32**	25	7	**52**	16	36
	Proposed								
C	Residential Condominium / Townhouse	208 DU	**1,208**	**92**	16	76	**108**	72	36
D	Shopping Center (Average)	3.500 TSF	**149**	**3**	2	1	**13**	6	7
	Proposed Subtotal Trips		**1,357**	**95**	18	77	**121**	78	43
	• Retail Pass-By Trip Credit	50% [3]	**-75**	**-2**	-1	-1	**-7**	-3	-4
	• Transit Credit	15% [4]	**-204**	**-15**	-3	-12	**-18**	-12	-6
	• Internal Trip Credit	10% [5]	**-136**	**-10**	-2	-8	**-12**	-8	-4
	Proposed Subtotal Trips - With Credit		**942**	**68**	12	56	**84**	55	29
	Overall Net Trips		**409**	**36**	-13	49	**32**	39	-7

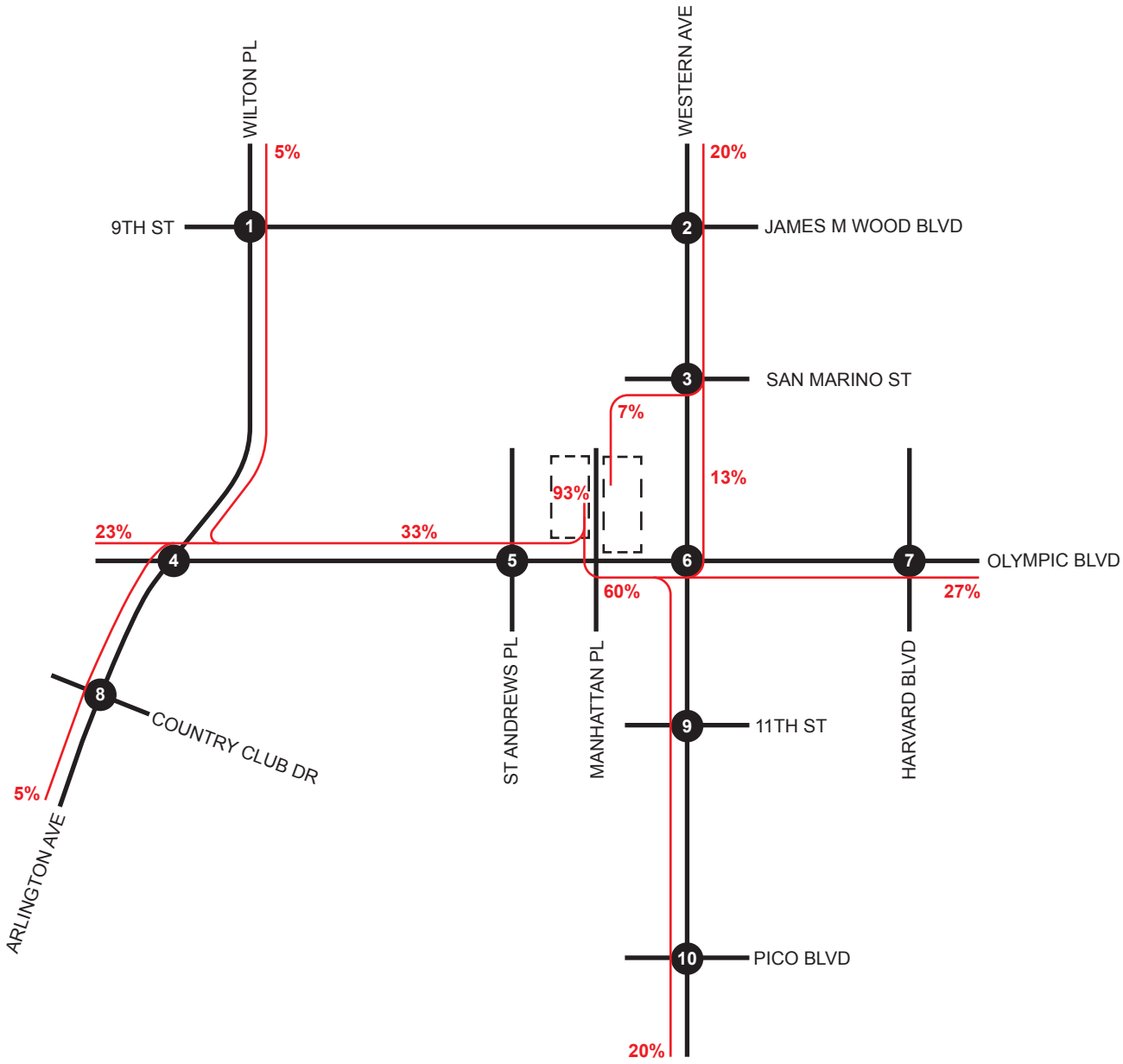
Note

[2] TSF = Thousand Square Feet; DU = Dwelling Unit

[3] Retail use less than 50 TSF. Not applicable at Project driveways and at intersections immediately adjacent to the Project Site.

[4] Site located within 1/4 mile of a RapidBus stop.

[5] Retail planned to serve residents in building



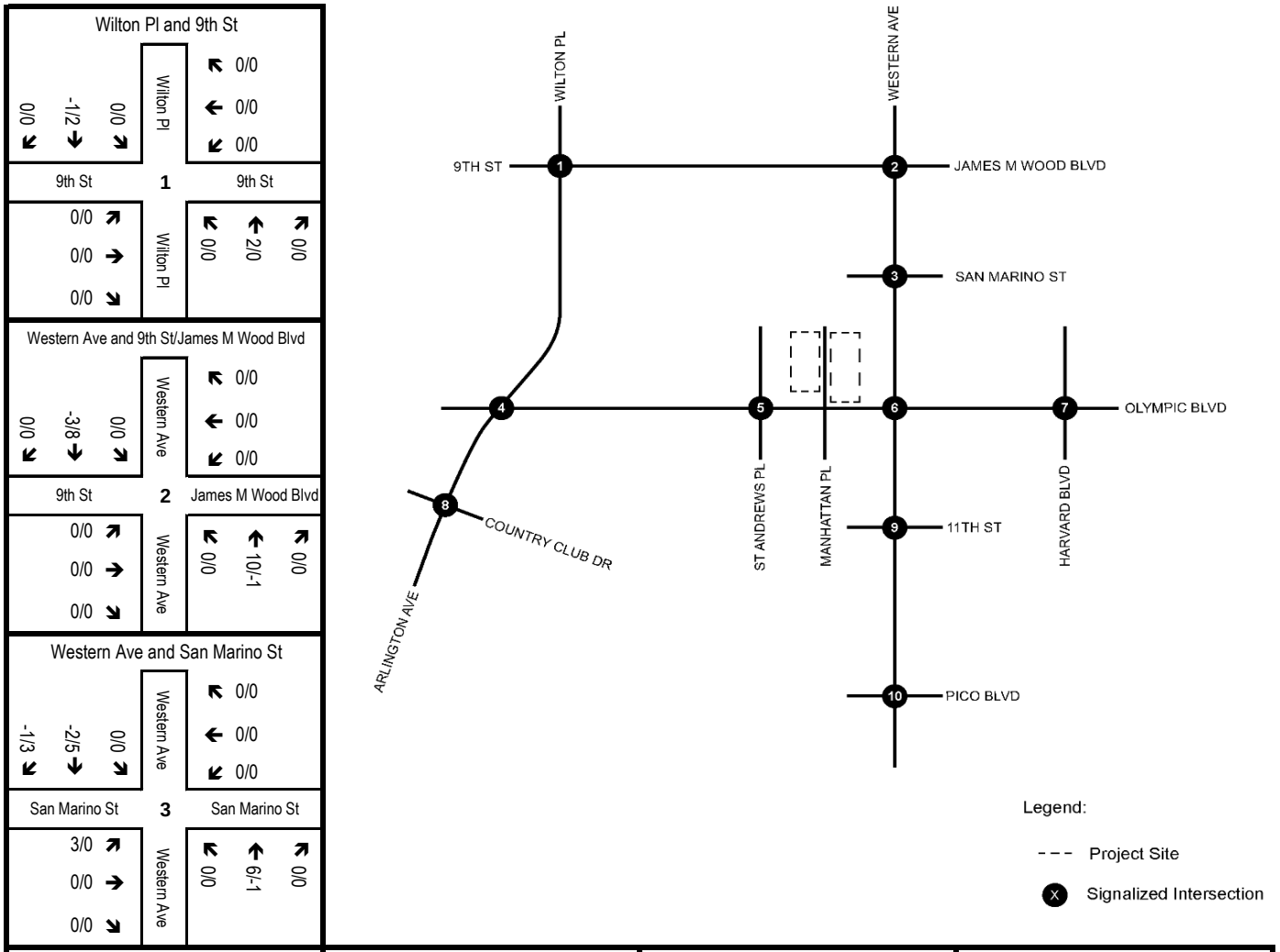
Legend:

- Project Site
- Signalized Intersection
- Project Distribution

Not to Scale

Michael Baker INTERNATIONAL

Exhibit 8
Project Trip Distribution



XX/XX = AM / PM Peak Hour Intersection Volumes

Not to Scale

Exhibit 9
Project-Only Intersection Volumes

6.0 FORECAST EXISTING PLUS PROJECT CONDITIONS

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

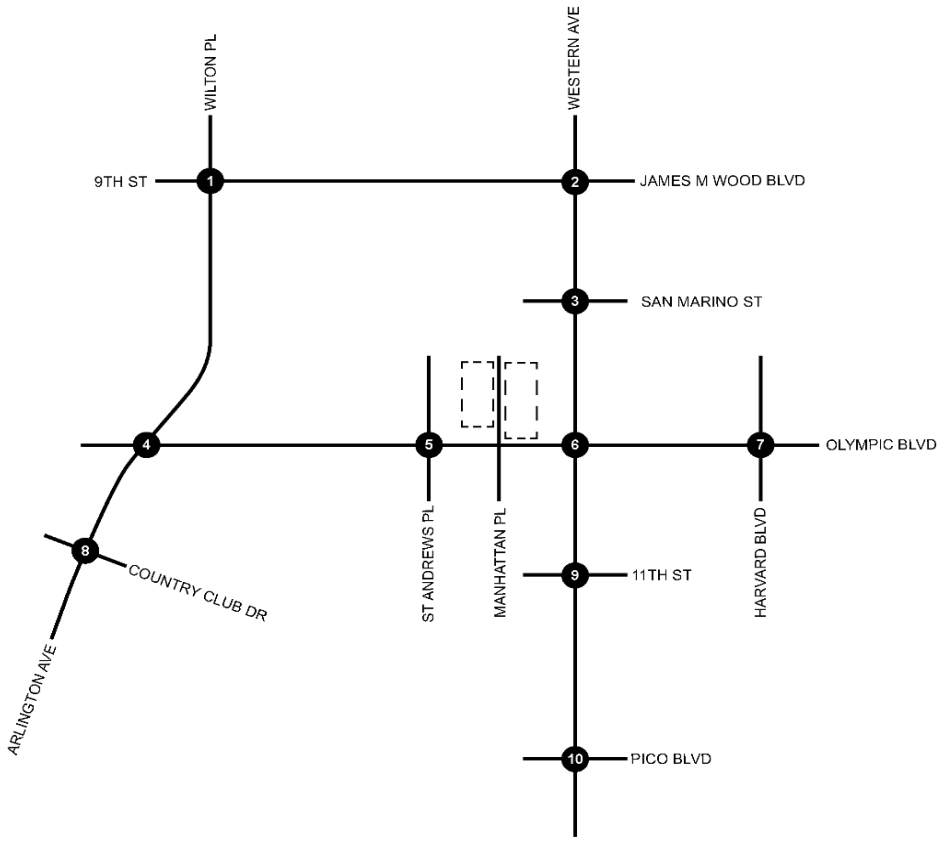
6.1 Forecast Existing Plus Project Conditions Traffic Volumes

Exhibit 10 shows forecast existing plus project conditions a.m. and p.m. peak hour volumes at the study intersections.

6.2 Forecast Existing Plus Project Conditions Study Intersection Peak Hour Level of Service

Table 7 summarizes forecast existing plus project conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix C.

As shown in Table 7, based on the City of Los Angeles thresholds of significance, the addition of project-generated trips is forecast to result in no significant traffic impact at the study intersections for forecast existing plus project conditions.



Legend:

--- Project Site

X Signalized Intersection

Wilton Pl and 9th St

	Wilton Pl	
22/26 ↙	1016/1235 ↓	81/90 ↘
		54/54 ↖
		83/69 ←
		56/69 ↙
9th St	1	9th St
44/30 ↗	Wilton Pl	54/79 ↗
116/109 →		1164/1102 ↑
41/22 ↘		19/15 ↖

Western Ave and 9th St/James M Wood Blvd

	Western Ave	
14/33 ↙	1053/1086 ↓	65/107 ↘
		46/69 ↖
		136/177 ←
		76/71 ↙
9th St	2	James M Wood Blvd
23/29 ↗	Western Ave	90/77 ↗
179/255 →		1091/939 ↑
53/45 ↘		26/51 ↖

Western Ave and San Marino St

	Western Ave	
14/30 ↙	1063/1118 ↓	35/47 ↘
		27/74 ↖
		32/96 ←
		39/69 ↙
San Marino St	3	San Marino St
41/23 ↗	Western Ave	12/76 ↗
46/163 →		1166/1003 ↑
65/51 ↘		13/30 ↖

Wilton Pl/Arlington Ave and Olympic Blvd

	Wilton Pl	
139/130 ↙	835/1027 ↓	123/105 ↘
		29/20 ↖
		1553/1183 ←
		70/61 ↙
Olympic Blvd	4	Olympic Blvd
83/95 ↗	Arlington Blvd	52/86 ↗
1310/1546 →		1020/1062 ↑
77/106 ↘		180/140 ↖

St Andrews Pl and Olympic Blvd

	St Andrews Pl	
62/92 ↙	52/123 ↓	85/76 ↘
		36/81 ↖
		1655/1252 ←
		11/35 ↙
Olympic Blvd	5	Olympic Blvd
37/56 ↗	St Andrews Pl	12/20 ↗
1429/1553 →		70/114 ↑
12/19 ↘		59/54 ↖

Western Ave and Olympic Blvd

	Western Ave	
86/96 ↙	936/886 ↓	159/198 ↘
		85/117 ↖
		1509/1190 ←
		61/89 ↙
Olympic Blvd	6	Olympic Blvd
63/81 ↗	Western Ave	78/101 ↗
1278/1471 →		1087/910 ↑
66/62 ↘		164/172 ↖

Harvard Blvd and Olympic Blvd

	Harvard Blvd	
72/78 ↙	114/272 ↓	86/106 ↘
		59/52 ↖
		1592/1465 ←
		54/61 ↙
Olympic Blvd	7	Olympic Blvd
48/72 ↗	Harvard Blvd	46/65 ↗
1520/1671 →		158/228 ↑
22/42 ↘		64/63 ↖

Arlington Blvd and County Club Dr

	Arlington Blvd	
44/111 ↙	982/998 ↓	34/82 ↘
		27/17 ↖
		92/76 ←
		16/39 ↙
Country Club Dr	8	Country Club Dr
62/45 ↗	Arlington Blvd	12/33 ↗
32/107 →		1225/1241 ↑
40/48 ↘		168/94 ↖

Western Ave and 11th St

	Western Ave	
28/52 ↙	1039/970 ↓	10/26 ↘
		41/54 ↖
		86/132 ←
		69/55 ↙
11th St	9	11th St
31/31 ↗	Western Ave	28/53 ↗
40/159 →		1298/1052 ↑
33/49 ↘		18/42 ↖

Western Ave and Pico Blvd

	Western Ave	
91/69 ↙	1001/927 ↓	62/70 ↘
		83/73 ↖
		681/524 ←
		53/62 ↙
Pico Blvd	10	Pico Blvd
78/84 ↗	Western Ave	42/72 ↗
621/846 →		1201/967 ↑
63/69 ↘		72/69 ↖

XX/XX = AM / PM Peak Hour Intersection Volumes

Not to Scale

Exhibit 10

Forecast Existing Plus Project Intersection Volumes

Table 7
Forecast Existing Plus Project Conditions
Intersection Analysis Summary

Intersection			Existing Conditions				Forecast Existing Plus Project Conditions				Project Change		Project Impact[3]
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak	PM Peak	
No.	Name	Type[1]	V/C[2]	LOS	V/C[2]	LOS	V/C[2]	LOS	V/C[2]	LOS			
1	Wilton Pl / 9th St	TS	1.151	F	1.209	F	1.151	F	1.209	F	0.000	0.000	No
2	Western Ave / 9th St-James M Wood Blvd	TS	1.023	F	1.065	F	1.026	F	1.067	F	0.003	0.002	No
3	Western Ave / San Marino St	TS	0.813	D	0.898	D	0.817	E	0.901	E	0.004	0.003	No
4	Wilton Pl-Arlinton Ave / Olympic Blvd	TS	1.276	F	1.330	F	1.278	F	1.331	F	0.002	0.001	No
5	St Andrews Pl / Olympic Blvd	TS	0.871	D	0.888	D	0.873	D	0.890	D	0.002	0.002	No
6	Western Ave / Olympic Blvd	TS	0.940	E	0.912	E	0.943	E	0.911	E	0.003	-0.001	No
7	Harvard Blvd / Olympic Blvd	TS	0.991	E	1.164	F	0.991	E	1.164	F	0.000	0.000	No
8	Arlington Ave / Country Club Dr	TS	0.889	D	0.972	E	0.889	D	0.973	E	0.000	0.001	No
9	Western Ave / 11th St	TS	1.003	F	1.095	F	1.005	F	1.097	F	0.002	0.002	No
10	Western Ave / Pico Blvd	TS	1.259	F	1.181	F	1.261	F	1.183	F	0.002	0.002	No

Note

1 Intersection Type: TS = Traffic Signal

2 Circular 212 Method, Volume/Capacity (V/C) Ratio

3 Impacts at intersections are considered to be significant when the following changes in the volume-to-capacity (V/C) ratios occurs between the "without project" and the "with project" conditions:

Level of Service	Final V/C Ratio	Project-Related Increase in V/C
C	> 0.701 - 0.800	≥ 0.040
D	> 0.801 - 0.900	≥ 0.020
E	> 0.901 - 1.000	≥ 0.010
F	> 1.000	≥ 0.010

7.0 FORECAST YEAR 2020 CUMULATIVE BASE WITHOUT PROJECT CONDITIONS

To determine potential related projects traffic impacts of the proposed project at the 2020 opening year, forecast year 2020 cumulative base without project conditions are examined prior to forecast year 2020 with project conditions.

7.1 Forecast Year 2020 Cumulative Base without Project Conditions Traffic Volumes

Forecast year 2020 cumulative base without project traffic volumes were derived by applying an annual growth rate of 1.0 percent (1%) per year for a three-year period to existing traffic volumes to account for trips generated by background and ambient cumulative growth in accordance with LADOT staff direction.

Exhibit 11 shows forecast year 2020 with ambient growth without project conditions a.m. and p.m. peak hour volumes at the study intersections.

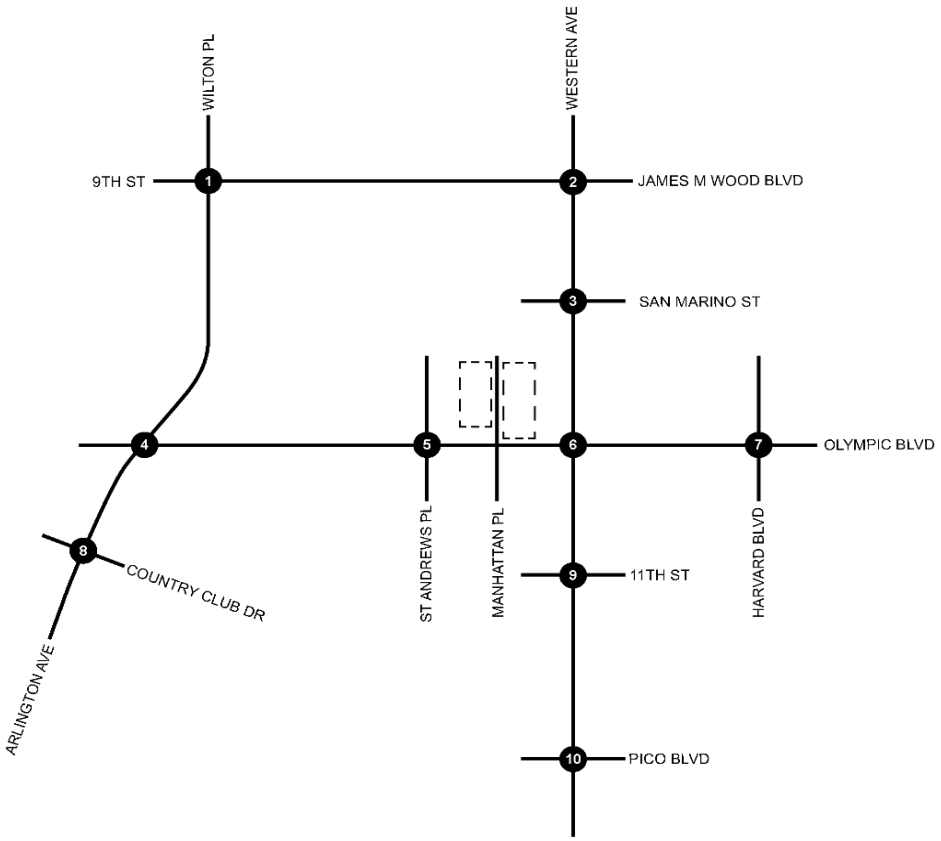
Additionally, trips from 69 related projects within half mile of the project site supplied by LADOT staff were added to the derived forecast year 2020 without project traffic volumes. Exhibit 12 shows the location of the 69 related projects relative to the project study area and Table 8 lists the 69 related projects and the corresponding trip generation of the 69 related projects.

Exhibit 13 shows the trips generated by related projects only at the study intersections.

Exhibit 14 shows forecast year 2020 cumulative base without project conditions a.m. and p.m. peak hour volumes at the study intersections.

7.2 Forecast Year 2020 Cumulative Base without Project Conditions Study Intersection Peak Hour Level of Service

Table 9 summarizes forecast year 2020 cumulative base without project conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix C.



Legend:

- - - Project Site

X Signalized Intersection

Wilton Pl and 9th St

23/27 ↙	1048/1270 ↓	83/93 ↘
Wilton Pl		
↖ 56/56		
← 86/71		
↙ 58/71		

9th St | 1 | 9th St

45/31 ↗		
120/112 →		
42/23 ↘		
Wilton Pl		
↖ 20/15	↑ 1197/1135	↗ 56/81

Western Ave and 9th St/James M Wood Blvd

14/34 ↙	1088/1111 ↓	67/110 ↘
Western Ave		
↖ 47/71		
← 140/182		
↙ 78/73		

9th St | 2 | James M Wood Blvd

24/30 ↗		
184/263 →		
55/46 ↘		
Western Ave		
↖ 27/53	↑ 1114/968	↗ 93/79

Western Ave and San Marino St

15/28 ↙	1097/1147 ↓	36/48 ↘
Western Ave		
↖ 28/76		
← 33/99		
↙ 40/71		

San Marino St | 3 | San Marino St

39/24 ↗		
47/168 →		
67/53 ↘		
Western Ave		
↖ 13/31	↑ 1195/1034	↗ 12/78

Wilton Pl/Arlington Ave and Olympic Blvd

143/134 ↙	860/1058 ↓	128/106 ↘
Wilton Pl		
↖ 28/21		
← 1589/1221		
↙ 70/63		

Olympic Blvd | 4 | Olympic Blvd

86/98 ↗		
1353/1584 →		
79/109 ↘		
Arlington Blvd		
↖ 185/144	↑ 1051/1094	↗ 55/87

St Andrews Pl and Olympic Blvd

64/95 ↙	54/127 ↓	88/78 ↘
St Andrews Pl		
↖ 37/83		
← 1689/1292		
↙ 11/36		

Olympic Blvd | 5 | Olympic Blvd

38/58 ↗		
1476/1587 →		
12/20 ↘		
St Andrews Pl		
↖ 61/56	↑ 72/117	↗ 12/21

Western Ave and Olympic Blvd

91/94 ↙	964/913 ↓	164/204 ↘
Western Ave		
↖ 88/121		
← 1559/1215		
↙ 63/92		

Olympic Blvd | 6 | Olympic Blvd

59/84 ↗		
1303/1518 →		
58/65 ↘		
Western Ave		
↖ 172/169	↑ 1120/938	↗ 80/104

Harvard Blvd and Olympic Blvd

74/80 ↙	117/280 ↓	89/109 ↘
Harvard Blvd		
↖ 61/54		
← 1640/1509		
↙ 45/54		

Olympic Blvd | 7 | Olympic Blvd

49/74 ↗		
1566/1722 →		
23/43 ↘		
Harvard Blvd		
↖ 66/65	↑ 163/235	↗ 47/67

Arlington Blvd and County Club Dr

45/114 ↙	1010/1028 ↓	35/84 ↘
Arlington Blvd		
↖ 28/18		
← 95/78		
↙ 16/40		

Country Club Dr | 8 | Country Club Dr

64/46 ↗		
33/110 →		
41/49 ↘		
Arlington Blvd		
↖ 173/97	↑ 1263/1277	↗ 12/34

Western Ave and 11th St

29/54 ↙	1060/1000 ↓	10/27 ↘
Western Ave		
↖ 42/56		
← 89/136		
↙ 71/57		

11th St | 9 | 11th St

32/32 ↗		
41/164 →		
34/50 ↘		
Western Ave		
↖ 19/43	↑ 1340/1076	↗ 29/55

Western Ave and Pico Blvd

94/71 ↙	1021/956 ↓	64/72 ↘
Western Ave		
↖ 86/75		
← 702/540		
↙ 55/64		

Pico Blvd | 10 | Pico Blvd

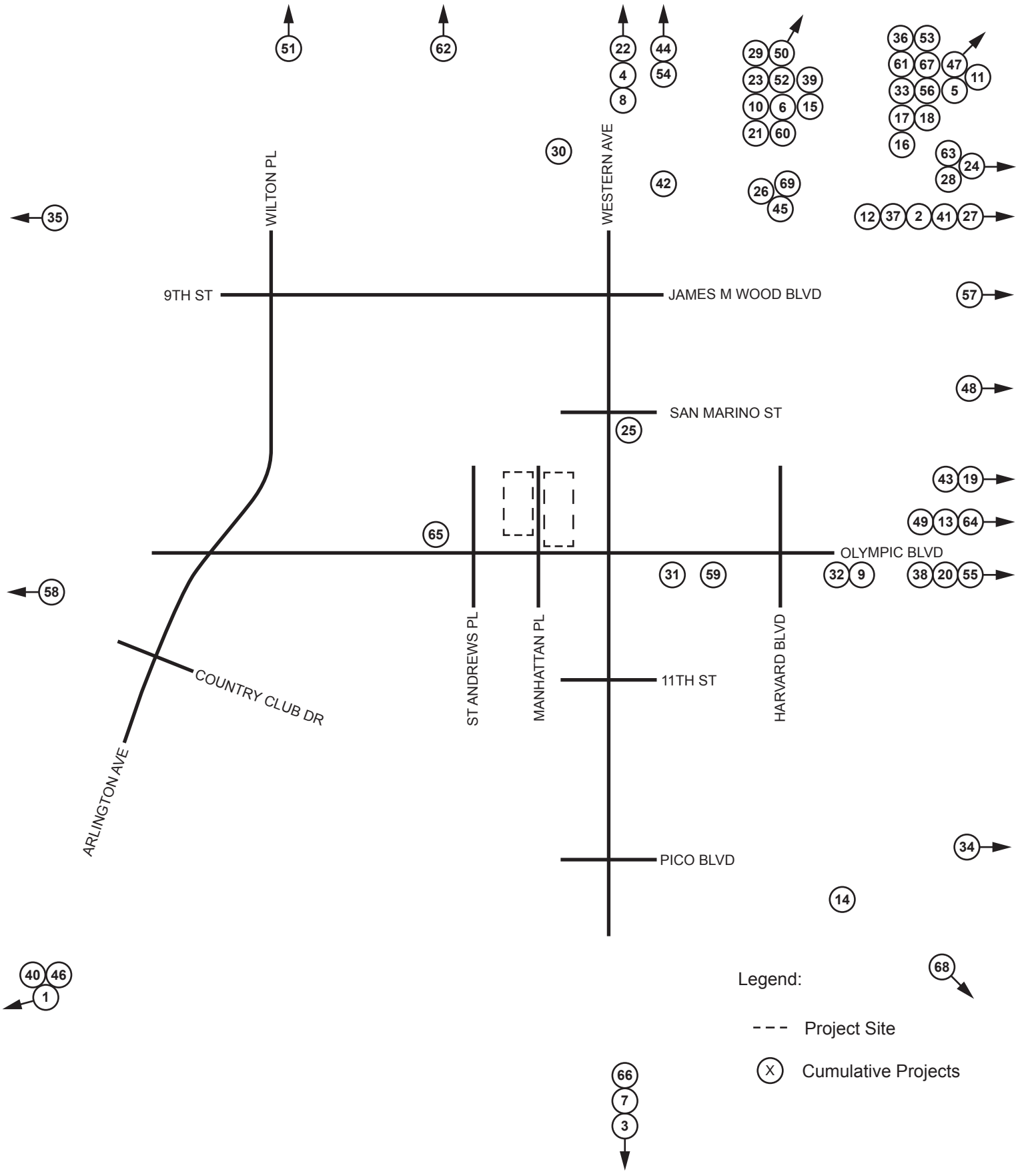
80/87 ↗		
640/872 →		
65/71 ↘		
Western Ave		
↖ 74/71	↑ 1240/988	↗ 43/74

XX/XX = AM / PM Peak Hour Intersection Volumes

Not to Scale

Exhibit 11

Forecast Year 2020 with Ambient Growth without Project Intersection Volumes



Not to Scale

Michael Baker INTERNATIONAL

Exhibit 12
Related Projects Location

Table 8 (1 of 2)
Related Projects Trip Generation

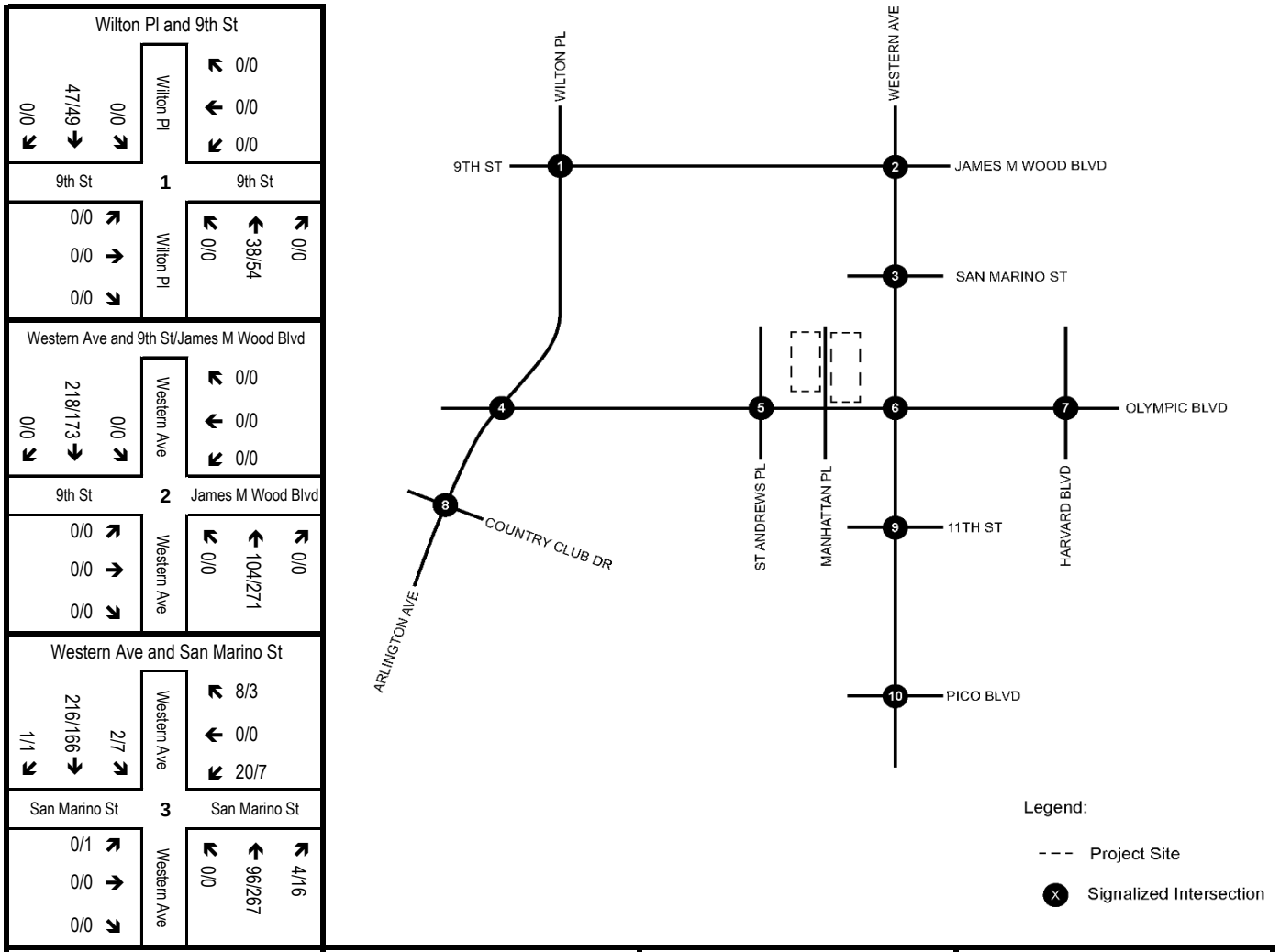
Project				Daily	AM Peak			PM Peak		
No.	ID	Title/Land Use	Address		Total	In	Out	Total	In	Out
1	34905	Washington Square Mixed-Use Project	4040 W Washington Blvd	**6,984**	**365**	45	117	**628**	209	167
2	35053	Affordable Housing and Assisted Living	2924 W 8th St	**416**	**23**	6	17	**28**	18	10
3	35236	West Adams Office	1999 W Adams Blvd	**826**	**116**	102	14	**112**	19	93
4	35311	Western Galleria Market	100 N Western Ave	**940**	**57**	17	40	**92**	54	38
5	35360	Southwestern Law School Expansion	3050 W Wilshire Blvd	**-1,337**	**-51**	-35	-16	**-97**	-45	-52
6	35368	Wilshire Temple Master Plan	3663 W Wilshire Blvd	**825**	**138**	94	44	**23**	20	3
7	35498	South LA Redevelopment 4B	1982 W Adams Blvd	**457**	**39**	33	6	**52**	15	37
8	31098	Gaju Marketplace	450 S Western Ave	**3,019**	**77**	47	29	**284**	138	138
9	33002	Shopping Center/Mixed-Use	3060 W Olympic Blvd	**4,134**	**86**	60	26	**360**	169	191
10	32248	Mixed-Use Project	3670 W Wilshire Blvd	**2,480**	**197**	55	142	**220**	144	76
11	32725	Mixed-Use Project	3033 W Wilshire Blvd	**816**	**61**	12	49	**74**	45	29
12	33710	Mixed-Use Project	805 S Catalina St	**1,935**	**137**	24	119	**167**	110	57
13	34655	Retail/Office Building	2789 W Olympic Blvd	**612**	**24**	16	8	**54**	25	29
14	35805	Charter School	2755 W 15th St	**486**	**123**	68	57	**48**	24	24
15	35848	Health Club	3470 W Wilshire Blvd	**231**	**-7**	-13	6	**21**	22	-1
16	35871	Berendo Apartments	688 S Berendo St	**678**	**52**	10	42	**63**	41	22
17	40496	Berendo Apartments	680 S Berendo St	**1,000**	**75**	15	61	**94**	61	32
18	40741	New Hampshire Apartments	685 S New Hampshire Ave	**1,000**	**76**	15	61	**93**	61	32
19	40850	Church	968 S Berendo St	**535**	**31**	23	8	**12**	3	9
20	40896	Hotel	1020 S Fedora St	**616**	**42**	28	14	**44**	23	21
21	40981	Residential	3640 Wilshire Blvd	**1,182**	**90**	18	72	**113**	73	40
22	41020	Restaurants	135 N Wester Ave	**457**	**4**	2	2	**38**	25	13
23	41389	Apartments	535 S Kingsley Dr	**543**	**39**	8	31	**55**	36	19
24	41427	Mixed-Use Project	2850 W 7th St	**1,057**	**92**	20	72	**114**	72	42
25	41434	Mixed-Use Project	940 S Western Ave	**380**	**37**	6	31	**37**	26	11
26	41467	Apartments	800 S Harvard Blvd	**827**	**46**	14	32	**77**	44	33
27	41730	Equitas Charter School	2723 W 8th St	**949**	**345**	190	155	**65**	28	37
28	41853	Residential	2929 W Leeward Ave	**476**	**40**	7	33	**65**	44	21
29	42168	Hotel and Retail	4110 W 3rd St	**1,185**	**80**	45	35	**86**	46	40
30	42314	Mixed-Use Project	700 S Manhattan Pl	**1,260**	**76**	19	57	**117**	71	46
31	42393	Apartments	1011 S Serrano Ave	**545**	**41**	8	33	**50**	32	18
32	42529	Mixed-Use Project	3076 W Olympic Blvd	**1,567**	**103**	25	78	**146**	90	56
33	42694	Apartments	3350 W Wilshire Blvd	**728**	**54**	11	43	**72**	47	25
34	42829	Apartments	1255 E Elden Ave	**376**	**32**	0	32	**38**	28	10
35	43024	Apartments	850 S Crenshaw Blvd	**293**	**22**	4	18	**27**	18	10
36	43062	Apartments	427 S Berendo St	**288**	**23**	5	17	**27**	17	10
37	43101	Mixed-Use Project	3100 W 8th St	**100**	**51**	10	41	**62**	10	41
38	43163	Apartments	1017 S Mariposa Ave	**373**	**28**	5	23	**35**	23	12
39	43289	Apartments	411 S Normandie Ave	**1,407**	**108**	22	86	**134**	87	47
40	43310	Donute/Coffee With Drive-Thru	1614 S Crenshaw Blvd	**1,392**	**171**	87	84	**73**	37	36

Table 8 (2 of 2)
Related Projects Trip Generation

Project				Daily	AM Peak			PM Peak		
No.	ID	Title/Land Use	Address		Total	In	Out	Total	In	Out
41	43335	Apartments	2859 W Francis Ave	**492**	**37**	7	28	**47**	31	5
42	43453	Mixed-Use Project	3525 W 8th St	**1,214**	**129**	8	121	**108**	83	25
43	43498	Apartments	966 Dewey Ave	**432**	**33**	7	27	**40**	26	14
44	43692	Mixed-Use Project	4074 W 5th St	**908**	**57**	13	44	**83**	51	32
45	43787	Apartments	815 S Kingsley Dr	**521**	**39**	7	32	**48**	30	18
46	43828	Charter Elementary School	4001 W Venice Blvd	**557**	**97**	54	43	**32**	16	16
47	43845	Mixed-Use Project	616 S Westmoreland Ave	**446**	**31**	1	30	**36**	31	5
48	43860	Apartments	2649 W San Marino Ave	**246**	**19**	4	15	**23**	15	8
49	43874	Mixed-Use Project	2870 W Olympic Blvd	**834**	**36**	22	14	**58**	30	28
50	43907	Postpartum Extended Care and Retail	257 S Mariposa Ave	**1,036**	**72**	14	58	**94**	61	33
51	43921	Mixed-Use Project	3986 W Wilshire Blvd	**1,354**	**100**	23	77	**124**	77	47
52	43944	Mixed-Use Project	3545 W Wilshire Blvd	**917**	**41**	-42	83	**94**	84	10
53	43945	Mixed-Use Project	605 S Vermont Ave	**755**	**56**	17	39	**79**	42	37
54	44184	Mixed-Use Project	3700 W Wilshire Blvd	**3,500**	**201**	49	152	**258**	178	80
55	44192	Mixed-Use Project	1000 S Vermont Ave	**2,655**	**133**	39	94	**239**	137	102
56	44279	Mixed-Use Project	3240 W Wilshire Blvd	**1,353**	**188**	15	173	**112**	89	23
57	44331	Zion Market	888 S Vermont Ave	**2,526**	**64**	45	19	**340**	171	169
58	44333	Mixed-Use Project	1125 S Crenshaw Blvd	**-399**	**51**	35	16	**-35**	-41	6
59	44375	Mixed-Use Project	3170 W Olympic Blvd	**1,624**	**113**	24	89	**150**	94	56
60	44399	Hotel	679 S Harvard Blvd	**778**	**49**	29	20	**57**	30	27
61	44410	The Nest on Catalina	621 S Catalina St	**2,776**	**81**	26	55	**275**	180	95
62	44430	Apartments	3875 W Wilshire Blvd	**1,114**	**85**	17	68	**106**	69	37
63	44453	Mixed-Use Project	2972 W 7th St	**1,018**	**116**	17	99	**99**	76	23
64	44481	Mixed-Use Project	2501 W Olympic Blvd	**1,911**	**99**	27	72	**173**	100	73
65	44876	Urban Commons Gramercy	3377 W Olympic Blvd	**254**	**9**	12	-3	**36**	11	25
66	44878	Mixed-Use Project	1919 S Western Ave	**340**	**18**	8	10	**32**	17	15
67	44901	Mixed-Use Project	631 S Vermont Ave	**2,599**	**190**	95	95	**235**	115	120
68	44995	Charter School	1620 W Cordova St	**527**	**171**	105	66	**36**	13	20
69	45127	Apartments	748 Kingsley Dr	**406**	**31**	6	25	**38**	24	14
Total Cumulative Trips				**74,732**	**5,489**	1,812	3,480	**6,820**	3,850	2,685

Note

*Cumulative Trip Generation provided by LADOT staff.

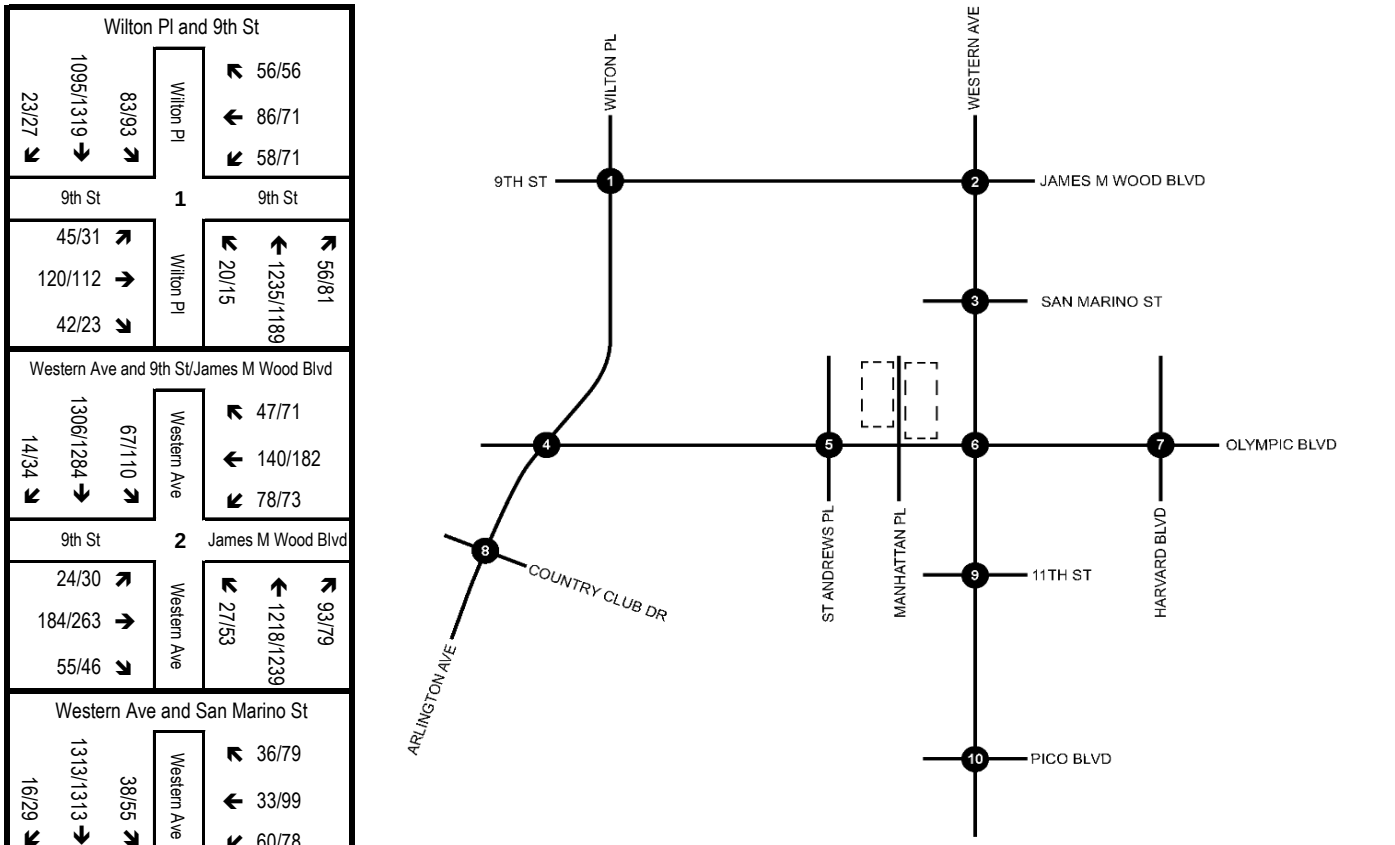


XX/XX = AM / PM Peak Hour Intersection Volumes

Not to Scale

Exhibit 13

Related Projects Intersection Volumes



Wilton Pl and 9th St

	Wilton Pl	56/56
23/27		86/71
1095/1319		58/71
83/93		

9th St	1	9th St
45/31	Wilton Pl	56/81
120/112		1235/1189
42/23		20/15

Western Ave and 9th St/James M Wood Blvd

	Western Ave	47/71
14/34		140/182
1306/1284		78/73
67/110		

9th St	2	James M Wood Blvd
24/30	Western Ave	93/79
184/263		1218/1239
55/46		27/53

Western Ave and San Marino St

	Western Ave	36/79
16/29		33/99
1313/1313		60/78
38/55		

San Marino St	3	San Marino St
39/25	Western Ave	16/94
47/168		1291/1301
67/53		13/31

Wilton Pl/Arlington Ave and Olympic Blvd

	Wilton Pl	34/27
143/134		1721/1362
905/1100		76/69
131/113		

Olympic Blvd	4	Olympic Blvd
86/98	Arlington Blvd	58/94
1430/1772		1083/1142
79/109		185/144

St Andrews Pl and Olympic Blvd

	St Andrews Pl	37/83
64/95		1830/1451
54/127		25/27
88/78		

Olympic Blvd	5	Olympic Blvd
38/58	St Andrews Pl	12/21
1547/1796		72/117
12/20		61/56

Western Ave and Olympic Blvd

	Western Ave	113/140
99/98		1700/1358
1181/1055		75/99
175/231		

Olympic Blvd	6	Olympic Blvd
60/92	Western Ave	83/117
1378/1716		1194/1194
58/69		174/171

Harvard Blvd and Olympic Blvd

	Harvard Blvd	62/57
74/80		1740/1677
117/280		59/45
93/110		

Olympic Blvd	7	Olympic Blvd
49/74	Harvard Blvd	47/67
1663/1899		163/235
23/43		66/65

Arlington Blvd and County Club Dr

	Arlington Blvd	28/18
45/114		95/78
1060/1076		16/40
35/84		

Country Club Dr	8	Country Club Dr
64/46	Arlington Blvd	12/34
33/110		1298/1332
41/49		173/97

Western Ave and 11th St

	Western Ave	42/56
29/54		89/136
1288/1153		83/64
10/27		

11th St	9	11th St
32/32	Western Ave	32/68
41/164		1419/1346
34/50		19/43

Western Ave and Pico Blvd

	Western Ave	86/75
94/71		711/543
1261/1117		55/64
64/72		

Pico Blvd	10	Pico Blvd
80/87	Western Ave	43/74
647/877		1322/1271
65/71		74/71

XX/XX = AM / PM Peak Hour Intersection Volumes

Not to Scale

Exhibit 14

Forecast Year 2020 Cumulative Base without Project Intersection Volumes

Table 9
Forecast Year 2020 Cumulative Base without Project Conditions
Intersection Analysis Summary

Intersection			Forecast Year 2020 Cumulative Base without Project Conditions			
			AM Peak		PM Peak	
No.	Name	Type[1]	V/C[2]	LOS	V/C[2]	LOS
1	Wilton Pl / 9th St	TS	1.215	F	1.278	F
2	Western Ave / 9th St-James M Wood Blvd	TS	1.161	F	1.244	F
3	Western Ave / San Marino St	TS	0.948	E	1.076	F
4	Wilton Pl-Arlinton Ave / Olympic Blvd	TS	1.389	F	1.474	F
5	St Andrews Pl / Olympic Blvd	TS	0.945	E	0.996	E
6	Western Ave / Olympic Blvd	TS	1.044	F	1.107	F
7	Harvard Blvd / Olympic Blvd	TS	1.068	F	1.277	F
8	Arlington Ave / Country Club Dr	TS	0.944	E	1.035	F
9	Western Ave / 11th St	TS	1.145	F	1.278	F
10	Western Ave / Pico Blvd	TS	1.411	F	1.367	F

Note

1 Intersection Type: TS = Traffic Signal

2 Circular 212 Method, Volume/Capacity (V/C) Ratio

8.0 FORECAST YEAR 2020 WITH PROJECT CONDITIONS

This section analyzes the traffic conditions assuming of the addition of trips forecast to be generated by the proposed project to forecast year 2020 without project conditions.

8.1 Forecast Year 2020 with Project Conditions Traffic Volumes

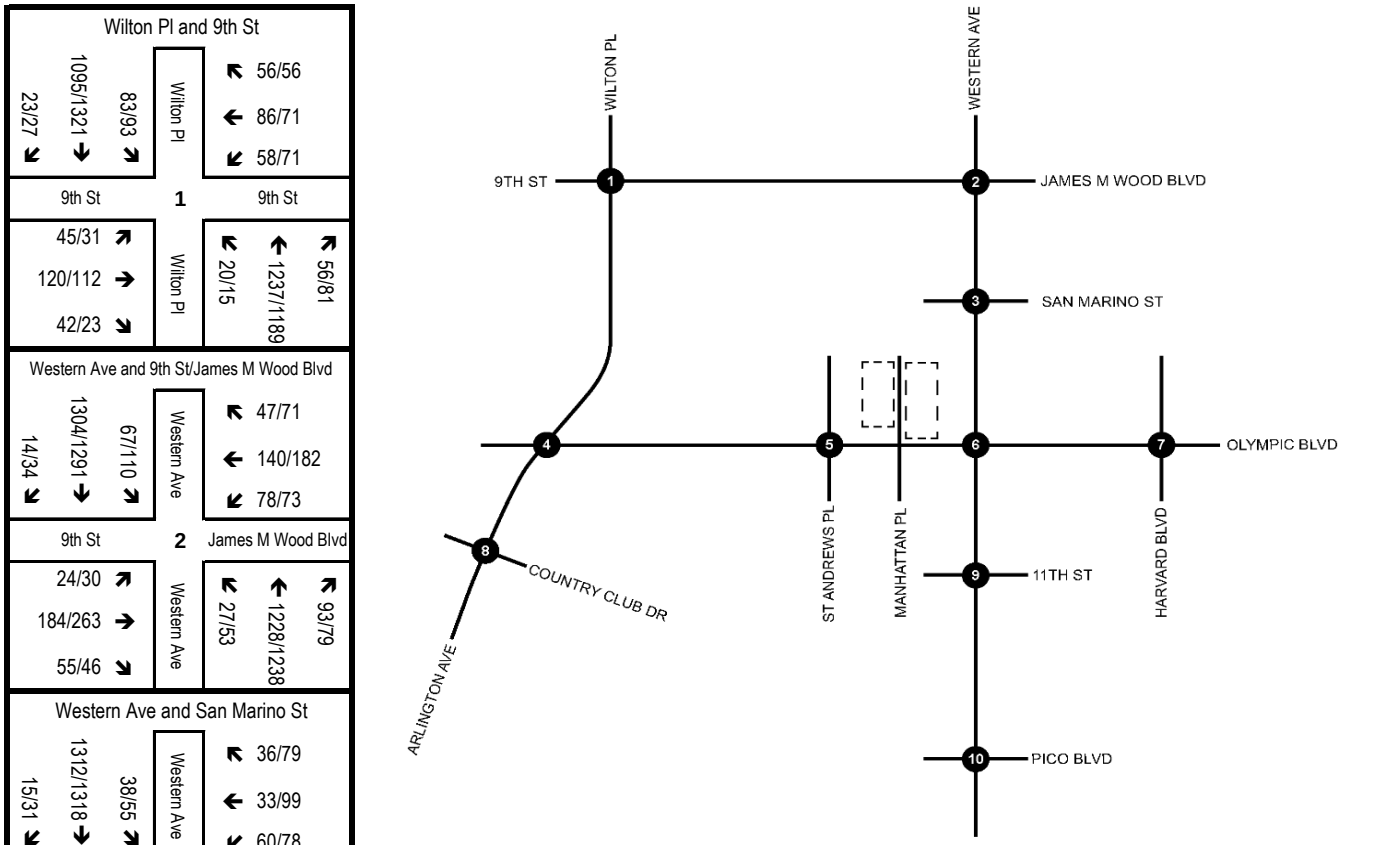
Forecast year 2020 with project conditions a.m. and p.m. peak hour volumes were derived by adding forecast project-generated trips to forecast year 2020 without project conditions traffic volumes.

Exhibit 15 shows forecast year 2020 with project conditions a.m. and p.m. peak hour volumes at the study intersections.

8.2 Forecast Year 2020 with Project Conditions Study Intersection Peak Hour Level of Service

Table 10 summarizes forecast year 2020 with project conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix C.

As shown in Table 10, based on the City of Los Angeles thresholds of significance, the addition of project-generated trips is forecast to result in no significant traffic impact at the study intersections for forecast year 2020 with project conditions



Wilton Pl and 9th St

23/27 ↙	1095/1321 ↓	83/93 ↘
Wilton Pl		
↖ 56/56		
← 86/71		
↙ 58/71		

9th St — 1 — 9th St

45/31 ↗	↖ 20/15	↗ 56/81
120/112 →	↑ 1237/1189	
42/23 ↘	Wilton Pl	

Western Ave and 9th St/James M Wood Blvd

14/34 ↙	1304/1291 ↓	67/110 ↘
Western Ave		
↖ 47/71		
← 140/182		
↙ 78/73		

9th St — 2 — James M Wood Blvd

24/30 ↗	↖ 27/53	↗ 93/79
184/263 →	↑ 1228/1238	
55/46 ↘	Western Ave	

Western Ave and San Marino St

15/31 ↙	1312/1318 ↓	38/55 ↘
Western Ave		
↖ 36/79		
← 33/99		
↙ 60/78		

San Marino St — 3 — San Marino St

42/25 ↗	↖ 13/31	↗ 16/94
47/168 →	↑ 1298/1300	
67/53 ↘	Western Ave	

Wilton Pl/Arlington Ave and Olympic Blvd

143/134 ↙	905/1100 ↓	130/115 ↘
Wilton Pl		
↖ 36/27		
← 1732/1360		
↙ 78/69		

Olympic Blvd — 4 — Olympic Blvd

86/98 ↗	↖ 185/144	↗ 57/96
1427/1781 →	↑ 1083/1142	
79/109 ↘	Arlington Blvd	

St Andrews Pl and Olympic Blvd

64/95 ↙	54/127 ↓	88/78 ↘
St Andrews Pl		
↖ 37/83		
← 1846/1449		
↙ 25/27		

Olympic Blvd — 5 — Olympic Blvd

38/58 ↗	↖ 61/56	↗ 12/21
1543/1809 →	↑ 72/117	
12/20 ↘	St Andrews Pl	

Western Ave and Olympic Blvd

98/103 ↙	1181/1055 ↓	175/231 ↘
Western Ave		
↖ 113/140		
← 1696/1369		
↙ 75/99		

Olympic Blvd — 6 — Olympic Blvd

66/92 ↗	↖ 171/178	↗ 83/117
1391/1714 →	↑ 1194/1194	
67/67 ↘	Western Ave	

Harvard Blvd and Olympic Blvd

74/80 ↙	117/280 ↓	93/110 ↘
Harvard Blvd		
↖ 62/57		
← 1740/1677		
↙ 68/53		

Olympic Blvd — 7 — Olympic Blvd

49/74 ↗	↖ 66/65	↗ 47/67
1663/1899 →	↑ 163/235	
23/43 ↘	Harvard Blvd	

Arlington Blvd and County Club Dr

45/114 ↙	1063/1076 ↓	35/84 ↘
Arlington Blvd		
↖ 28/18		
← 95/78		
↙ 16/40		

Country Club Dr — 8 — Country Club Dr

64/46 ↗	↖ 173/97	↗ 12/34
33/110 →	↑ 1297/1334	
41/49 ↘	Arlington Blvd	

Western Ave and 11th St

29/54 ↙	1298/1152 ↓	10/27 ↘
Western Ave		
↖ 42/56		
← 89/136		
↙ 83/64		

11th St — 9 — 11th St

32/32 ↗	↖ 19/43	↗ 32/68
41/164 →	↑ 1416/1354	
34/50 ↘	Western Ave	

Western Ave and Pico Blvd

94/71 ↙	1271/1115 ↓	64/72 ↘
Western Ave		
↖ 86/75		
← 711/543		
↙ 55/64		

Pico Blvd — 10 — Pico Blvd

80/87 ↗	↖ 74/71	↗ 43/74
647/877 →	↑ 1319/1279	
65/71 ↘	Western Ave	

XX/XX = AM / PM Peak Hour Intersection Volumes

Not to Scale

Exhibit 15
Forecast Year 2020 with Project Intersection Volumes

Table 10
Forecast Year 2020 with Project Conditions
Intersection Analysis Summary

Intersection			Forecast Year 2020 Cumulative Base without Project Conditions				Forecast Year 2020 with Project Conditions				Project Change		Project Impact[3]
			AM Peak		PM Peak		AM Peak		PM Peak		AM	PM	
No.	Name	Type[1]	V/C[2]	LOS	V/C[2]	LOS	V/C[2]	LOS	V/C[2]	LOS	Peak	Peak	
1	Wilton Pl / 9th St	TS	1.215	F	1.278	F	1.216	F	1.279	F	0.001	0.001	No
2	Western Ave / 9th St-James M Wood Blvd	TS	1.161	F	1.244	F	1.164	F	1.247	F	0.003	0.003	No
3	Western Ave / San Marino St	TS	0.948	E	1.076	F	0.951	E	1.078	F	0.003	0.002	No
4	Wilton Pl-Arlinton Ave / Olympic Blvd	TS	1.389	F	1.474	F	1.391	F	1.475	F	0.002	0.001	No
5	St Andrews Pl / Olympic Blvd	TS	0.945	E	0.996	E	0.947	E	0.999	E	0.002	0.003	No
6	Western Ave / Olympic Blvd	TS	1.044	F	1.107	F	1.048	F	1.106	F	0.004	-0.001	No
7	Harvard Blvd / Olympic Blvd	TS	1.068	F	1.277	F	1.068	F	1.277	F	0.000	0.000	No
8	Arlington Ave / Country Club Dr	TS	0.944	E	1.035	F	0.945	E	1.035	F	0.001	0.000	No
9	Western Ave / 11th St	TS	1.145	F	1.278	F	1.147	F	1.280	F	0.002	0.002	No
10	Western Ave / Pico Blvd	TS	1.411	F	1.367	F	1.413	F	1.369	F	0.002	0.002	No

Note

1 Intersection Type: TS = Traffic Signal

2 Circular 212 Method, Volume/Capacity (V/C) Ratio

3 Impacts at intersections are considered to be significant when the following changes in the volume-to-capacity (V/C) ratios occurs between the "without project" and the "with project" conditions:

Level of Service	Final V/C Ratio	Project-Related Increase in V/C
C	> 0.701 - 0.800	≥ 0.040
D	> 0.801 - 0.900	≥ 0.020
E	> 0.901 - 1.000	≥ 0.010
F	> 1.000	≥ 0.010

9.0 FREEWAY IMPACT SCREEENING ANALYSIS

A freeway impact screening analysis was prepared for the Santa Monica Freeway (I-10) mainline facility east and west of the Western Avenue interchange in both the eastbound and westbound direction of travel to determine whether the addition of the peak hour trips generated by the proposed project would result in either a 1.0 percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS E or F, or a 2.0 percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS E. This analysis assumes a 2,000 vehicle per hour per lane capacity.

Additionally, a freeway off-ramp impact screening analysis was prepared for the eastbound and westbound Santa Monica (I-10) Freeway off-ramps at Western Avenue to determine whether the addition of the peak hour trips generated by the proposed project would result in either a 1.0 percent or more increase to the freeway off-ramp capacity operating at LOS E or F, or a 2.0 percent or more increase to the freeway off-ramp capacity operating at LOS E. This analysis assumes a 1,500 vehicle per hour per lane capacity.

Table 11 shows the results of the freeway mainline impact screening analysis and the freeway off-ramp impact screening analysis.

As shown in Table 11, the addition of peak hour trips generated by the proposed project results in a less than 1.0 percent increase at any of the freeway mainline or freeway off-ramp study locations.

Table 11
Freeway Impact Analysis

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 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 the capacity of a freeway off-ramp operating at LOS E or F (based on an assumed ramp capacity of 1,500 vehicles per hour per lane); or		X
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 ramp capacity of 1,500 vehicles per hour per lane).		X

Location	Direction	No. of Lanes	Capacity	Project Trips[1]		Percent Increase	
				AM	PM	AM	PM
FREEWAY SEGMENT (2,000 vehicles per hour per lane)							
Santa Monica Freeway (I-10) West of Western Ave	EB	4	8,000	-1	4	-0.01%	0.05%
Santa Monica Freeway (I-10) West of Western Ave	WB	4	8,000	5	-1	0.06%	-0.01%
Santa Monica Freeway (I-10) East of Western Ave	EB	4	8,000	5	-1	0.06%	-0.01%
Santa Monica Freeway (I-10) East of Western Ave	WB	4	8,000	-1	4	-0.01%	0.05%
OFFRAMP SEGMENT (1500 vehicles per hour per lane)							
Santa Monica Freeway (I-10) EB Off Ramp to Western Ave	EB	2	3,000	-1	4	-0.03%	0.13%
Santa Monica Freeway (I-10) WB Off Ramp to Western Ave	WB	2	3,000	-1	4	-0.03%	0.13%

[1] An estimated 10% of project trips is distributed to EB and WB freeway segments in and out of the area.

10.0 TRAFFIC SIGNAL WARRANT ANALYSIS

A traffic signal warrant analysis was prepared for the unsignalized Manhattan Place/Olympic Boulevard intersection to determine whether the Average Daily Traffic (ADT) Warrant is satisfied with addition of project generated trips. This analysis utilizes Figure 4C-103 (CA) from the California Manual on Uniform Traffic Control Devices (MUTCD) 2014 Edition.

Table 12 summarizes the results of the ADT signal warrant analysis for the unsignalized Manhattan Place/Olympic Boulevard intersection for the analysis scenarios examined in this study; detailed traffic signal warrant analysis sheets are contained in Appendix D.

As shown in Table 12, the Minimum Vehicular Traffic Warrant is not satisfied based on existing traffic volumes, nor is it satisfied based on future traffic volumes of the analysis scenarios evaluated in this study.

As also shown in Table 12, the Interruption of Continuous Traffic Warrant is satisfied based on existing traffic volumes, and hence, is also satisfied based on future traffic volumes of the analysis scenarios evaluated in this study.

It is important to note, as seen in Table 12, the addition of project-generated trips at the unsignalized Manhattan Place/Olympic Boulevard intersection does not cause the Interruption of Continuous Traffic Warrant to be satisfied.

It is also important to note the unsignalized Manhattan Place/Olympic Boulevard intersection is located directly between two signalized intersections. The signalized St. Andrews Place/Olympic Boulevard intersection is located only 260 feet west of the unsignalized Manhattan Place/Olympic Boulevard intersection and the signalized Western Avenue/Olympic Boulevard intersection is located only 260 feet east of the unsignalized Manhattan Place/Olympic Boulevard intersection, and therefore installation of a traffic signal at the unsignalized Manhattan Place/Olympic Boulevard intersection is not feasible due to the close spacing of the adjacent signalized intersections.

Table 12
Signal Warrant Analysis Summary

Warrant Type	Warrant Required Olympic Blvd Daily Volume (2-Directions)	Olympic Blvd Daily Volume (2-Directions)	Olympic Blvd Warrant Satisfied? (% Satisfied)	Warrant Required Manhattan Pl Daily Volume (2-Directions)	Manhattan Pl Daily Volume (2-Directions)	Manhattan Pl Warrant Satisfied? (% Satisfied)	Intersection Warrant Satisfied?
Existing Conditions							
Minimum Vehicular Traffic	9,600	41,099	100%	2,400	1,302	54%	No
Interruption of Continuous Traffic	14,400	41,099	100%	1,200	1,302	100%	Yes
Forecast Existing Plus Project Conditions							
Minimum Vehicular Traffic	9,600	41,290	100%	2,400	1,302	54%	No
Interruption of Continuous Traffic	14,400	41,290	100%	1,200	1,302	100%	Yes
Forecast Year 2020 Cumulative Base without Project Conditions							
Minimum Vehicular Traffic	9,600	46,510	100%	2,400	1,341	56%	No
Interruption of Continuous Traffic	14,400	46,510	100%	1,200	1,341	100%	Yes
Forecast Year 2020 with Project Conditions							
Minimum Vehicular Traffic	9,600	46,701	100%	2,400	1,341	56%	No
Interruption of Continuous Traffic	14,400	46,701	100%	1,200	1,341	100%	Yes

11.0 MITIGATION MEASURES SUMMARY

Based on the City of Los Angeles thresholds of significance, the proposed project is forecast to result in no significant traffic impact; hence, no traffic mitigation measures are required for the proposed project

12.0 CONCLUSION

The proposed project is forecast to generate a total of approximately 409 net daily trips, which includes approximately 36 net a.m. peak hour trips and approximately 32 net p.m. peak hour trips.

Based on the City of Los Angeles thresholds of significance, the proposed project is forecast to result in no significant traffic impact; hence, no traffic mitigation measures are required for the proposed project. Table 13 summarizes the intersection LOS results for the evaluated analysis scenarios.

Table 13
Intersection Analysis Summary

Intersection		Existing Conditions		Forecast Existing Plus Project Conditions		Project Impact		Forecast Year 2020 Cumulative Base without Project Conditions		Forecast Year 2020 with Project Conditions		Project Impact	
No.	Name	V/C[1]	LOS	V/C[1]	LOS			V/C[1]	LOS	V/C[1]	LOS		
1	Wilton Pl / 9th St												
	AM Peak Hour	1.151	F	1.151	F	0.000	No	1.215	F	1.216	F	0.001	No
	PM Peak Hour	1.209	F	1.209	F	0.000		1.278	F	1.279	F	0.001	
2	Western Ave / 9th St-James M Wood Blvd												
	AM Peak Hour	1.023	F	1.026	F	0.003	No	1.161	F	1.164	F	0.003	No
	PM Peak Hour	1.065	F	1.067	F	0.002		1.244	F	1.247	F	0.003	
3	Western Ave / San Marino St												
	AM Peak Hour	0.813	D	0.817	E	0.004	No	0.948	E	0.951	E	0.003	No
	PM Peak Hour	0.898	D	0.901	E	0.003		1.076	F	1.078	F	0.002	
4	Wilton Pl-Arlinton Ave / Olympic Blvd												
	AM Peak Hour	1.276	F	1.278	F	0.002	No	1.389	F	1.391	F	0.002	No
	PM Peak Hour	1.330	F	1.331	F	0.001		1.474	F	1.475	F	0.001	
5	St Andrews Pl / Olympic Blvd												
	AM Peak Hour	0.871	D	0.873	D	0.002	No	0.945	E	0.947	E	0.002	No
	PM Peak Hour	0.888	D	0.890	D	0.002		0.996	E	0.999	E	0.003	
6	Western Ave / Olympic Blvd												
	AM Peak Hour	0.940	E	0.943	E	0.003	No	1.044	F	1.048	F	0.004	No
	PM Peak Hour	0.912	E	0.911	E	-0.001		1.107	F	1.106	F	-0.001	
7	Harvard Blvd / Olympic Blvd												
	AM Peak Hour	0.991	E	0.991	E	0.000	No	1.068	F	1.068	F	0.000	No
	PM Peak Hour	1.164	F	1.164	F	0.000		1.277	F	1.277	F	0.000	
8	Arlington Ave / Country Club Dr												
	AM Peak Hour	0.889	D	0.889	D	0.000	No	0.944	E	0.945	E	0.001	No
	PM Peak Hour	0.972	E	0.973	E	0.001		1.035	F	1.035	F	0.000	
9	Western Ave / 11th St												
	AM Peak Hour	1.003	F	1.005	F	0.002	No	1.145	F	1.147	F	0.002	No
	PM Peak Hour	1.095	F	1.097	F	0.002		1.278	F	1.280	F	0.002	
10	Western Ave / Pico Blvd												
	AM Peak Hour	1.259	F	1.261	F	0.002	No	1.411	F	1.413	F	0.002	No
	PM Peak Hour	1.181	F	1.183	F	0.002		1.367	F	1.369	F	0.002	

Note

1 Circular 212 Method, Volume/Capacity (V/C) Ratio

Appendix A – Approved Traffic Study Memorandum of Understanding (MOU)

TRANSPORTATION IMPACT 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: 3323 West Olympic Boulevard Mixed-Use Project (CEN16-45205)

Project Address: 3323 W Olympic Blvd/976 & 980 S Manhattan Pl and 975, 981, & 987 S Manhattan Pl, 90019

Project Description: Mixed-use project with 116 condominiums and 3,500 SF retail on the east site; 92 condominiums on the west site. Project will replace existing 11,566 SF medical office and 1,276 SF pharmacy.

Geographic Distribution: N 25 % S 25 % E 27 % W 23 %
Attach graphic illustrating project trip distribution percentages at the studied intersections (See Exhibit 2)

Trip Generation Rate(s): ITE 9th Edition / Other See table 1 for trip rates and traffic generation.
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	-13	49	36	(With Trip Credit; see Table 1)
PM Trips	39	-7	32	

Project Buildout Year: 2018 Ambient or CMP Growth Rate: 1.0 % Per Yr.
Related Projects: (to be researched by the consultant and approved by LADOT) (See attached Related Projects table provided by LADOT staff.)

Subject to Freeway Impact Analysis in addition to CMP Analysis: ___YES _X_NO
(freeway analysis screening filter should be included in this MOU; selecting "yes" implies that at least one criteria was satisfied) (See Table 2)

Is this project on the High Injury Network? _X_YES ___NO

Study Intersections
(Subject to LADOT revision after initial impact analysis) (See Exhibit 1)

1. Wilton Pl / 9th St	6. Western Ave / Olympic Blvd
2. Western Ave / 9th St-James Wood Blvd	7. Harvard Blvd / Olympic Blvd
3. Western Ave / San Marino St	8. Arlington Ave / Country Club Dr
4. Wilton Pl-Arlington Ave / Olympic Blvd	9. Western Ave / 11th St
5. St Andrews Pl / Olympic Blvd	10. Western Blvd / Pico Blvd

Trip Credits: (Exact amount of credit subject to approval by LADOT)

	Yes	No	
Transit Usage	15%		Within 1/4 mile of a RapidBus stop
Transportation Demand Management		X	
Existing Active Land Use	X		11,566 SF medical office and 1,276 SF pharmacy. See Table 1.
Previous Land Use		X	
Internal Trip	10%		
Pass-By Trip	50%		Retail less than 50,000 SF

	Consultant	Developer
Name	Michael Baker International - Bob Matson	Bastion Development Corporation - Kevin Read
Address	14725 Alton Pkwy, Irvine CA 92618	500-1681 Chestnut St, Vancouver, BC V6J4M6
Phone No.	949-466-8605	310-701-0282
E-Mail	bobmatson@mbakerintl.com	kread@bastiondevelopment.com
Approved by:	Consultant's Representative 01/25/2017 Date	LADOT Representative 1-25-17 Date

SIGNAL WARRANT ANALYSIS

A traffic signal warrant analysis will be conducted on the unsignalized intersection of Manhattan Place and Olympic Boulevard to determine whether the installation of a traffic control signal is justified at the intersection. The study will utilize the Average Daily Traffic (ADT) Warrant, Figure 4C-103 (CA) from the California Manual on Uniform Traffic Control Devices (MUTCD) 2014 Edition.

Table 1
Project Traffic Generation Summary

Trip Rates										
Project				Daily	AM Peak			PM Peak		
No.	Land Use	Code[1]	Unit[2]		Total	In%	Out%	Total	In%	Out%
12	Residential Condominium / Townhouse	ITE 230	DU	***5.81***	***0.44***	*17%*	*83%*	***0.52***	*67%*	*33%*
22	Medical-Dental Office Building	ITE 720	TSF	***36.13***	***2.39***	*79%*	*21%*	***3.57***	*28%*	*72%*
23	Shopping Center (Average)	ITE 820	TSF	***42.70***	***0.96***	*62%*	*38%*	***3.71***	*48%*	*52%*
27	Pharmacy/Drugstore without Drive-Through Window	ITE 880	TSF	***90.06***	***2.94***	*65%*	*35%*	***8.40***	*49%*	*51%*

Traffic Generation				AM Peak			PM Peak		
Project			Daily						
No.	Land Use	Quantity[2]		Total	In	Out	Total	In	Out
	Existing								
A	Medical-Dental Office Building	11.566 TSF	**418**	**28**	22	6	**41**	11	30
B	Pharmacy/Drugstore without Drive-Through Window	1.276 TSF	**115**	**4**	3	1	**11**	5	6
	Existing Subtotal Trips		**533**	**32**	25	7	**52**	16	36
	Proposed								
C	Residential Condominium / Townhouse	208 DU	**1,208**	**92**	16	76	**108**	72	36
D	Shopping Center (Average)	3.500 TSF	**149**	**3**	2	1	**13**	6	7
	Proposed Subtotal Trips		**1,357**	**95**	18	77	**121**	78	43
	• Retail Pass-By Trip Credit	50% [3]	**-75**	**-2**	-1	-1	**-7**	-3	-4
	• Transit Credit	15% [4]	**-204**	**-15**	-3	-12	**-18**	-12	-6
	• Internal Trip Credit	10% [5]	**-136**	**-10**	-2	-8	**-12**	-8	-4
	Proposed Subtotal Trips - With Credit		**942**	**68**	12	56	**84**	55	29
	Overall Net Trips		**409**	**36**	-13	49	**32**	39	-7

Note

1 Institute of Transportation Engineers (ITE), Trip Generation Manual, 9th Edition, 2012

2 TSF = Thousand Square Feet; DU = Dwelling Unit

3 Retail use less than 50 TSF. Not applicable at Project driveways and at intersections immediately adjacent to the Project Site.

4 Site located within 1/4 mile of a RapidBus stop.

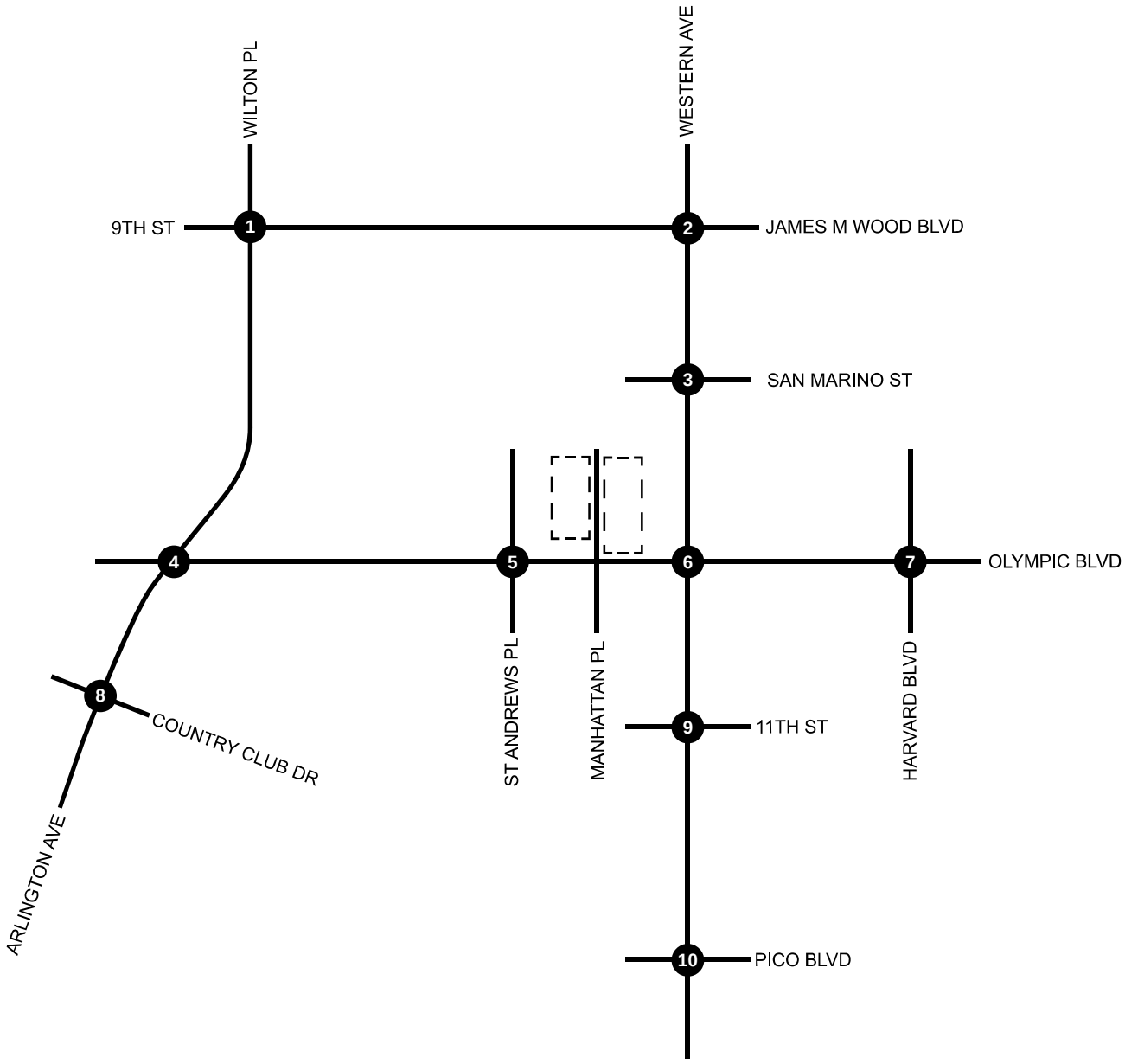
5 Retail planned to serve residents in building

Table 11
Freeway Impact Analysis

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 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 the capacity of a freeway off-ramp operating at LOS E or F (based on an assumed ramp capacity of 1,500 vehicles per hour per lane); or		X
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 ramp capacity of 1,500 vehicles per hour per lane).		X

Location	Direction	No. of Lanes	Capacity	Project Trips[1]		Percent Increase	
				AM	PM	AM	PM
FREEWAY SEGMENT (2,000 vehicles per hour per lane)							
Santa Monica Freeway (I-10) West of Western Ave	EB	4	8,000	-1	4	-0.01%	0.05%
Santa Monica Freeway (I-10) West of Western Ave	WB	4	8,000	5	-1	0.06%	-0.01%
Santa Monica Freeway (I-10) East of Western Ave	EB	4	8,000	5	-1	0.06%	-0.01%
Santa Monica Freeway (I-10) East of Western Ave	WB	4	8,000	-1	4	-0.01%	0.05%
OFFRAMP SEGMENT (1500 vehicles per hour per lane)							
Santa Monica Freeway (I-10) EB Off Ramp to Western Ave	EB	2	3,000	-1	4	-0.03%	0.13%
Santa Monica Freeway (I-10) WB Off Ramp to Western Ave	WB	2	3,000	-1	4	-0.03%	0.13%

[1] An estimated 10% of project trips is distributed to EB and WB freeway segments in and out of the area.

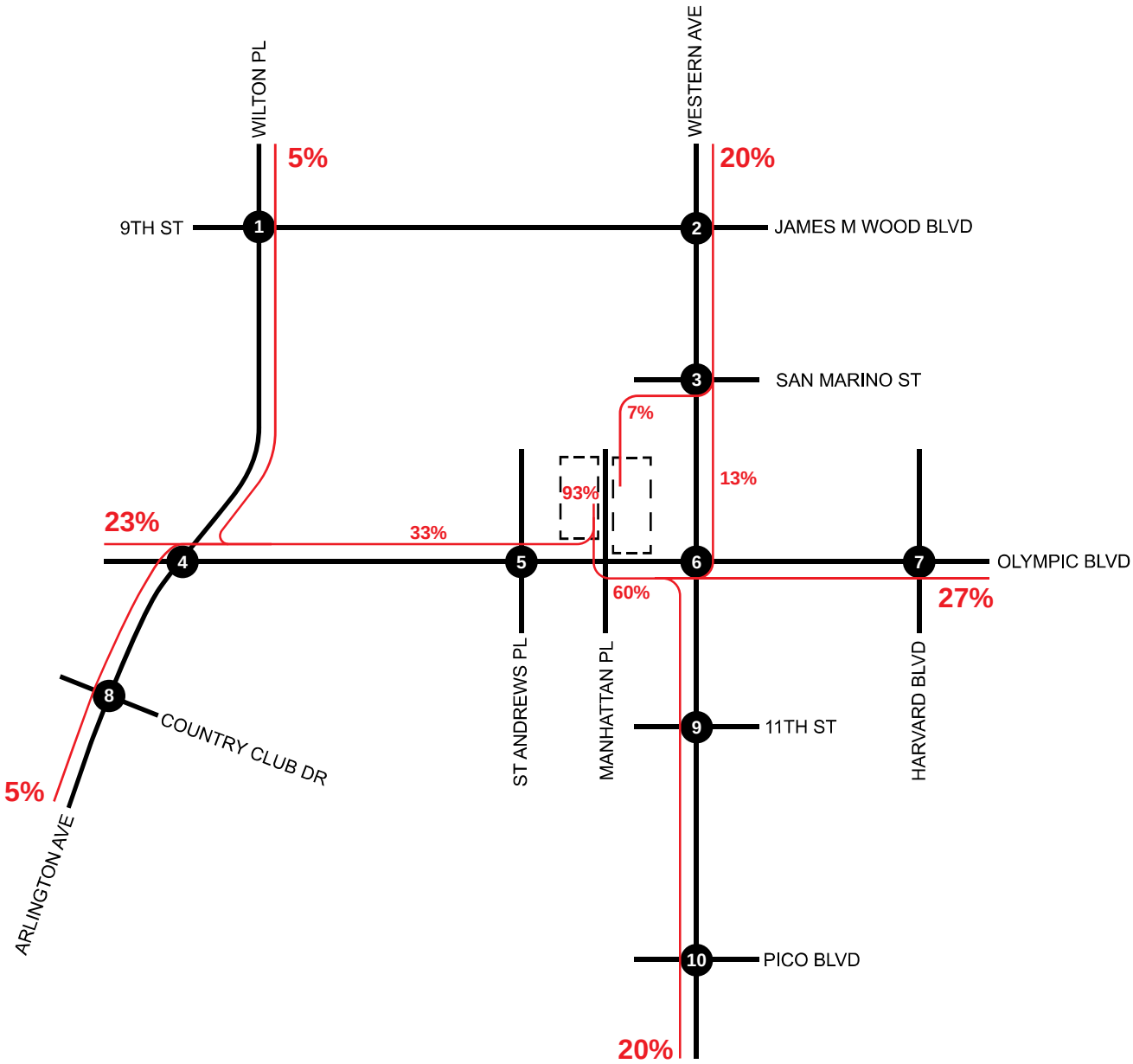


Not to Scale

Michael Baker INTERNATIONAL

Exhibit 1
Project Study Area

3323 West Olympic Boulevard Mixed-Use Project in City of Los Angeles
Traffic Impact Analysis



Legend:

- Project Site
- Signalized Intersection
- Project Distribution

Not to Scale

Michael Baker INTERNATIONAL

Exhibit 2
Project Trip Distribution

3323 West Olympic Boulevard Mixed-Use Project in City of Los Angeles
Traffic Impact Analysis

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RELATED PROJECTS

Centroid Info:
PROJ ID: 45205
Address: 3323 W OLYMPIC BL
LOS ANGELES, CA 90019
Lat/Long: 34.0529, -118.31

Buffer Radius: 1.5 mile
Search
Column

Include NULL "Trip info":
Include NULL "FirstStudySubmittalDate" (latest):
Include "Inactive" projects:
Include "Do not show in Related Project":
Net_AM_Trips - Select -
Net_PM_Trips - Select -
Net_Daily_Trips - Select -

Record Count: 70 | Record Per Page: All Records

Results generated since: (12/21/2016 5:52:47 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info

34905 — Metro | HWD | 10 | 2008 | Washington Square - Mixed-Use Project | See Below | 4040 W Washington Bl | 04/02/2009 | 1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other			203	252	2929					203am; 252 pm; 2929 daily
Other			162	376	4055	45	117	209	167	OptB: 217Condos, 125Apt, 230KSF Shopping Ctr
			365	**628**	**6984**		**45**	**117**	**209**	**167**

35053 — Metro | MTR | 1 | 2009 | Affordable Housing & Assisted Living | 42 Affordable Apts., 43 Assisted Units | 2924 W 8th St | 06/15/2009 | 1.2

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	37								
Other	Total Units	48	23	28	416	6	17	18	10	Assisted Living Units
			23	**28**	**416**		**6**	**17**	**18**	**10**

35236 — Metro | MTR | 8 | 2010 | West Adams Office | 75000 Office Bldg | 1999 W Adams Bl | 05/02/2011 | 1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Office	S.F. Gross Area	75000	116	112	826	102	14	19	93	
			116	**112**	**826**		**102**	**14**	**19**	**93**

35311 — Metro | MTR | 4 | 2010 | Western Galleria Market | Mixed-Use | 100 N WESTERN AV | 04/21/2010 | 1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Retail	S.F. Gross Area	30000	57	92	940	17	40	54	38	Supermarket Total reflects credit for existing
Apartments	Total Units	98								
			57	**92**	**940**		**17**	**40**	**54**	**38**

35360 — Metro | HWD | 10 | 2010 | Southwestern Law School Expansion | 133 Student Units, 450 Seat Lecture Hall, 43.4 KSF Admin/Acad Use | 3050 W WILSHIRE BLVD | 06/03/2010 | 1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	133								
School	S.F. Gross Area	43400								
Other	Seats	450	-51	-97	-1337	-35	-16	-45	-52	Total reflects existing credits (15.3KSF Sp Retail, 7.38KSF Church, 3.3 KSF Rest, 5 KSF Club)
			-51	**-97**	**-1337**		**-35**	**-16**	**-45**	**-52**

35368 — Metro | MTR | 10 | 2010 | Wilshire Temple Master Plan | School & office Improvements | 3663 W WILSHIRE BLVD | 10/21/2010 | 0.7

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	S.F. Gross Area	55380								Temple Administration
School	Seats	216								Nursery School
School	Seats	420								Elem School K-6
Other	Other		138	23	825	94	44	20	3	Total Net Trips
			138	**23**	**825**		**94**	**44**	**20**	**3**

35498 — Metro | MTR | 8 | 2010 | South LA Redevelopment 4B | 10 KSF Retail, 22 KSF Office | 1982 W Adams Bl | 12/20/2010 | 1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Retail	S.F. Gross Area	10000								
Office	S.F. Gross Area	22000	39	52	457	33	6	15	37	Total includes pass-by credit.
			39	**52**	**457**		**33**	**6**	**15**	**37**

30958 — Metro | MTR | 10 | 2004 | 2004-CEN-0958 | Office & Apartments | 3323 W Olympic Bl | 10/04/2004 | 0.0

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	40								
Office	S.F. Gross Area	27720	87	126	1267	57	30	44	82	medical off (total trips)
			87	**126**	**1267**		**57**	**30**	**44**	**82**

31098 — Metro | MTR | 4 | 2004 | The G | Gaju Marketplace aka The "G" (opening 2015) | 450 S WESTERN AV | 09/06/2005 | 0.9

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Retail	S.F. Gross Area	130500	77	284	3019	47	29	138	138	Trip credit applied for existing market.

													77	284	3019		47	29	138	138
33002	Metro	MTR	10	2006	Shopping Center/Mixed-Use	109K SF retail (Groundbreaking 2016)	3060 W Olympic Bl	03/23/2006	0.5	Retail	S.F. Gross Area	109006	86	360	4134	60	26	169	191	Credit for existing uses.
													86	360	4134		60	26	169	191
32248	Metro	MTR	10	2005	2005-CEN-2248	Mixed-Use (sold in 2011; apts instead of condos 2013)	3670 W WILSHIRE BLVD	09/01/2005	0.6	Condominiums	Total Units	378								
										Other	S.F. Gross Area	8000	197	220	2480	55	142	144	76	Numbers from MOU, credit for pass-by and transit applied.
													197	220	2480		55	142	144	76
32725	Metro	MTR	10	2005	Mixed-use	189 condos & 5.5K SF retail (Completion 9/2016)	3033 W WILSHIRE BLVD	12/23/2005	1.4	Mixed Use	Other		61	74	816	12	49	45	29	
										Condominiums	Total Units	189								
										Retail	S.F. Gross Area	5540								
													61	74	816		12	49	45	29
33710	Metro	MTR	10	2006	Mixed-Use	224 Condominium Units 7000 SF Retail	805 S Catalina St	06/11/2007	0.9	Condominiums	Total Units	300								
										Retail	S.F. Gross Area	5000	137	167	1935	24	119	110	57	Trip totals reflects credits for existing uses.
													137	167	1935		24	119	110	57
34655	Metro	HWD	10	2015	NEW 3-STORY retail & office BUILDING.	20.607ksf retail & 2.78ksf office	2789 W Olympic Bl	05/18/2015	0.9	Office	S.F. Gross Area	2781								Office
										Retail	S.F. Gross Area	20607	24	54	612	16	8	25	29	Total net project trips
													24	54	612		16	8	25	29
35805	Metro	MTR	1	2011	15th St Charter School	300 Student Middle School	2755 W 15TH ST	10/03/2011	0.7	School	Enrollment	300	123	48	486	68	57	24	24	300 Middle school students
													123	48	486		68	57	24	24
35848	Metro	MTR	10	2011	Health Club	20178 SF Health Club	3470 W WILSHIRE BLVD	11/03/2011	0.8	Other	S.F. Gross Area	20178	-7	21	231	-13	6	22	-1	Health Club (Total reflects credit for existing office, and transit credit)
													-7	21	231		-13	6	22	-1
35871	Metro	MTR	10	2011	Berendo (688) Apartments	136 apartments	688 S Berendo St	11/22/2011	1.0	Apartments	Total Units	136	52	63	678	10	42	41	22	
													52	63	678		10	42	41	22
40496	Metro	MTR	10	2012	680 BERENDO APARTMENTS	174 APTS	680 S BERENDO ST	08/21/2012	1.1	Apartments	Total Units	177	75	94	1000	15	61	61	32	
													75	94	1000		15	61	61	32
40741	Metro	MTR	10	2012	685 S NEW HAMPSHIRE	177 APTS	685 S NEW HAMPSHIRE AV	01/03/2013	1.1	Apartments	Total Units	177	76	93	1000	15	61	61	32	Net total trips
													76	93	1000		15	61	61	32
40850	Metro	HWD	10	2012	Church	85308 SF Church	968 S Berendo St	05/02/2013	0.9	Other	S.F. Gross Area	85308	31	12	535	23	8	3	9	Church (weekday)
													31	12	535		23	8	3	9
40896	Metro	MTR	1	2013	1020 Fedora Street Hotel	86-room hotel	1020 S Fedora st	03/13/2013	0.7	Retail	Rooms	86	42	44	616	28	14	23	21	
													42	44	616		28	14	23	21
40981	Metro	HWD	10	2013	Residential	209 Apartments	3640 W Wilshire bl	04/22/2013	0.7	Apartments	Total Units	209	90	113	1182	18	72	73	40	Net trips
													90	113	1182		18	72	73	40
41020	Metro	HWD	10	2013	Restaurants	11904 Sf Restaurant	135 N WESTERN AVE	09/17/2013	1.4	Other	S.F. Gross Area	11904	4	38	457	2	2	25	13	Restaurat(Total net trips)
													4	38	457		2	2	25	13
41389	Metro	HWD	10	2013	Apartments	85 Apartment Units	535 S Kingsley dr	01/08/2014	0.9	Apartments	Total Units	85	39	55	543	8	31	36	19	
													39	55	543		8	31	36	19
										Condominiums	Total Units	160								Long Term Hotel

41427	Metro	MTR	1	2013	Mixed-Use	206 Apartments, 7500 SF Retail	2850 W 7th St	01/29/2014	1.5	Other	Rooms	40									Short Term Hotel
										Retail	S.F. Gross Area	3600	92	114	1057	20	72	72	42	Total includes credit for transit and internal
													92	**114**	**1057**		**20**	**72**	**72**	**42**	
41434	Metro	HWD	10	2013	Mixed-Use	81 Apartments, 8 KSF Retail	940 S WESTERN AV	10/21/2013	0.1	Apartments	Total Units	79									
										Retail	S.F. Gross Area	8000	37	37	380	6	31	26	11	
													37	**37**	**380**		**6**	**31**	**26**	**11**	
41467	Metro	HWD	10	2013	Apartments	131 Apts + 7ksf retail	800 S HARVARD BL	02/06/2014	0.5	Apartments	Total Units	131									
										Retail	S.F. Gross Area	7000	46	77	827	14	32	44	33	Total net project trips
													46	**77**	**827**		**14**	**32**	**44**	**33**	
41730	Metro	MTR	1	2013	Equitas Charter School	450 students K-8th grades	2723 W 8TH ST	01/14/2014	1.5	School	Seats	450	345	65	949	190	155	28	37	Net trips	
													345	**65**	**949**		**190**	**155**	**28**	**37**	
41853	Metro	MTR	1	2014	Residential	80 Condominiums	2929 w Leeward av	02/10/2014	1.4	Condominiums	Total Units	80	40	65	476	7	33	44	21		
													40	**65**	**476**		**7**	**33**	**44**	**21**	
42168	Metro	HWD	10	2014	Hotel & Retail	173 Room Hotel & 2780 SF Retail	4110 W 3RD ST	09/24/2014	1.2	Other	Rooms	174									Land use=hotel
										Retail	Total Units	2780	80	86	1185	45	35	46	40	total includes existing uses credit.
													80	**86**	**1185**		**45**	**35**	**46**	**40**	
42314	Metro	HWD	4	2014	Mixed-Use	161 Apartments, 10 KSF Restaurant	700 S Manhattan pl	11/18/2015	0.5	Apartments	Total Units	162	76	117	1260	19	57	71	46	Credit applied for existing, transit and pass-by.	
										Other	S.F. Gross Area	6500								land use=restaurant	
										Retail	S.F. Gross Area	3500									
													76	**117**	**1260**		**19**	**57**	**71**	**46**	
42393	Metro	HWD	10	2014	Apartments	91 Apartments	1011 S SERRANO AV	12/03/2014	0.2	Apartments	Total Units	91	41	50	545	8	33	32	18	Total net trips	
													41	**50**	**545**		**8**	**33**	**32**	**18**	
42529	Metro	HWD	10	2014	Mixed-Use	226 Apartments, 16 KSF Retail	3076 W Olympic bl	02/19/2015	0.4	Apartments	Total Units	226									
										Retail	S.F. Gross Area	16907	103	146	1567	25	78	90	56	Credit for existing use, transit, and pass-by applied.	
													103	**146**	**1567**		**25**	**78**	**90**	**56**	
42694	Metro	HWD	10	2014	Apartments	120 Apartments	3350 W WILSHIRE BLVD	02/19/2015	1.0	Apartments	Total Units	121	54	72	728	11	43	47	25	credit applied for transit	
													54	**72**	**728**		**11**	**43**	**47**	**25**	
42829	Metro	MTR	1	2015	Apartments	103 Apartments	1255 E ELDEN AV	06/25/2015	1.3	Apartments	Total Units	93	32	38	376	0	32	28	10	Affordable housing credit and existing use applied.	
													32	**38**	**376**		**0**	**32**	**28**	**10**	
43024	Metro	HWD	4	2015	Apartments	44 Apartments	850 S CRENSHAW BLVD	01/20/2016	0.7	Apartments	Total Units	44	22	27	293	4	18	18	10		
													22	**27**	**293**		**4**	**18**	**18**	**10**	
43062	Metro	HWD	10	2015	Apartments	85 Units	427 S Berendo St	10/02/2015	1.3	Apartments	Total Units	85	23	27	288	5	17	17	10	Credit or transit and existing applied	
													23	**27**	**288**		**5**	**17**	**17**	**10**	
43101	Metro	HWD	10	2015	Mixed-Use	100 Apartments, 9496 SF Retail	3100 W 8th St	07/02/2015	0.9	Apartments	Total Units	100	51	62	100	10	41	10	41	Existing restaurant to remain.	
													51	**62**	**100**		**10**	**41**	**10**	**41**	
43163	Metro	MTR	1	2015	Apartments	1017-1031 S Mariposa Av Apartments	1017 S MARIPOSA AV	09/24/2015	0.6	Apartments	Total Units	79	28	35	373	5	23	23	12	Total net project trips	
													28	**35**	**373**		**5**	**23**	**23**	**12**	
43289	Metro	MTR	10	2015	Apartments		411 S NORMANDIE AV	11/18/2015	1.1	Apartments	Total Units	224	108	134	1407	22	86	87	47	Transit credit applied.	

												108	**134**	**1407**		**22**	**86**	**87**	**47**

43310	Metro	HWD	10	2015	Donut/Coffee With Drive-Thru	1700 SF Donut/Coffee with Drive-Thru	1614 S CRENSHAW BLVD	11/18/2015	1.2	Other	S.F. Gross Area	1700	171	73	1392	87	84	37	36	Starbucks with drive-thru
													171	**73**	**1392**		**87**	**84**	**37**	**36**	

43335	Metro	MTR	1	2015	Apartments	81 Apartments	2859 W FRANCIS AV	11/13/2015	1.3	Apartments	Total Units	81	37	47	492	7	28	31	5	Total includes credit for existing uese
													37	**47**	**492**		**7**	**28**	**31**	**5**	

43453	Metro	MTR	10	2015	3525 W 8th St MU	367 apts, 23ksf supermarket, & 16.5ksf retail	3525 W 8TH ST	12/16/2015	0.4	Apartments	Total Units	367								
										Other	S.F. Gross Area	22906	129	108	1214	8	121	83	25	SUPERMARKET; Total net project trips.
										Retail	S.F. Gross Area	16513								
													129	**108**	**1214**		**8**	**121**	**83**	**25**	

43498	Metro	HWD	10	2015	Apartments	65 Apartment Units	966 S DEWEY AV	04/04/2016	0.8	Apartments	Total Units	65	33	40	432	7	27	26	14	
													33	**40**	**432**		**7**	**27**	**26**	**14**	

43692	Metro	MTR	9	2015	4074 W 5th St MU	119 APTS & 13KSF RETAIL	4074 W 5TH ST	02/09/2016	0.8	Apartments	Total Units	119								
										Retail	S.F. Net Area	13000	57	83	908	13	44	51	32	Total net project trips
													57	**83**	**908**		**13**	**44**	**51**	**32**	

43787	Metro	MTR	10	2015	Apartments	90 Apartments	815 S Kingsley dr	01/25/2016	0.5	Apartments	Total Units	90	39	48	521	7	32	30	18	Credit for existing uses applied.
													39	**48**	**521**		**7**	**32**	**30**	**18**	

43828	Metro	HWD	10	2015	Charter Elementary School	432 Elementary Students	4001 W VENICE BLVD	11/12/2015	1.1	School	Enrollment	432	97	32	557	54	43	16	16	50% credit taken for staggered schedule
													97	**32**	**557**		**54**	**43**	**16**	**16**	

43845	Metro	MTR	10	2015	616 S Westmoreland MU	77 apts, 2360sf restaurant & 745 sf ret	616 S WESTMORELAND AVE	03/22/2016	1.4	Apartments	Total Units	77								
										Other	S.F. Net Area	2360								RESTAURANT
										Retail	S.F. Net Area	745	31	36	446	1	30	31	5	TOTAL NET PROJECT TRIPS
													31	**36**	**446**		**1**	**30**	**31**	**5**	

43860	Metro	MTR	1	2015	2649 San Marino Apts	45 APTS	2649 W SAN MARINO AVE	03/30/2016	1.4	Apartments	Total Units	45	19	23	246	4	15	15	8	Total net project trips
													19	**23**	**246**		**4**	**15**	**15**	**8**	

43874	Metro	MTR	10	2015	Mixed-Use	78 Hotel Rooms, 16384 SF Retail/Restaurant	2870 W OLYMPIC BL	08/19/2016	0.8	Other	Rooms	78	36	58	834	22	14	30	28	Credit applied for existing, transit, pass-by, and internal
										Retail	S.F. Gross Area	16384								
													36	**58**	**834**		**22**	**14**	**30**	**28**	

43907	Metro	MTR	13	2015	Postpartum Extended Care & retail	Postpartum Extended Care (140apts) & 3,490 sf retail	257 S MARIPOSA AVE	09/14/2016	1.3	Retail	S.F. Gross Area	3940								
										Apartments	Total Units	140	72	94	1036	14	58	61	33	Total net project trips
													72	**94**	**1036**		**14**	**58**	**61**	**33**	

43921	Metro	HWD	10	2015	Mixed-Use	228 Apartments, 5 KSF Coffee Shop, 5 KSF restaurant, 12 KSF Retail	3986 W WILSHIRE BLVD	02/12/2016	0.6	Apartments	Total Units	228	77	47	1354	100	23	124	77	Credit applied for existing uses, transit, walk-by, internal
										Other	S.F. Gross Area	5000								land use=high turnover restaurant
										Other	S.F. Gross Area	5000								land use=coffee shop
										Retail	S.F. Gross Area	12000								
													77	**47**	**1354**		**100**	**23**	**124**	**77**	

43944	Metro	HWD	10	2015	Mixed-Use (Revised)	433 Apartments, 49849 SF Retail	3545 W WILSHIRE BLVD	12/23/2015	0.8	Apartments	Total Units	433	41	94	917	-42	83	84	10	Credit applied for transit & existing uses
										Retail	S.F. Gross Area	49849								

												41	94	917		-42	83	84	10

											Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
43945	Metro	HWD	10	2015	Mixed-Use Revised	103 Apartments, 30937 SF Museum	605 S Vermont av	12/23/2015	1.3		Apartments	Total Units	103	56	79	755	17	39	42	37	Total includes transit credit.
											Other	S.F. Gross Area	30937								land use=museum
														56	79	755		17	39	42	37

											Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
44184	Metro	MTR	10	2016	3700 W. Wilshire Bl. Mixed-Use	VTT74191; 506 condos, 40,323sf retail, & 21,712sf restaurant	3700 W WILSHIRE BL	10/05/2016	0.6		Retail	S.F. Gross Area	40323	201	258	3500	49	152	178	80	Total net project trips
											Other	S.F. Gross Area	6204								Quality restaurant
											Other	S.F. Gross Area	12407								Hi-turnover sit down restaurant
											Other	S.F. Gross Area	3101								Fast-food restaurant
											Condominiums	Total Units	506								
														201	258	3500		49	152	178	80

											Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
44192	Metro	MTR	1	2016		236 apartment units, 60300 sf commercial space	1000 S VERMONT AV	08/11/2016	1.1		Apartments	Total Units	236	102	124	1334	20	82	81	43	net total count
											Retail	S.F. Net Area	60300	31	115	1321	19	12	56	59	net total count
														133	239	2655		39	94	137	102

											Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
44279	Metro	MTR	10	2016	Mixed use	162 room hotel, 190 unit apartment+ retail, 355 unit apartment	3240 W Wilshire blvd	07/06/2016	1.2		Other	Total Units	162	188	112	1353	15	173	89	23	Total Project Trips; hotel
											Apartments	Total Units	545								
											Retail	S.F. Gross Area	5222								Shopping Center
														188	112	1353		15	173	89	23

											Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
44331	Metro	MTR	10	2016	Zion Market	4.4ksf office & 47.208ksf market	888 S VERMONT AVE	05/17/2016	1.1		Office	S.F. Net Area	4400								
											Mixed Use	S.F. Net Area	47208	64	340	2526	45	19	171	169	Total Net Project Trips with Credit
														64	340	2526		45	19	171	169

											Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
44333	Metro	MTR	10	2016	1125 S Crenshaw Blvd MU	49,000 commercial/ residential sf	1125 S CRENSHAW BLVD	07/14/2016	0.8		Retail	S.F. Net Area	4422	51	-35	-399	35	16	-41	6	
											Other	S.F. Gross Area	4085								Quality restaurant
											Other	S.F. Gross Area									Community Center
											Apartments	Total Units	2								
														51	-35	-399		35	16	-41	6

											Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
44375	Metro	MTR	10	2016	3170 W Olympic Blvd	252 apts, 32,300 sf retail	3170 W Olympic Blvd	09/20/2016	0.3		Apartments	Total Units	252								
											Retail	S.F. Net Area	32300	113	150	1624	24	89	94	56	Total Net Project Trips with Credits
														113	150	1624		24	89	94	56

											Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
44399	Metro	MTR	10	2016	Harvard Boulevard Hotel	110 room hotel, 1000 sf commercial	679 S Harvard Blvd	10/19/2016	0.5		Other	Total Units	110	49	57	778	29	20	30	27	Total Trip
											Retail	S.F. Net Area	1000								
														49	57	778		29	20	30	27

											Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
44410	Metro	MTR	10	2016	The Nest on Catalina	165 apts, 8.fksf retail, 15ksf lounge/restaurant/nightclub,15ksf hall	621 S CATALINA ST	10/13/2016	1.1		Apartments	Total Units	165	81	275	2776	26	55	180	95	Total net project trips
											Retail	S.F. Gross Area	8500								
											Other	S.F. Gross Area	15000								Lounge/ Restaurant/ Nightclub
											Other	S.F. Gross Area	15000								Banquet hall
														81	275	2776		26	55	180	95

											Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
44430	Metro	MTR	10	2016	apartments		3875 W WILSHIRE BL	05/17/2016	0.6		Apartments	Total Units	196	85	1114	1114	17	68	69	37	
														85	1114	1114		17	68	69	37

											Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
44453	Metro	MTR	1	2016	Mixed-Use (Revised)	304 Apartments, 9735 Sf Retail	2972 W 7th St	05/24/2016	1.3		Apartments	Total Units	304	116	99	1018	17	99	76	23	Total includes existing, pass-by and transit credit.
											Retail	S.F. Gross Area	9735								

												116	**99**	**1018**		**17**	**99**	**76**	**23**

44481	Metro	MTR	1	2016	Olympic & Hoover Mixed Use	173 apts & 36.18 ksf commercial/retail	2501 W OLYMPIC BLVD	09/14/2016	1.5	Apartments	Total Units	173	99	173	1911	27	72	100	73	Total net project trips 173 apts & 36180sf retail
										Retail	S.F. Gross Area	36180								
													99	**173**	**1911**		**27**	**72**	**100**	**73**

44876	Metro	MTR	4	2016	Urban Commons Gramercy	Mixed-Use: 142 assisted living units, 9,246sf med off, and 3,179 sf re	3377 W OLYMPIC BLVD	10/31/2016	0.1	Other	Beds	142	9	36	254	12	-3	11	25	Assisted Living; Total net project trips
										Office	S.F. Gross Area	9246								Medical Office
										Other	S.F. Gross Area	3179								Hi Turnover Restaurant
													9	**36**	**254**		**12**	**-3**	**11**	**25**

44878	Metro	MTR	10	2016	1919 S Western MU Project	22 apts, 7.75ksf retail, and 2.665ksf office	1919 S WESTERN AVE	10/19/2016	0.9	Mixed Use	Total Units	22	18	22	340	8	10	17	15	Total Net project trips; 22 Apts
										Office	S.F. Gross Area	2665								General Office
										Retail	S.F. Gross Area	7750								
													18	**22**	**340**		**8**	**10**	**17**	**15**

44901	Metro	MTR	10	2016	Wilshire Gate Project (Mixed-Use)	200-rm hotel, 250 condos, 49.227ksf office, & 21.320ksf retail	631 S VERMONT AV	09/30/2016	1.2	Mixed Use	Rooms	200	190	235	2599	95	95	115	120	Total Net Project Trips; Hotel Rooms
										Other	Total Units	250								Condos
										Office	S.F. Gross Area	49227								
										Retail	S.F. Gross Area	21230								
													190	**235**	**2599**		**95**	**95**	**115**	**120**

44995	Metro	MTR	1	2016	1620 Cordova St Charter School	400 Student Charter School	1620 W CORDOVA ST	11/08/2016	1.4	School	Seats	400	171	36	527	105	66	16	20	
													171	**36**	**527**		**105**	**66**	**16**	**20**

45127	Metro	HWD	10	2016	Apartments	67 Apartments	748 S Kingsley Dr	12/12/2016	0.5	Apartments	Total Units	67	31	38	406	6	25	24	14	Existing use credits applied.
													31	**38**	**406**		**6**	**25**	**24**	**14**

Appendix B – Existing Intersection Peak Hour Traffic Count Data

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North / Sounth: Wilton

East/West: 9th

Day: THURSDAY Date: January 26, 2017 Weather: Sunny

Hours:

School Da: Yes District: I/S CODE:

	N/B	S/B	E/B	W/B
DUAL-WHEELED	221	223	13	21
BIKES	9	9	8	11
BUSES	23	27	2	6

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	311	8:30:00 AM	308	8:30:00 AM	74	8:00:00 AM	55	7:45:00 AM
PM PK 15 MIN	314	4:30:00 PM	308	8:30:00 AM	74	8:00:00 AM	55	7:45:00 AM
AM PK HOUR	1205	7:45:00 AM	1149	8:00:00 AM	198	7:45:00 AM	199	7:15:00 AM
PM PK HOUR	1189	5:00:00 PM	1333	4:00:00 PM	165	5:00:00 PM	200	5:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	17	1042	46	1105
8-9	13	1106	45	1164
9-10	9	927	52	988
3-4	18	864	62	944
4-5	11	1094	60	1165
5-6	14	1105	70	1189
TOTAL	82	6138	335	6555

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	49	900	26	975
8-9	81	1259	26	1366
9-10	57	892	13	962
3-4	54	1074	17	1145
4-5	94	1220	19	1333
5-6	80	1158	28	1266
TOTAL	415	6503	129	7047

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2080	13	0	14	3
2530	12	3	12	2
1950	12	0	9	1
2089	2	2	7	2
2498	8	1	7	1
2455	7	0	7	0
13602	54	6	56	9

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	31	57	30	118
8-9	38	160	27	225
9-10	22	41	16	79
3-4	30	97	15	142
4-5	27	99	14	140
5-6	33	106	26	165
TOTAL	181	560	128	869

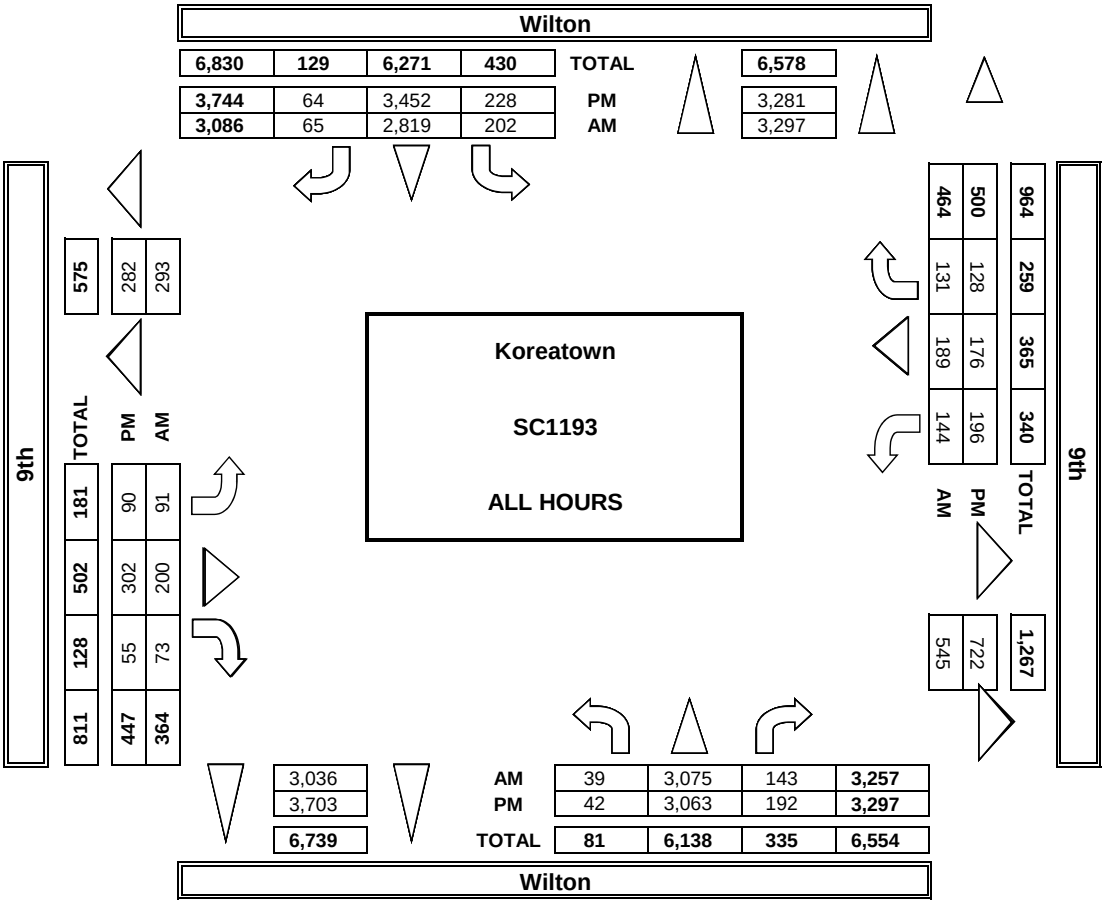
WESTBOUND Approach

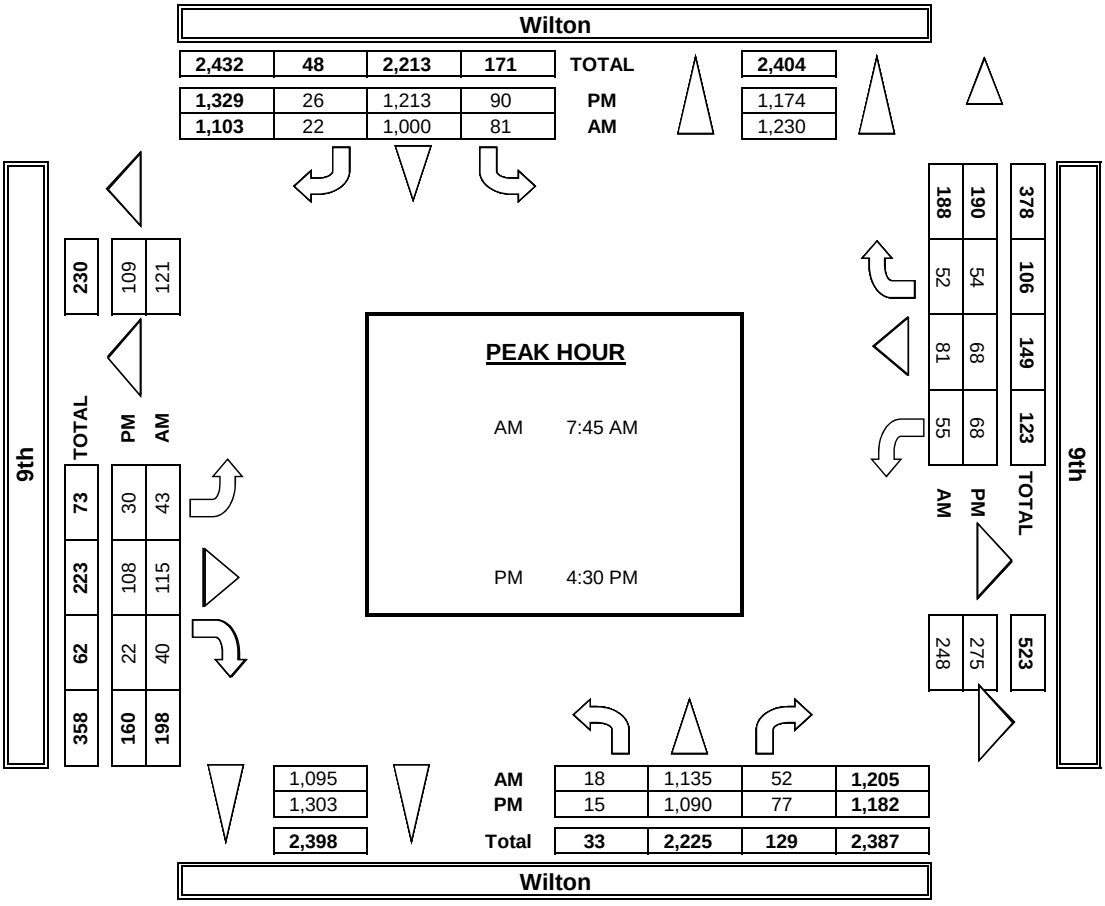
Hours	Lt	Th	Rt	Total
7-8	53	82	50	185
8-9	56	68	47	171
9-10	35	39	34	108
3-4	55	43	29	127
4-5	54	63	56	173
5-6	87	70	43	200
TOTAL	340	365	259	964

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
303	21	4	9	0
396	17	0	6	3
187	9	0	9	0
269	21	8	15	7
313	8	0	24	0
365	6	0	15	1
1833	82	12	78	11

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T816

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jan 26, 17

LOCATION: Koreatown
NORTH & SOUTH: Wilton
EAST & WEST: 9th

PROJECT #: SC1193
LOCATION #: 1
CONTROL: SIGNAL

NOTES:

Queue NB PM

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

Add U-Turns to Left Turns

		NORTHBOUND Wilton			SOUTHBOUND Wilton			EASTBOUND 9th			WESTBOUND 9th			
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	4	208	11	8	168	9	5	7	6	14	12	11	463
	7:15 AM	2	277	11	14	233	6	4	8	6	15	22	16	614
	7:30 AM	5	268	9	12	267	7	10	18	3	8	22	10	639
	7:45 AM	6	289	15	15	232	4	12	24	15	16	26	13	667
	8:00 AM	6	285	10	16	240	8	14	44	16	14	21	16	690
	8:15 AM	1	269	13	18	256	6	7	25	4	12	22	9	642
	8:30 AM	5	292	14	32	272	4	10	22	5	13	12	14	695
	8:45 AM	1	260	8	30	259	8	7	11	2	17	13	8	624
	9:00 AM	3	243	13	21	205	4	6	16	3	12	13	6	545
	9:15 AM	2	225	14	10	248	3	5	10	5	7	7	8	544
	9:30 AM	1	227	10	13	200	2	5	7	2	4	10	11	492
	9:45 AM	3	232	15	13	239	4	6	8	6	12	9	9	556
	VOLUMES	39	3,075	143	202	2,819	65	91	200	73	144	189	131	7,171
	APPROACH %	1%	94%	4%	7%	91%	2%	25%	55%	20%	31%	41%	28%	
	APP/DEPART	3,257	/	3,297	3,086	/	3,036	364	/	545	464	/	293	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	18	1,135	52	81	1,000	22	43	115	40	55	81	52	2,694
	APPROACH %	1%	94%	4%	7%	91%	2%	22%	58%	20%	29%	43%	28%	
	PEAK HR FACTOR		0.969			0.895			0.669			0.855		0.969
	APP/DEPART	1,205	/	1,230	1,103	/	1,095	198	/	248	188	/	121	0
PM	03:00 PM	6	187	17	12	245	4	7	25	4	12	9	5	533
	3:15 PM	5	222	26	6	243	5	8	23	3	15	9	8	573
	3:30 PM	3	214	8	17	302	3	9	22	5	11	12	7	613
	3:45 PM	4	241	11	19	284	5	6	27	3	17	13	9	639
	4:00 PM	2	256	11	20	290	3	5	24	3	7	20	13	654
	4:15 PM	1	269	12	21	297	2	8	25	2	16	15	12	680
	4:30 PM	4	293	17	26	318	7	5	26	4	9	13	18	740
	4:45 PM	3	276	20	27	315	7	9	24	5	22	15	13	736
	5:00 PM	5	241	21	18	287	3	9	26	6	18	19	12	665
	5:15 PM	3	280	19	19	293	9	7	32	7	19	21	11	720
	5:30 PM	3	291	15	19	304	6	11	20	5	24	18	8	724
	5:45 PM	3	293	15	24	274	10	6	28	8	26	12	12	711
	VOLUMES	42	3,063	192	228	3,452	64	90	302	55	196	176	128	7,988
	APPROACH %	1%	93%	6%	6%	92%	2%	20%	68%	12%	39%	35%	26%	
	APP/DEPART	3,297	/	3,281	3,744	/	3,703	447	/	722	500	/	282	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	15	1,090	77	90	1,213	26	30	108	22	68	68	54	2,861
	APPROACH %	1%	92%	7%	7%	91%	2%	19%	68%	14%	36%	36%	28%	
	PEAK HR FACTOR		0.941			0.947			0.870			0.931		0.967
	APP/DEPART	1,182	/	1,174	1,329	/	1,303	160	/	275	190	/	109	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	4	2	3	4	13	4	2	2	4	12	0	0	1	0	1	0	0	0	0	0
	7:15 AM	4	5	3	5	17	3	5	3	4	15	1	0	0	1	2	0	0	0	0	0
	7:30 AM	6	2	0	9	17	4	2	0	8	14	0	0	0	0	0	2	0	0	1	3
	7:45 AM	4	5	4	8	21	3	4	4	5	16	0	1	0	0	1	1	0	0	3	4
	8:00 AM	9	0	5	9	23	6	0	3	9	18	2	0	0	0	2	1	0	2	0	3
	8:15 AM	3	4	4	1	12	2	2	2	1	7	0	1	1	0	2	1	1	1	0	3
	8:30 AM	1	4	0	4	9	1	4	0	4	9	0	0	0	0	0	0	0	0	0	0
	8:45 AM	3	8	1	3	15	3	6	1	3	13	0	0	0	0	0	0	2	0	0	2
	9:00 AM	4	1	2	4	11	3	1	2	2	8	0	0	0	2	2	1	0	0	0	1
	9:15 AM	6	6	3	2	17	4	5	3	2	14	2	1	0	0	3	0	0	0	0	0
	9:30 AM	2	4	5	4	15	1	4	4	4	13	1	0	1	0	2	0	0	0	0	0
	9:45 AM	1	2	2	2	7	1	2	0	1	4	0	0	2	1	3	0	0	0	0	0
	TOTAL	47	43	32	55	177	35	37	24	47	143	6	3	5	4	18	6	3	3	4	16
PM	3:00 PM	2	0	0	3	5	1	0	0	3	4	0	0	0	0	0	1	0	0	0	1
	3:15 PM	5	3	2	15	25	4	1	0	8	13	0	0	0	0	0	1	2	2	7	12
	3:30 PM	1	2	2	7	12	1	1	0	6	8	0	1	1	0	2	0	0	1	1	2
	3:45 PM	2	0	19	4	25	1	0	15	4	20	1	0	0	0	1	0	0	4	0	4
	4:00 PM	3	6	4	4	17	2	5	4	3	14	1	1	0	1	3	0	0	0	0	0
	4:15 PM	4	1	4	3	12	3	0	4	3	10	0	1	0	0	1	1	0	0	0	1
	4:30 PM	2	4	2	1	9	2	3	2	1	8	0	0	0	0	0	0	1	0	0	1
	4:45 PM	1	0	14	3	18	0	0	14	1	15	1	0	0	2	3	0	0	0	0	0
	5:00 PM	1	2	10	2	15	1	2	8	1	12	0	0	1	1	2	0	0	1	0	1
	5:15 PM	2	2	2	1	7	2	2	2	1	7	0	0	0	0	0	0	0	0	0	0
	5:30 PM	4	2	3	2	11	2	1	3	1	7	2	1	0	1	4	0	0	0	0	0
	5:45 PM	2	3	4	3	12	2	2	2	3	9	0	1	2	0	3	0	0	0	0	0
	TOTAL	29	25	66	48	168	21	17	54	35	127	5	5	4	5	19	3	3	8	8	22

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Wilton	LOCATION #:	1
THURSDAY	EAST & WEST:	9th	CONTROL:	SIGNAL

NOTES:

PCE Adjusted									
Class	1	2	3	4	5	6			
Factor	1	1.5	2	3	1.5	1.5			

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Wilton			SOUTHBOUND Wilton			EASTBOUND 9th			WESTBOUND 9th				U-TURNS				
LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	4	214	11	8	171	9	5	7	6	14	12	11	471					0
7:15 AM	2	284	12	14	238	6	4	8	6	16	23	16	628					0
7:30 AM	5	274	9	12	272	7	10	19	3	8	23	10	650					0
7:45 AM	6	294	15	15	237	4	13	25	15	16	26	14	679					0
8:00 AM	7	293	10	16	246	8	14	44	16	14	21	16	704					0
8:15 AM	1	276	14	18	261	6	7	26	5	12	24	9	658					0
8:30 AM	5	299	15	32	274	4	11	22	5	14	12	15	706					0
8:45 AM	1	267	8	30	265	8	7	12	2	17	13	8	637					0
9:00 AM	3	250	13	22	209	5	6	16	3	12	14	6	557					0
9:15 AM	2	229	15	10	255	3	5	10	5	7	7	8	555					0
9:30 AM	1	232	10	13	205	2	5	7	2	4	10	11	502					0
9:45 AM	3	239	16	13	242	4	6	8	6	13	9	9	567					0
VOLUMES	40	3,148	147	203	2,872	66	92	202	74	146	192	133	7,312	0	0	0	0	0
APPROACH %	1%	94%	4%	6%	91%	2%	25%	55%	20%	31%	41%	28%						
APP/DEPART	3,334	/	3,372	3,140	/	3,092	368	/	551	471	/	297	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	19	1,162	54	81	1,017	22	44	116	41	56	83	54	2,746					
APPROACH %	1%	94%	4%	7%	91%	2%	22%	58%	20%	29%	43%	28%						
PEAK HR FACTOR		0.970			0.903			0.677			0.855		0.973					
APP/DEPART	1,234	/	1,259	1,120	/	1,113	201	/	251	192	/	123	0					
03:00 PM	6	191	18	12	250	4	7	25	4	12	10	5	542					0
3:15 PM	5	227	26	6	251	6	8	24	3	15	9	8	587					0
3:30 PM	4	217	9	17	310	3	11	22	5	12	13	7	629					0
3:45 PM	4	245	11	19	291	5	6	27	3	18	13	10	651					0
4:00 PM	2	261	11	20	296	3	5	25	3	7	20	13	665					0
4:15 PM	1	274	12	22	307	2	8	25	2	17	16	12	696					0
4:30 PM	4	294	18	26	323	7	5	26	4	10	13	18	747					0
4:45 PM	3	280	21	27	321	7	9	24	5	22	16	13	747					0
5:00 PM	5	245	21	18	292	3	9	27	6	18	19	12	675					0
5:15 PM	3	284	20	19	298	9	7	32	7	20	21	11	729					0
5:30 PM	3	295	16	19	307	6	11	20	5	24	18	8	732					0
5:45 PM	3	295	15	24	279	11	6	28	8	27	12	12	719					0
VOLUMES	43	3,105	196	229	3,522	65	92	305	55	200	179	129	8,116	0	0	0	0	0
APPROACH %	1%	93%	6%	6%	92%	2%	20%	68%	12%	39%	35%	25%						
APP/DEPART	3,343	/	3,325	3,815	/	3,777	451	/	729	507	/	286	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	15	1,102	79	90	1,233	26	30	109	22	69	69	54	2,897					
APPROACH %	1%	92%	7%	7%	91%	2%	19%	68%	14%	36%	36%	28%						
PEAK HR FACTOR		0.947			0.949			0.875			0.930		0.970					
APP/DEPART	1,196	/	1,186	1,349	/	1,324	161	/	278	192	/	110	0					

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

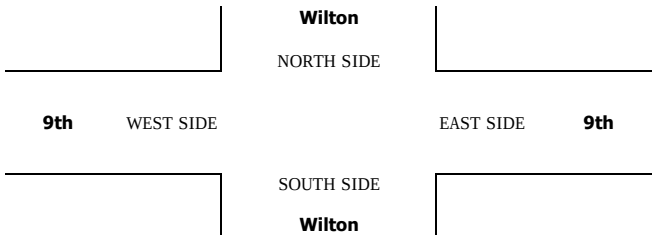
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Wilton	LOCATION #:	1
THURSDAY	EAST & WEST:	9th	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Wilton)			SOUTHBOUND (Wilton)			EASTBOUND (9th)			WESTBOUND (9th)				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	4	197	11	8	163	9	5	7	6	14	12	11	447	0	0	0	0	0
	7:15 AM	2	264	9	14	224	6	4	8	6	13	21	16	587	0	0	0	0	0
	7:30 AM	5	257	9	12	258	7	10	17	3	8	21	10	617	0	0	0	0	0
	7:45 AM	6	279	15	15	223	4	11	23	15	16	26	11	644	0	0	0	0	0
	8:00 AM	5	269	10	16	229	8	14	44	16	14	21	16	662	0	0	0	0	0
	8:15 AM	1	255	11	18	246	6	7	24	3	12	19	9	611	0	0	0	0	0
	8:30 AM	5	279	13	32	268	4	9	22	5	12	12	13	674	0	0	0	0	0
	8:45 AM	1	247	8	30	248	8	7	10	2	17	13	8	599	0	0	0	0	0
	9:00 AM	3	230	13	20	197	3	6	16	3	12	12	6	521	0	0	0	0	0
	9:15 AM	2	218	13	10	234	3	5	10	5	7	7	8	522	0	0	0	0	0
	9:30 AM	1	217	10	13	190	2	5	7	2	4	10	11	472	0	0	0	0	0
	9:45 AM	3	218	14	13	233	4	6	8	6	11	9	9	534	0	0	0	0	0
	VOLUMES	38	2,930	136	201	2,713	64	89	196	72	140	183	128	6,890	0	0	0	0	0
	APPROACH %	1%	94%	4%	7%	91%	2%	25%	55%	20%	31%	41%	28%						
	APP/DEPART	3,104	/	3,147	2,978	/	2,925	357	/	533	451	/	285	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	17	1,082	49	81	966	22	41	113	39	54	78	49	2,591					
	APPROACH %	1%	94%	4%	8%	90%	2%	21%	59%	20%	30%	43%	27%						
	PEAK HR FACTOR		0.957			0.879			0.652			0.854		0.961					
	APP/DEPART	1,148	/	1,172	1,069	/	1,059	193	/	243	181	/	117	0					
PM	03:00 PM	6	180	16	12	236	4	7	25	4	12	8	5	515	0	0	0	0	0
	3:15 PM	5	213	26	6	228	4	8	21	3	15	9	8	546	0	0	0	0	0
	3:30 PM	2	208	6	17	286	3	6	22	5	10	10	7	582	0	0	0	0	0
	3:45 PM	4	234	11	19	271	5	6	27	3	15	13	8	616	0	0	0	0	0
	4:00 PM	2	246	11	20	279	3	5	23	3	7	20	13	632	0	0	0	0	0
	4:15 PM	1	260	12	20	278	2	8	25	2	14	14	12	648	0	0	0	0	0
	4:30 PM	4	291	16	26	309	7	5	26	4	8	13	18	727	0	0	0	0	0
	4:45 PM	3	268	19	27	303	7	9	24	5	22	14	13	714	0	0	0	0	0
	5:00 PM	5	234	21	18	277	3	9	24	6	18	19	12	646	0	0	0	0	0
	5:15 PM	3	273	18	19	284	9	7	32	7	18	21	11	702	0	0	0	0	0
	5:30 PM	3	283	14	19	298	6	11	20	5	24	18	8	709	0	0	0	0	0
	5:45 PM	3	290	15	24	264	9	6	28	8	25	12	12	696	0	0	0	0	0
	VOLUMES	41	2,980	185	227	3,313	62	87	297	55	188	171	127	7,733	0	0	0	0	0
	APPROACH %	1%	93%	6%	6%	92%	2%	20%	68%	13%	39%	35%	26%						
	APP/DEPART	3,206	/	3,194	3,602	/	3,556	439	/	709	486	/	274	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	15	1,066	74	90	1,173	26	30	106	22	66	67	54	2,789					
	APPROACH %	1%	92%	6%	7%	91%	2%	19%	67%	14%	35%	36%	29%						
	PEAK HR FACTOR		0.928			0.942			0.859			0.935		0.959					
	APP/DEPART	1,155	/	1,150	1,289	/	1,261	158	/	270	187	/	108	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

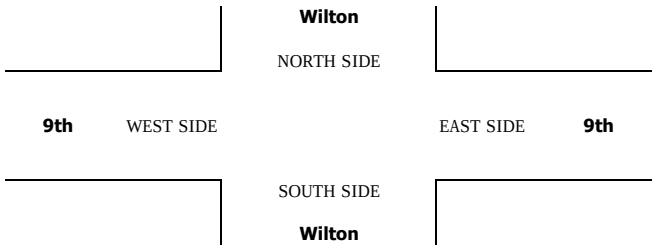
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Wilton	LOCATION #:	1
THURSDAY	EAST & WEST:	9th	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Wilton)			SOUTHBOUND (Wilton)			EASTBOUND (9th)			WESTBOUND (9th)				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	11	0	0	4	0	0	0	0	0	0	0	15	0	0	0	0	0
	7:15 AM	0	12	1	0	7	0	0	0	0	0	0	0	20	0	0	0	0	0
	7:30 AM	0	11	0	0	9	0	0	0	0	0	1	0	21	0	0	0	0	0
	7:45 AM	0	7	0	0	9	0	1	1	0	0	0	2	20	0	0	0	0	0
	8:00 AM	1	15	0	0	10	0	0	0	0	0	0	0	26	0	0	0	0	0
	8:15 AM	0	13	2	0	6	0	0	1	1	0	3	0	26	0	0	0	0	0
	8:30 AM	0	12	1	0	2	0	1	0	0	1	0	1	18	0	0	0	0	0
	8:45 AM	0	10	0	0	11	0	0	1	0	0	0	0	22	0	0	0	0	0
	9:00 AM	0	13	0	1	7	1	0	0	0	0	1	0	23	0	0	0	0	0
	9:15 AM	0	7	1	0	11	0	0	0	0	0	0	0	19	0	0	0	0	0
	9:30 AM	0	9	0	0	9	0	0	0	0	0	0	0	18	0	0	0	0	0
	9:45 AM	0	14	1	0	6	0	0	0	0	1	0	0	22	0	0	0	0	0
	VOLUMES	1	134	6	1	91	1	2	3	1	2	5	3	250	0	0	0	0	0
	APPROACH %	1%	95%	4%	1%	98%	1%	33%	50%	17%	20%	50%	30%						
	APP/DEPART	141	/	139	93	/	94	6	/	10	10	/	7	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	1	46	2	0	34	0	1	2	1	0	4	2	93					
	APPROACH %	2%	94%	4%	0%	100%	0%	25%	50%	25%	0%	67%	33%						
	PEAK HR FACTOR		0.766			0.850			0.500			0.500		0.894					
	APP/DEPART	49	/	49	34	/	35	4	/	4	6	/	5	0					
PM	03:00 PM	0	5	0	0	6	0	0	0	0	0	1	0	12	0	0	0	0	0
	3:15 PM	0	7	0	0	15	1	0	2	0	0	0	0	25	0	0	0	0	0
	3:30 PM	1	6	2	0	15	0	3	0	0	1	1	0	29	0	0	0	0	0
	3:45 PM	0	5	0	0	13	0	0	0	0	2	0	1	21	0	0	0	0	0
	4:00 PM	0	10	0	0	11	0	0	0	0	0	0	0	21	0	0	0	0	0
	4:15 PM	0	8	0	1	16	0	0	0	0	1	1	0	27	0	0	0	0	0
	4:30 PM	0	2	1	0	9	0	0	0	0	0	0	0	12	0	0	0	0	0
	4:45 PM	0	8	1	0	11	0	0	0	0	0	1	0	21	0	0	0	0	0
	5:00 PM	0	6	0	0	9	0	0	2	0	0	0	0	17	0	0	0	0	0
	5:15 PM	0	7	1	0	6	0	0	0	0	1	0	0	15	0	0	0	0	0
	5:30 PM	0	7	1	0	6	0	0	0	0	0	0	0	14	0	0	0	0	0
	5:45 PM	0	2	0	0	10	1	0	0	0	1	0	0	14	0	0	0	0	0
	VOLUMES	1	73	6	1	127	2	3	4	0	6	4	1	228	0	0	0	0	0
	APPROACH %	1%	91%	8%	1%	98%	2%	43%	57%	0%	55%	36%	9%						
	APP/DEPART	80	/	77	130	/	133	7	/	11	11	/	7	0					
	BEGIN PEAK HR		3:30 PM																
	VOLUMES	1	29	2	1	55	0	3	0	0	4	2	1	98					
	APPROACH %	3%	91%	6%	2%	98%	0%	100%	0%	0%	57%	29%	14%						
	PEAK HR FACTOR		0.800			0.824			0.250			0.583		0.845					
	APP/DEPART	32	/	33	56	/	59	3	/	3	7	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Wilton	LOCATION #:	1
THURSDAY	EAST & WEST:	9th	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Wilton			SOUTHBOUND Wilton			EASTBOUND 9th			WESTBOUND 9th				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Wilton

NORTH SIDE

9th WEST SIDE EAST SIDE **9th**

SOUTH SIDE

Wilton

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

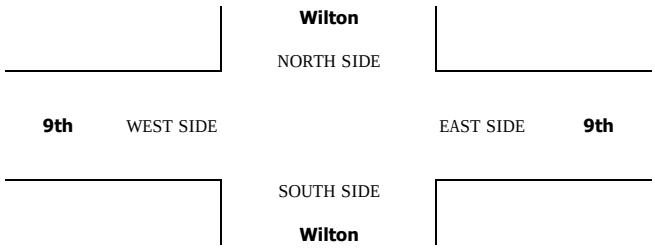
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Wilton	LOCATION #:	1
THURSDAY	EAST & WEST:	9th	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Wilton			SOUTHBOUND Wilton			EASTBOUND 9th			WESTBOUND 9th				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

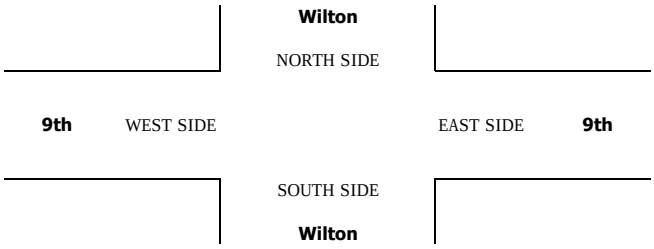
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Wilton	LOCATION #:	1
THURSDAY	EAST & WEST:	9th	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Wilton			SOUTHBOUND Wilton			EASTBOUND 9th			WESTBOUND 9th				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



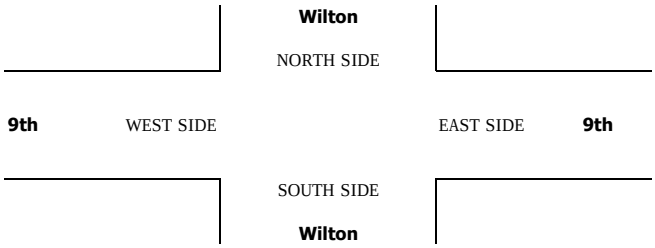
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Wilton	LOCATION #:	1
THURSDAY	EAST & WEST:	9th	CONTROL:	SIGNAL

CLASS 6:	NOTES:	AM / PM / MD / OTHER / OTHER	▲ N / ◄ W / E ► / S ▼
BUSES			

		NORTHBOUND Wilton			SOUTHBOUND Wilton			EASTBOUND 9th			WESTBOUND 9th				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	1	1	0	2	0	0	0	0	2	1	0	7	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:15 AM	0	1	0	0	4	0	0	0	0	0	0	0	5	0	0	0	0	0
	8:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	9:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	9:15 AM	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0
	9:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	11	1	0	15	0	0	1	0	2	1	0	31	0	0	0	0	0
	APPROACH %	0%	92%	8%	0%	100%	0%	0%	100%	0%	67%	33%	0%						
	APP/DEPART	12	/	11	15	/	17	1	/	2	3	/	1	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	6	0	0	7	0	0	0	0	0	0	0	13					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.438			0.000			0.000		0.464					
	APP/DEPART	6	/	6	7	/	7	0	/	0	0	/	0	0					
PM	03:00 PM	0	2	1	0	3	0	0	0	0	0	0	0	6	0	0	0	0	0
	3:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	3:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0
	3:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	1	0	0	3	0	0	0	0	1	0	0	5	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	10	1	0	12	0	0	1	0	2	1	0	27	0	0	0	0	0
	APPROACH %	0%	91%	9%	0%	100%	0%	0%	100%	0%	67%	33%	0%						
	APP/DEPART	11	/	10	12	/	14	1	/	2	3	/	1	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	6	1	0	4	0	0	0	0	0	1	0	12					
	APPROACH %	0%	86%	14%	0%	100%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.583			0.333			0.000			0.250		0.500					
	APP/DEPART	7	/	6	4	/	4	0	/	1	1	/	1	0					



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North / Sounth: Western

East/West: 9th

Day: THURSDAY Date: January 26, 2017 Weather: Sunny

Hours:

School Da: Yes District: I/S CODE:

	N/B	S/B	E/B	W/B
DUAL-WHEELED	255	274	24	54
BIKES	45	36	15	28
BUSES	109	117	5	9

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	314	7:45:00 AM	293	8:00:00 AM	73	8:45:00 AM	73	7:00:00 AM
PM PK 15 MIN	288	5:30:00 PM	293	8:00:00 AM	73	8:45:00 AM	70	7:00:00 AM
AM PK HOUR	1151	7:30:00 AM	1102	7:30:00 AM	280	8:15:00 AM	273	7:00:00 AM
PM PK HOUR	1088	3:00:00 PM	1210	4:00:00 PM	326	4:45:00 PM	314	5:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	25	1018	72	1115
8-9	37	975	68	1080
9-10	39	962	52	1053
3-4	48	988	52	1088
4-5	56	885	56	997
5-6	55	949	73	1077
TOTAL	260	5777	373	6410

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	44	949	14	1007
8-9	61	1192	12	1265
9-10	41	905	10	956
3-4	54	1009	17	1080
4-5	108	1078	24	1210
5-6	96	1027	33	1156
TOTAL	404	6160	110	6674

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2122	10	3	13	11
2345	20	1	20	1
2009	25	0	23	1
2168	31	3	25	11
2207	32	1	38	5
2233	33	4	40	4
13084	151	12	159	33

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	17	131	47	195
8-9	28	332	50	410
9-10	32	148	44	224
3-4	25	133	48	206
4-5	25	231	47	303
5-6	28	239	41	308
TOTAL	155	1214	277	1646

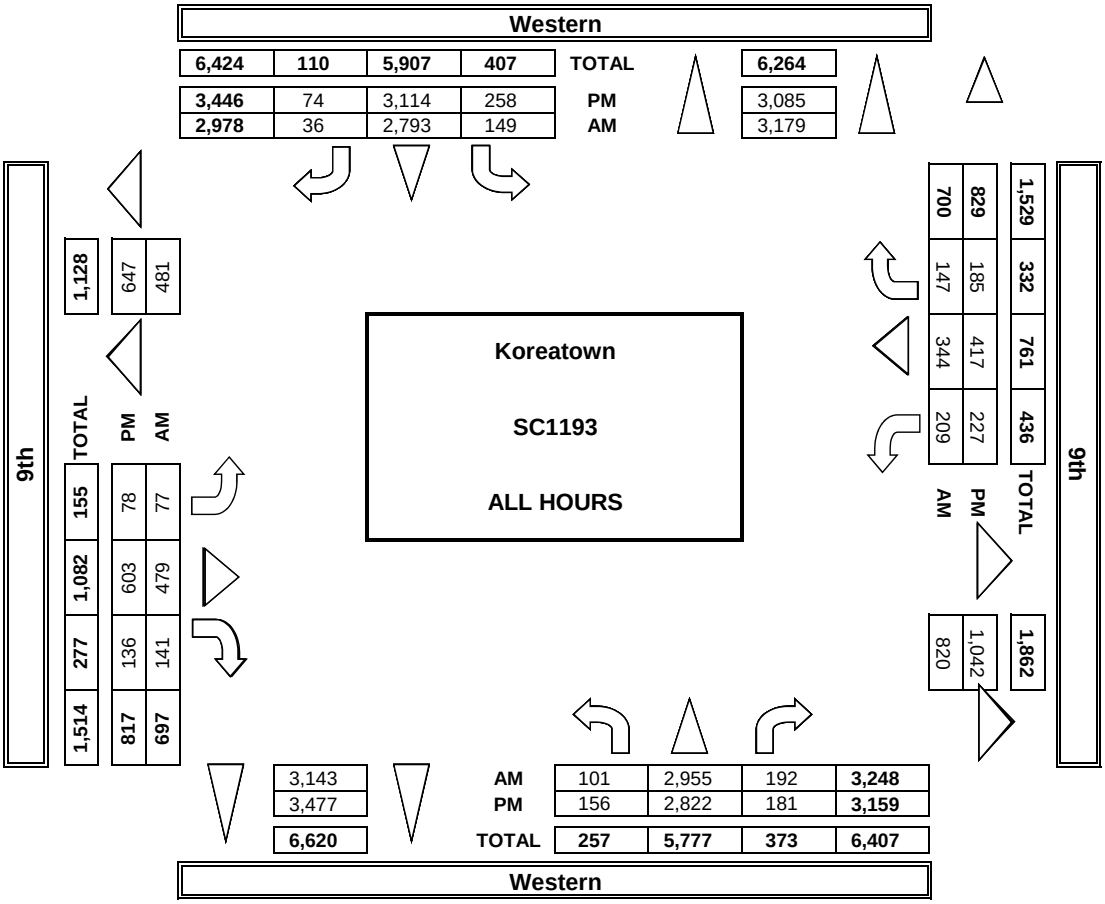
WESTBOUND Approach

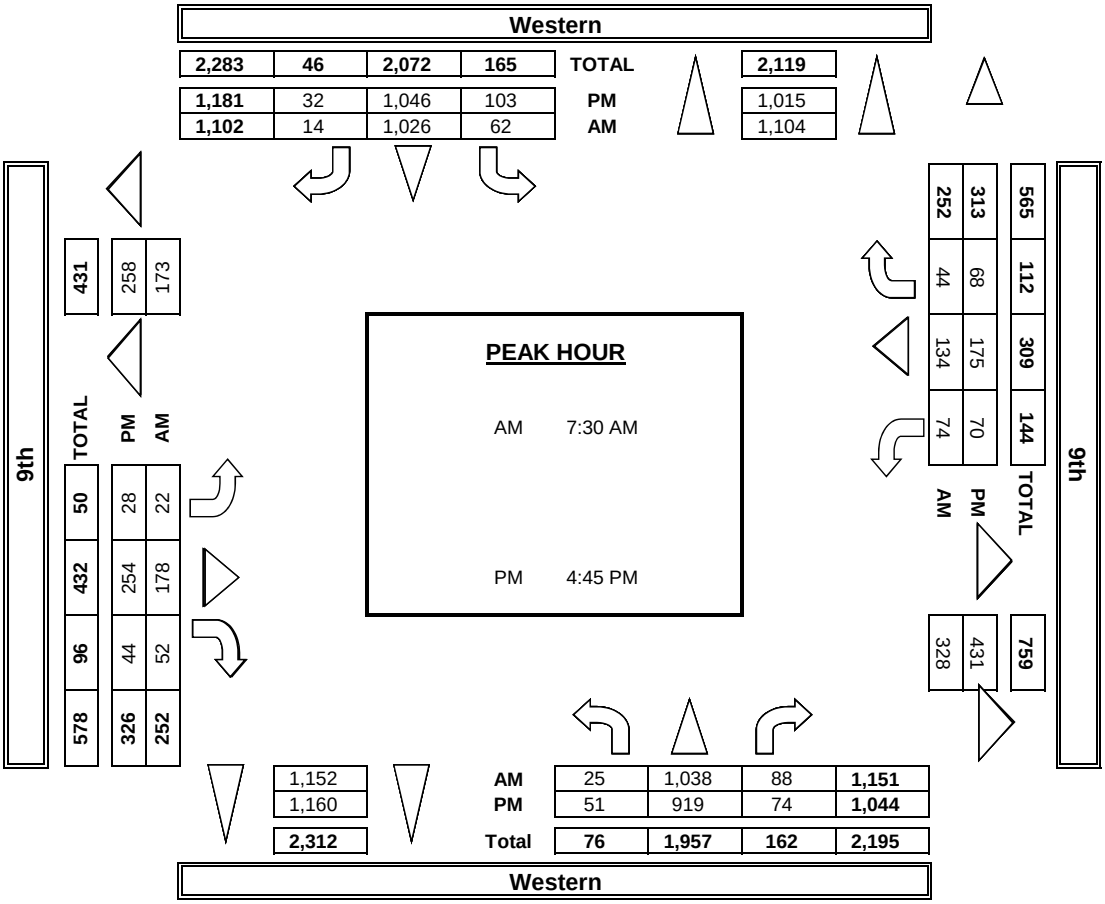
Hours	Lt	Th	Rt	Total
7-8	79	140	54	273
8-9	61	114	44	219
9-10	69	90	49	208
3-4	81	97	59	237
4-5	82	140	56	278
5-6	64	180	70	314
TOTAL	436	761	332	1529

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
468	19	7	17	3
629	23	1	23	2
432	42	0	32	0
443	37	8	56	6
581	60	7	79	3
622	53	2	68	2
3175	234	25	275	16

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T816

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jan 26, 17

LOCATION: Koreatown
NORTH & SOUTH: Western
EAST & WEST: 9th

PROJECT #: SC1193
LOCATION #: 2
CONTROL: SIGNAL

NOTES:
Queue SB PM

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

Add U-Turns to Left Turns

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND 9th			WESTBOUND 9th				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	7	216	18	9	195	5	4	23	15	23	32	18	565	0	0	0	0	0
	7:15 AM	7	258	6	8	237	3	5	23	6	14	44	11	622	0	0	0	0	0
	7:30 AM	3	268	18	11	264	2	3	44	14	19	25	17	688	0	0	0	0	0
	7:45 AM	8	276	30	16	253	4	5	41	12	23	39	8	715	0	0	0	0	0
	8:00 AM	7	235	28	20	270	3	4	46	14	19	37	8	691	0	0	0	0	0
	8:15 AM	7	259	12	15	239	5	10	47	12	13	33	11	663	0	0	0	0	0
	8:30 AM	14	241	13	10	235	2	7	52	13	13	23	9	632	0	0	0	0	0
	8:45 AM	9	240	15	19	195	2	7	55	11	16	21	16	606	0	0	0	0	0
	9:00 AM	9	223	5	8	219	2	9	42	15	13	31	15	591	0	0	0	0	0
	9:15 AM	8	244	13	12	228	2	4	35	8	18	15	11	598	0	0	0	0	0
	9:30 AM	11	246	17	14	237	3	6	34	9	22	22	13	634	0	0	0	0	0
	9:45 AM	11	249	17	7	221	3	13	37	12	16	22	10	618	0	0	0	0	0
	VOLUMES	101	2,955	192	149	2,793	36	77	479	141	209	344	147	7,623	0	0	0	0	0
	APPROACH %	3%	91%	6%	5%	94%	1%	11%	69%	20%	30%	49%	21%						
	APP/DEPART	3,248	/	3,179	2,978	/	3,143	697	/	820	700	/	481	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	25	1,038	88	62	1,026	14	22	178	52	74	134	44	2,757					
	APPROACH %	2%	90%	8%	6%	93%	1%	9%	71%	21%	29%	53%	17%						
	PEAK HR FACTOR		0.916			0.940			0.913			0.900		0.964					
	APP/DEPART	1,151	/	1,104	1,102	/	1,152	252	/	328	252	/	173	0					
PM	03:00 PM	12	240	13	13	250	5	6	34	10	19	22	13	637	0	0	0	0	0
	3:15 PM	10	243	11	14	239	3	5	33	13	22	26	14	633	0	0	0	0	0
	3:30 PM	14	254	15	11	257	4	8	31	11	17	24	17	663	0	0	0	0	0
	3:45 PM	12	251	13	16	263	5	6	35	14	23	25	15	678	0	0	0	0	0
	4:00 PM	15	234	14	27	271	6	7	53	15	24	36	21	723	0	0	0	0	0
	4:15 PM	14	203	11	28	261	7	5	56	9	23	27	11	655	0	0	0	0	0
	4:30 PM	15	235	15	25	275	3	7	50	10	17	41	11	704	0	0	0	0	0
	4:45 PM	9	213	16	28	271	8	6	72	13	18	36	13	703	0	0	0	0	0
	5:00 PM	14	233	28	20	253	3	9	59	10	14	38	14	695	0	0	0	0	0
	5:15 PM	13	216	14	25	274	8	9	66	9	20	50	20	724	0	0	0	0	0
	5:30 PM	15	257	16	30	248	13	4	57	12	18	51	21	742	0	0	0	0	0
	5:45 PM	13	243	15	21	252	9	6	57	10	12	41	15	694	0	0	0	0	0
	VOLUMES	156	2,822	181	258	3,114	74	78	603	136	227	417	185	8,251	0	0	0	0	0
	APPROACH %	5%	89%	6%	7%	90%	2%	10%	74%	17%	27%	50%	22%						
	APP/DEPART	3,159	/	3,085	3,446	/	3,477	817	/	1,042	829	/	647	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	51	919	74	103	1,046	32	28	254	44	70	175	68	2,864					
	APPROACH %	5%	88%	7%	9%	89%	3%	9%	78%	13%	22%	56%	22%						
	PEAK HR FACTOR		0.906			0.962			0.896			0.869		0.965					
	APP/DEPART	1,044	/	1,015	1,181	/	1,160	326	/	431	313	/	258	0					

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	3	2	2	3	10	2	2	1	2	7	1	0	1	0	2	0	0	0	1	1
	7:15 AM	8	3	6	6	23	3	3	4	4	14	1	0	1	0	2	4	0	1	2	7
	7:30 AM	10	7	8	10	35	5	4	6	5	20	0	0	1	3	4	5	3	1	2	11
	7:45 AM	8	2	7	11	28	3	1	6	8	18	3	1	0	1	5	2	0	1	2	5
	8:00 AM	3	8	9	8	28	2	7	5	6	20	0	0	2	1	3	1	1	2	1	5
	8:15 AM	9	2	7	9	27	9	2	6	8	25	0	0	1	1	2	0	0	0	0	0
	8:30 AM	6	5	7	5	23	4	4	6	4	18	2	1	1	1	5	0	0	0	0	0
	8:45 AM	7	7	8	10	32	5	7	6	5	23	2	0	2	5	9	0	0	0	0	0
	9:00 AM	7	3	3	6	19	5	3	3	5	16	1	0	0	1	2	1	0	0	0	1
	9:15 AM	7	8	12	13	40	4	7	11	13	35	3	1	1	0	5	0	0	0	0	0
	9:30 AM	4	8	12	12	36	3	8	9	11	31	1	0	3	1	5	0	0	0	0	0
	9:45 AM	14	8	11	13	46	11	7	9	13	40	3	1	2	0	6	0	0	0	0	0
	TOTAL	86	63	92	106	347	56	55	72	84	267	17	4	15	14	50	13	4	5	8	30
PM	3:00 PM	10	7	16	13	46	6	7	14	11	38	1	0	1	2	4	3	0	1	0	4
	3:15 PM	11	10	18	16	55	7	7	17	12	43	0	1	1	3	5	4	2	0	1	7
	3:30 PM	7	8	15	11	41	5	7	9	7	28	0	0	3	1	4	2	1	3	3	9
	3:45 PM	11	12	19	13	55	7	10	16	7	40	2	2	1	2	7	2	0	2	4	8
	4:00 PM	9	11	27	20	67	8	8	22	14	52	0	3	4	1	8	1	0	1	5	7
	4:15 PM	13	11	22	15	61	11	10	15	13	49	1	1	6	2	10	1	0	1	0	2
	4:30 PM	16	11	24	18	69	11	11	22	15	59	2	0	2	3	7	3	0	0	0	3
	4:45 PM	9	6	21	23	59	8	3	20	18	49	1	2	0	3	6	0	1	1	2	4
	5:00 PM	12	13	21	17	63	11	9	15	13	48	0	0	4	2	6	1	4	2	2	9
	5:15 PM	17	6	16	14	53	13	6	15	14	48	1	0	1	0	2	3	0	0	0	3
	5:30 PM	10	10	21	13	54	9	9	17	12	47	1	1	4	1	7	0	0	0	0	0
	5:45 PM	9	10	24	16	59	7	9	21	14	51	2	1	3	2	8	0	0	0	0	0
	TOTAL	134	115	244	189	682	103	96	203	150	552	11	11	30	22	74	20	8	11	17	56

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	2
THURSDAY	EAST & WEST:	9th	CONTROL:	SIGNAL

	NOTES:								
PCE	Class	1	2	3	4	5	6		
Adjusted	Factor	1	1.5	2	3	1.5	1.5		

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND 9th			WESTBOUND 9th				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	7	228	19	9	200	5	4	24	16	23	33	18	583					0
	7:15 AM	7	266	7	9	246	3	5	24	7	14	46	12	643					0
	7:30 AM	3	276	19	12	274	2	3	45	14	20	26	17	709					0
	7:45 AM	9	288	31	17	260	4	5	41	12	24	40	8	738					0
	8:00 AM	7	243	29	21	274	3	4	46	14	20	37	9	704					0
	8:15 AM	8	274	13	16	249	5	11	47	13	13	33	12	691					0
	8:30 AM	14	250	13	11	242	2	7	53	13	14	25	9	651					0
	8:45 AM	9	245	15	20	202	2	7	55	12	16	22	16	620					0
	9:00 AM	10	232	5	8	228	2	9	42	16	13	31	15	610					0
	9:15 AM	8	255	15	13	237	2	4	36	8	19	15	12	622					0
	9:30 AM	12	253	18	15	244	3	7	34	9	23	23	14	652					0
	9:45 AM	11	255	18	9	227	3	13	37	12	17	22	11	633					0
	VOLUMES	103	3,062	198	157	2,879	36	78	482	144	214	352	151	7,855	0	0	0	0	0
	APPROACH %	3%	91%	6%	5%	94%	1%	11%	69%	20%	30%	49%	21%						
	APP/DEPART	3,363	/	3,291	3,072	/	3,237	704	/	837	717	/	491	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	26	1,081	90	65	1,056	14	23	179	53	76	136	46	2,842					
	APPROACH %	2%	90%	8%	6%	93%	1%	9%	70%	21%	30%	53%	18%						
	PEAK HR FACTOR		0.915			0.955			0.905			0.894		0.963					
	APP/DEPART	1,197	/	1,149	1,135	/	1,184	254	/	334	258	/	176	0					
PM	03:00 PM	12	247	13	13	256	6	6	34	10	20	22	13	650					0
	3:15 PM	10	251	12	15	245	4	5	33	13	23	27	15	650					0
	3:30 PM	14	261	15	11	265	4	8	31	11	19	25	17	680					0
	3:45 PM	12	255	13	17	271	5	6	35	14	23	25	15	690					0
	4:00 PM	15	238	15	30	282	6	8	54	15	25	37	21	743					0
	4:15 PM	14	209	12	28	272	8	5	56	10	24	28	12	676					0
	4:30 PM	15	241	16	26	281	3	8	51	11	18	42	11	720					0
	4:45 PM	9	220	17	29	282	9	7	72	13	18	36	13	724					0
	5:00 PM	14	235	28	21	259	3	9	60	10	14	38	14	705					0
	5:15 PM	13	224	16	26	282	8	9	66	10	20	52	21	745					0
	5:30 PM	15	261	16	31	255	13	4	57	12	19	52	21	755					0
	5:45 PM	13	246	16	21	259	9	7	57	11	13	42	16	707					0
	VOLUMES	156	2,885	186	266	3,206	76	81	606	139	234	423	187	8,443	0	0	0	0	0
	APPROACH %	5%	89%	6%	7%	90%	2%	10%	73%	17%	28%	50%	22%						
	APP/DEPART	3,227	/	3,152	3,548	/	3,578	825	/	1,058	844	/	655	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	51	940	77	107	1,078	33	29	255	45	71	177	69	2,929					
	APPROACH %	5%	88%	7%	9%	89%	3%	9%	78%	14%	22%	56%	22%						
	PEAK HR FACTOR		0.914			0.952			0.894			0.859		0.970					
	APP/DEPART	1,067	/	1,037	1,217	/	1,193	329	/	438	316	/	261	0					

Western

NORTH SIDE

9th WEST SIDE EAST SIDE **9th**

SOUTH SIDE

Western

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

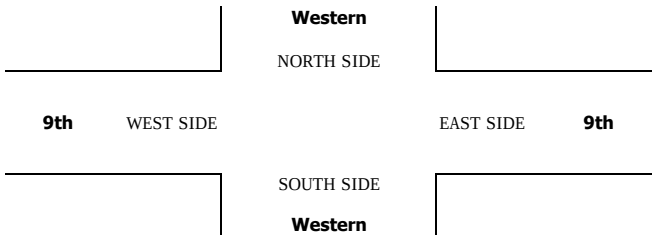
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	2
THURSDAY	EAST & WEST:	9th	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND 9th			WESTBOUND 9th				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	7	193	17	9	186	5	4	22	14	23	31	18	529	0	0	0	0	0
	7:15 AM	7	242	5	7	220	3	5	22	5	14	40	10	580	0	0	0	0	0
	7:30 AM	3	252	17	9	245	2	3	43	14	18	23	17	646	0	0	0	0	0
	7:45 AM	7	252	29	14	239	4	5	41	12	21	37	8	669	0	0	0	0	0
	8:00 AM	7	220	27	19	263	3	4	46	14	18	37	7	665	0	0	0	0	0
	8:15 AM	6	229	11	14	220	5	9	47	11	13	33	9	607	0	0	0	0	0
	8:30 AM	14	224	13	9	221	2	7	51	13	12	19	9	594	0	0	0	0	0
	8:45 AM	9	230	15	18	181	2	7	55	10	16	20	16	579	0	0	0	0	0
	9:00 AM	8	205	5	8	201	2	9	42	14	13	31	15	553	0	0	0	0	0
	9:15 AM	8	223	10	10	211	2	4	33	8	16	15	10	550	0	0	0	0	0
	9:30 AM	10	233	16	12	224	3	5	34	9	21	20	11	598	0	0	0	0	0
	9:45 AM	11	238	16	4	210	3	13	37	12	14	22	9	589	0	0	0	0	0
	VOLUMES	97	2,741	181	133	2,621	36	75	473	136	199	328	139	7,159	0	0	0	0	0
	APPROACH %	3%	91%	6%	5%	94%	1%	11%	69%	20%	30%	49%	21%						
	APP/DEPART	3,019	/	2,955	2,790	/	2,956	684	/	787	666	/	461	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	23	953	84	56	967	14	21	177	51	70	130	41	2,587					
	APPROACH %	2%	90%	8%	5%	93%	1%	8%	71%	20%	29%	54%	17%						
	PEAK HR FACTOR		0.920			0.910			0.929			0.913		0.967					
	APP/DEPART	1,060	/	1,015	1,037	/	1,088	249	/	317	241	/	167	0					
PM	03:00 PM	12	227	13	13	239	4	6	34	10	18	22	13	611	0	0	0	0	0
	3:15 PM	10	228	10	13	228	2	5	33	13	21	24	13	600	0	0	0	0	0
	3:30 PM	14	241	15	11	241	4	8	31	11	14	23	17	630	0	0	0	0	0
	3:45 PM	12	244	13	14	248	5	6	35	14	23	25	15	654	0	0	0	0	0
	4:00 PM	15	227	13	22	250	6	6	51	15	22	35	21	683	0	0	0	0	0
	4:15 PM	14	191	10	28	239	6	5	56	8	21	26	10	614	0	0	0	0	0
	4:30 PM	15	224	14	24	264	3	6	49	8	15	39	11	672	0	0	0	0	0
	4:45 PM	9	200	14	26	249	7	4	72	13	18	36	13	661	0	0	0	0	0
	5:00 PM	14	229	28	19	241	3	9	57	10	14	38	14	676	0	0	0	0	0
	5:15 PM	13	200	11	23	259	8	9	66	7	20	47	19	682	0	0	0	0	0
	5:30 PM	15	249	16	28	234	13	4	57	12	17	50	21	716	0	0	0	0	0
	5:45 PM	13	237	14	21	239	9	5	57	9	11	40	14	669	0	0	0	0	0
	VOLUMES	156	2,697	171	242	2,931	70	73	598	130	214	405	181	7,868	0	0	0	0	0
	APPROACH %	5%	89%	6%	7%	90%	2%	9%	75%	16%	27%	51%	23%						
	APP/DEPART	3,024	/	2,951	3,243	/	3,275	801	/	1,011	800	/	631	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	55	915	69	91	973	33	27	237	38	62	175	68	2,743					
	APPROACH %	5%	88%	7%	8%	89%	3%	9%	78%	13%	20%	57%	22%						
	PEAK HR FACTOR		0.928			0.946			0.921			0.866		0.958					
	APP/DEPART	1,039	/	1,010	1,097	/	1,073	302	/	397	305	/	263	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

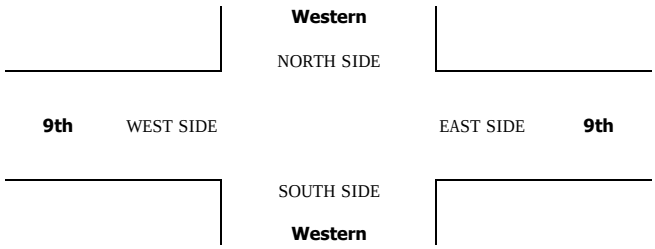
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	2
THURSDAY	EAST & WEST:	9th	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND 9th			WESTBOUND 9th				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	13	0	0	6	0	0	0	1	0	1	0	21	0	0	0	0	0
	7:15 AM	0	9	1	1	12	0	0	1	1	0	2	1	28	0	0	0	0	0
	7:30 AM	0	11	1	1	14	0	0	1	0	0	2	0	30	0	0	0	0	0
	7:45 AM	1	17	1	2	10	0	0	0	0	2	2	0	35	0	0	0	0	0
	8:00 AM	0	12	1	0	3	0	0	0	0	1	0	1	18	0	0	0	0	0
	8:15 AM	1	24	1	0	14	0	1	0	1	0	0	2	44	0	0	0	0	0
	8:30 AM	0	13	0	0	5	0	0	1	0	1	4	0	24	0	0	0	0	0
	8:45 AM	0	8	0	0	12	0	0	0	1	0	1	0	22	0	0	0	0	0
	9:00 AM	1	11	0	0	16	0	0	0	0	0	0	0	28	0	0	0	0	0
	9:15 AM	0	18	3	1	11	0	0	2	0	2	0	1	38	0	0	0	0	0
	9:30 AM	1	10	1	1	11	0	1	0	0	1	2	2	30	0	0	0	0	0
	9:45 AM	0	9	1	2	7	0	0	0	0	2	0	1	22	0	0	0	0	0
	VOLUMES	4	155	10	8	121	0	2	5	4	9	14	8	340	0	0	0	0	0
	APPROACH %	2%	92%	6%	6%	94%	0%	18%	45%	36%	29%	45%	26%						
	APP/DEPART	169	/	165	129	/	134	11	/	23	31	/	18	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	2	64	4	3	41	0	1	1	1	3	4	3	127					
	APPROACH %	3%	91%	6%	7%	93%	0%	33%	33%	33%	30%	40%	30%						
	PEAK HR FACTOR		0.673			0.733			0.375			0.625		0.722					
	APP/DEPART	70	/	68	44	/	45	3	/	8	10	/	6	0					
PM	03:00 PM	0	9	0	0	8	1	0	0	0	1	0	0	19	0	0	0	0	0
	3:15 PM	0	10	1	1	7	1	0	0	0	1	1	1	23	0	0	0	0	0
	3:30 PM	0	7	0	0	12	0	0	0	0	2	1	0	22	0	0	0	0	0
	3:45 PM	0	3	0	2	11	0	0	0	0	0	0	0	16	0	0	0	0	0
	4:00 PM	0	4	1	3	15	0	1	1	0	2	1	0	28	0	0	0	0	0
	4:15 PM	0	5	1	0	15	1	0	0	1	2	0	1	26	0	0	0	0	0
	4:30 PM	0	7	1	1	8	0	1	1	0	1	1	0	21	0	0	0	0	0
	4:45 PM	0	9	2	0	13	1	2	0	0	0	0	0	27	0	0	0	0	0
	5:00 PM	0	3	0	1	7	0	0	2	0	0	0	0	13	0	0	0	0	0
	5:15 PM	0	12	1	2	15	0	0	0	2	0	3	0	35	0	0	0	0	0
	5:30 PM	0	5	0	1	8	0	0	0	0	1	1	0	16	0	0	0	0	0
	5:45 PM	0	4	1	0	11	0	1	0	1	1	1	1	21	0	0	0	0	0
	VOLUMES	0	78	8	11	130	4	5	4	4	11	9	3	267	0	0	0	0	0
	APPROACH %	0%	91%	9%	8%	90%	3%	38%	31%	31%	48%	39%	13%						
	APP/DEPART	86	/	86	145	/	145	13	/	23	23	/	13	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	25	5	4	51	2	4	2	1	5	2	1	102					
	APPROACH %	0%	83%	17%	7%	89%	4%	57%	29%	14%	63%	25%	13%						
	PEAK HR FACTOR		0.682			0.792			0.875			0.667		0.911					
	APP/DEPART	30	/	30	57	/	57	7	/	11	8	/	4	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

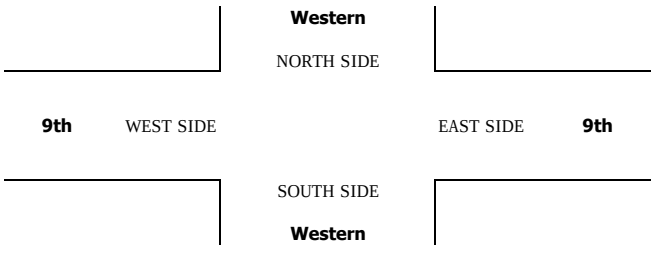
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	2
THURSDAY	EAST & WEST:	9th	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND 9th			WESTBOUND 9th				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

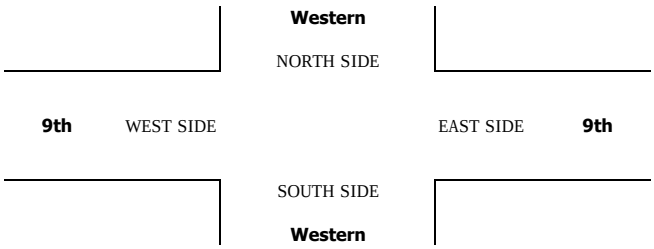
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	2
THURSDAY	EAST & WEST:	9th	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND 9th			WESTBOUND 9th				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

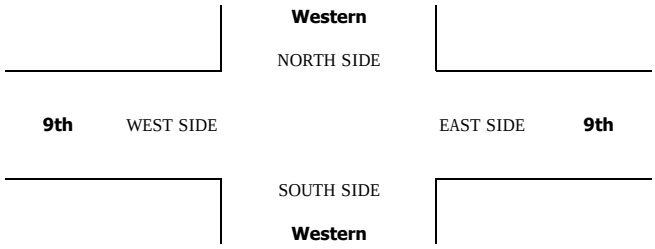
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	2
THURSDAY	EAST & WEST:	9th	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND 9th			WESTBOUND 9th				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

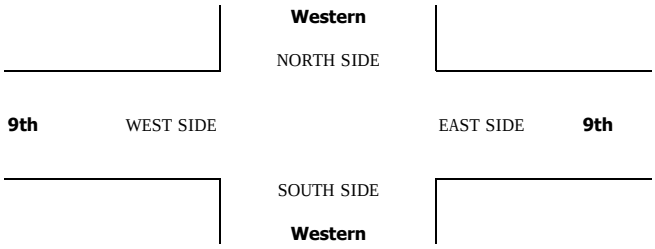
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	2
THURSDAY	EAST & WEST:	9th	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND 9th			WESTBOUND 9th				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	10	1	0	3	0	0	1	0	0	0	0	15	0	0	0	0	0
	7:15 AM	0	7	0	0	5	0	0	0	0	0	2	0	14	0	0	0	0	0
	7:30 AM	0	5	0	1	5	0	0	0	0	1	0	0	12	0	0	0	0	0
	7:45 AM	0	7	0	0	4	0	0	0	0	0	0	0	11	0	0	0	0	0
	8:00 AM	0	3	0	1	4	0	0	0	0	0	0	0	8	0	0	0	0	0
	8:15 AM	0	6	0	1	5	0	0	0	0	0	0	0	12	0	0	0	0	0
	8:30 AM	0	4	0	1	9	0	0	0	0	0	0	0	14	0	0	0	0	0
	8:45 AM	0	2	0	1	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	9:00 AM	0	7	0	0	2	0	0	0	1	0	0	0	10	0	0	0	0	0
	9:15 AM	0	3	0	1	6	0	0	0	0	0	0	0	10	0	0	0	0	0
	9:30 AM	0	3	0	1	2	0	0	0	0	0	0	0	6	0	0	0	0	0
	9:45 AM	0	2	0	1	4	0	0	0	0	0	0	0	7	0	0	0	0	0
	VOLUMES	0	59	1	8	51	0	0	1	1	1	2	0	124	0	0	0	0	0
	APPROACH %	0%	98%	2%	14%	86%	0%	0%	50%	50%	33%	67%	0%						
	APP/DEPART	60	/	59	59	/	53	2	/	10	3	/	2	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	29	1	1	17	0	0	1	0	1	2	0	52					
	APPROACH %	0%	97%	3%	6%	94%	0%	0%	100%	0%	33%	67%	0%						
	PEAK HR FACTOR		0.682			0.750			0.250			0.375		0.867					
	APP/DEPART	30	/	29	18	/	18	1	/	3	3	/	2	0					
PM	03:00 PM	0	4	0	0	3	0	0	0	0	0	0	0	7	0	0	0	0	0
	3:15 PM	0	5	0	0	4	0	0	0	0	0	1	0	10	0	0	0	0	0
	3:30 PM	0	6	0	0	4	0	0	0	0	1	0	0	11	0	0	0	0	0
	3:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	8	0	0	0	0	0
	4:00 PM	0	3	0	2	6	0	0	1	0	0	0	0	12	0	0	0	0	0
	4:15 PM	0	7	0	0	7	0	0	0	0	0	1	0	15	0	0	0	0	0
	4:30 PM	0	4	0	0	3	0	0	0	2	1	1	0	11	0	0	0	0	0
	4:45 PM	0	4	0	2	9	0	0	0	0	0	0	0	15	0	0	0	0	0
	5:00 PM	0	1	0	0	5	0	0	0	0	0	0	0	6	0	0	0	0	0
	5:15 PM	0	4	2	0	0	0	0	0	0	0	0	1	7	0	0	0	0	0
	5:30 PM	0	3	0	1	6	0	0	0	0	0	0	0	10	0	0	0	0	0
	5:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	VOLUMES	0	47	2	5	53	0	0	1	2	2	3	1	116	0	0	0	0	0
	APPROACH %	0%	96%	4%	9%	91%	0%	0%	33%	67%	33%	50%	17%						
	APP/DEPART	49	/	48	58	/	57	3	/	8	6	/	3	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	18	0	4	25	0	0	1	2	1	2	0	53					
	APPROACH %	0%	100%	0%	14%	86%	0%	0%	33%	67%	33%	67%	0%						
	PEAK HR FACTOR		0.643			0.659			0.375			0.375		0.883					
	APP/DEPART	18	/	18	29	/	28	3	/	5	3	/	2	0					



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North / Sounth: Western

East/West: San Marino

Day: THURSDAY Date: January 26, 2017 Weather: Sunny

Hours:

School Da: Yes District: I/S CODE:

	N/B	S/B	E/B	W/B
DUAL-WHEELED	262	278	15	21
BIKES	47	41	6	3
BUSES	96	111	6	18

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	310	7:45:00 AM	278	7:45:00 AM	48	8:30:00 AM	40	9:30:00 AM
PM PK 15 MIN	289	5:30:00 PM	286	7:45:00 AM	48	8:30:00 AM	53	9:30:00 AM
AM PK HOUR	1147	7:30:00 AM	1102	7:30:00 AM	154	8:00:00 AM	127	9:00:00 AM
PM PK HOUR	1104	5:00:00 PM	1188	4:00:00 PM	252	5:00:00 PM	246	3:15:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	10	1103	10	1123
8-9	10	1051	13	1074
9-10	18	1042	43	1103
3-4	28	995	58	1081
4-5	27	929	78	1034
5-6	32	996	76	1104
TOTAL	125	6116	278	6519

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	16	1001	6	1023
8-9	35	1259	17	1311
9-10	29	948	18	995
3-4	28	1077	29	1134
4-5	50	1108	30	1188
5-6	38	1061	24	1123
TOTAL	196	6454	124	6774

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2146	7	3	7	3
2385	13	3	11	2
2098	19	1	15	0
2215	13	4	19	0
2222	8	4	27	2
2227	11	1	28	2
13293	71	16	107	9

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	26	25	68	119
8-9	33	81	66	180
9-10	15	56	53	124
3-4	20	95	36	151
4-5	16	109	48	173
5-6	22	183	47	252
TOTAL	132	549	318	999

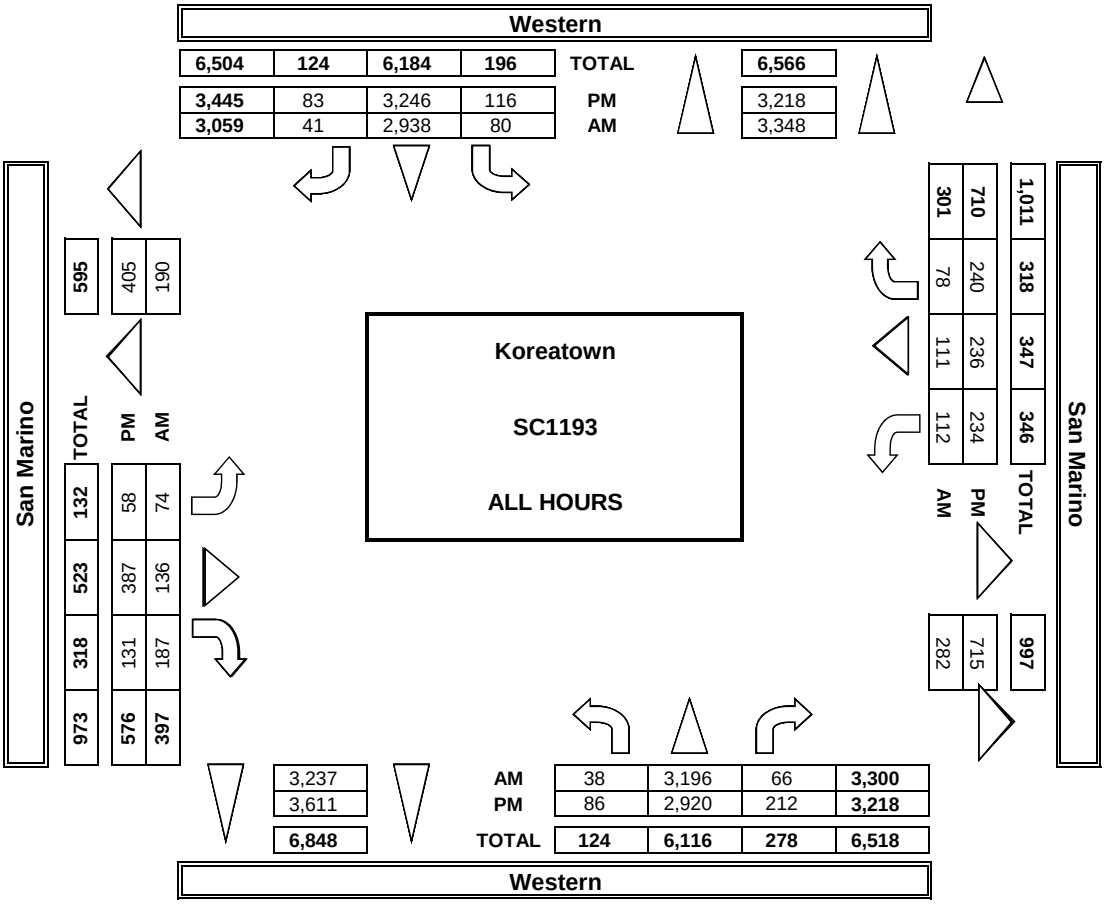
WESTBOUND Approach

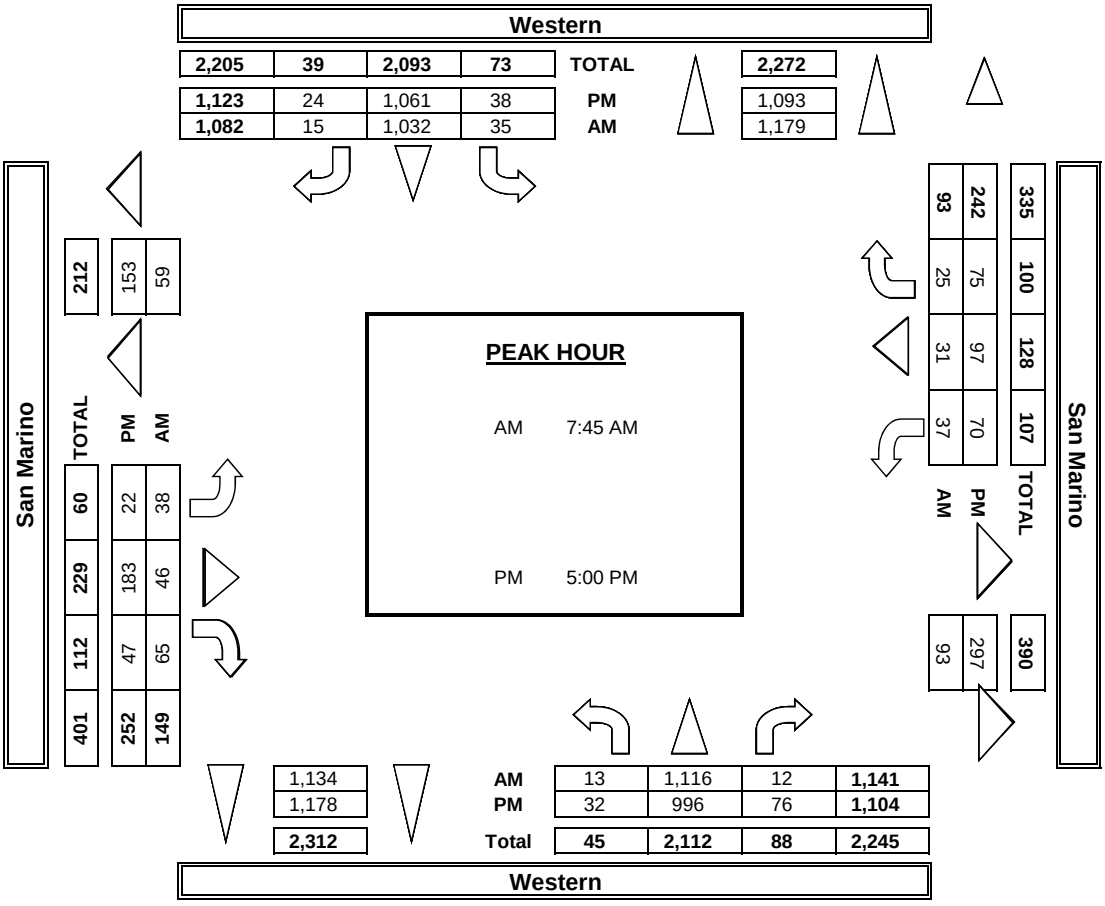
Hours	Lt	Th	Rt	Total
7-8	31	28	18	77
8-9	36	35	26	97
9-10	45	48	34	127
3-4	89	70	78	237
4-5	75	69	87	231
5-6	70	97	75	242
TOTAL	346	347	318	1011

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
196	11	4	18	6
277	11	2	31	3
251	10	0	53	2
388	19	0	60	3
404	19	2	77	8
494	10	0	71	0
2010	80	8	310	22

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T816

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jan 26, 17

LOCATION: Koreatown
NORTH & SOUTH: Western
EAST & WEST: San Marino

PROJECT #: SC1193
LOCATION #: 3
CONTROL: SIGNAL

NOTES:
Queue SB PM Construction EB 7.00 - 8.25

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

Add U-Turns to Left Turns

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND San Marino			WESTBOUND San Marino				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	3	258	5	3	228	1	6	7	16	8	8	6	549	0	0	0	0	0
	7:15 AM	1	249	3	4	237	2	3	4	20	8	10	5	546	0	0	0	0	0
	7:30 AM	1	292	1	3	266	1	5	7	17	7	5	2	607	0	0	0	0	0
	7:45 AM	5	304	1	6	270	2	12	7	15	8	5	5	640	0	0	0	0	0
	8:00 AM	3	265	0	7	261	9	14	8	16	8	1	5	597	0	0	0	0	0
	8:15 AM	4	268	3	12	262	3	6	12	11	14	11	8	614	0	0	0	0	0
	8:30 AM	1	279	8	10	239	1	6	19	23	7	14	7	614	0	0	0	0	0
	8:45 AM	2	239	2	6	227	4	7	16	16	7	9	6	541	0	0	0	0	0
	9:00 AM	7	265	9	4	242	3	3	10	11	6	4	7	571	0	0	0	0	0
	9:15 AM	4	235	6	7	227	6	5	10	17	22	9	6	554	0	0	0	0	0
	9:30 AM	4	280	11	8	240	4	5	18	13	11	15	14	623	0	0	0	0	0
	9:45 AM	3	262	17	10	239	5	2	18	12	6	20	7	601	0	0	0	0	0
	VOLUMES	38	3,196	66	80	2,938	41	74	136	187	112	111	78	7,057	0	0	0	0	0
	APPROACH %	1%	97%	2%	3%	96%	1%	19%	34%	47%	37%	37%	26%						
	APP/DEPART	3,300	/	3,348	3,059	/	3,237	397	/	282	301	/	190	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	13	1,116	12	35	1,032	15	38	46	65	37	31	25	2,465					
	APPROACH %	1%	98%	1%	3%	95%	1%	26%	31%	44%	40%	33%	27%						
	PEAK HR FACTOR		0.920			0.973			0.776			0.705		0.963					
	APP/DEPART	1,141	/	1,179	1,082	/	1,134	149	/	93	93	/	59	0					
PM	03:00 PM	8	240	13	6	275	5	6	29	9	18	15	20	644	0	0	0	0	0
	3:15 PM	3	237	12	11	274	6	11	16	9	27	16	21	643	0	0	0	0	0
	3:30 PM	9	257	13	8	270	9	3	26	10	22	17	19	663	0	0	0	0	0
	3:45 PM	8	261	20	3	258	9	0	24	8	22	22	18	653	0	0	0	0	0
	4:00 PM	5	244	15	16	270	6	3	31	10	22	19	21	662	0	0	0	0	0
	4:15 PM	9	220	26	8	271	12	3	30	10	18	14	27	648	0	0	0	0	0
	4:30 PM	5	233	16	12	282	4	5	27	16	14	19	20	653	0	0	0	0	0
	4:45 PM	7	232	21	14	285	8	5	21	12	21	17	19	662	0	0	0	0	0
	5:00 PM	5	243	20	18	257	4	4	40	10	9	14	18	642	0	0	0	0	0
	5:15 PM	9	254	15	7	272	5	5	41	14	21	27	17	687	0	0	0	0	0
	5:30 PM	9	257	18	8	267	9	8	60	14	18	36	18	722	0	0	0	0	0
	5:45 PM	9	242	23	5	265	6	5	42	9	22	20	22	670	0	0	0	0	0
	VOLUMES	86	2,920	212	116	3,246	83	58	387	131	234	236	240	7,949	0	0	0	0	0
	APPROACH %	3%	91%	7%	3%	94%	2%	10%	67%	23%	33%	33%	34%						
	APP/DEPART	3,218	/	3,218	3,445	/	3,611	576	/	715	710	/	405	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	32	996	76	38	1,061	24	22	183	47	70	97	75	2,721					
	APPROACH %	3%	90%	7%	3%	94%	2%	9%	73%	19%	29%	40%	31%						
	PEAK HR FACTOR		0.972			0.989			0.768			0.840		0.942					
	APP/DEPART	1,104	/	1,093	1,123	/	1,178	252	/	297	242	/	153	0					

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	4	4	6	2	16	4	3	6	2	15	0	1	0	0	1	0	0	0	0	0
	7:15 AM	3	2	7	2	14	2	0	4	2	8	0	0	1	0	1	1	2	2	0	5
	7:30 AM	0	4	9	10	23	0	3	5	5	13	0	0	1	4	5	0	1	3	1	5
	7:45 AM	3	2	4	6	15	1	1	3	2	7	0	1	0	1	2	2	0	1	3	6
	8:00 AM	3	5	12	6	26	2	5	10	5	22	0	0	1	0	1	1	0	1	1	3
	8:15 AM	4	4	10	5	23	4	3	7	3	17	0	0	3	2	5	0	1	0	0	1
	8:30 AM	3	4	8	3	18	2	3	6	1	12	0	0	0	1	1	1	1	2	1	5
	8:45 AM	3	3	9	6	21	3	2	8	2	15	0	0	1	4	5	0	1	0	0	1
	9:00 AM	2	8	16	4	30	2	8	14	3	27	0	0	1	1	2	0	0	1	0	1
	9:15 AM	6	2	13	4	25	6	2	12	2	22	0	0	1	2	3	0	0	0	0	0
	9:30 AM	3	8	18	4	33	3	8	15	2	28	0	0	2	2	4	0	0	1	0	1
	9:45 AM	4	2	14	3	23	4	1	12	3	20	0	0	2	0	2	0	1	0	0	1
	TOTAL	38	48	126	55	267	33	39	102	32	206	0	2	13	17	32	5	7	11	6	29
PM	3:00 PM	5	5	20	11	41	5	5	20	6	36	0	0	0	5	5	0	0	0	0	0
	3:15 PM	12	2	10	9	33	12	2	7	6	27	0	0	3	3	6	0	0	0	0	0
	3:30 PM	1	6	19	3	29	1	3	14	2	20	0	0	4	1	5	0	3	1	0	4
	3:45 PM	1	4	22	7	34	1	3	19	5	28	0	0	1	2	3	0	1	2	0	3
	4:00 PM	6	7	23	9	45	6	4	17	5	32	0	2	2	4	8	0	1	4	0	5
	4:15 PM	14	4	21	10	49	13	1	15	8	37	0	0	4	1	5	1	3	2	1	7
	4:30 PM	7	1	26	3	37	5	1	22	1	29	1	0	4	2	7	1	0	0	0	1
	4:45 PM	3	2	26	9	40	3	2	23	5	33	0	0	1	3	4	0	0	2	1	3
	5:00 PM	6	4	21	4	35	5	3	17	3	28	1	0	4	1	6	0	1	0	0	1
	5:15 PM	10	3	27	2	42	8	2	24	2	36	0	1	3	0	4	2	0	0	0	2
	5:30 PM	9	4	18	4	35	8	3	16	3	30	1	1	2	1	5	0	0	0	0	0
	5:45 PM	7	3	20	3	33	7	3	14	2	26	0	0	6	1	7	0	0	0	0	0
	TOTAL	81	45	253	74	453	74	32	208	48	362	3	4	34	24	65	4	9	11	2	26

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	3
THURSDAY	EAST & WEST:	San Marino	CONTROL:	SIGNAL

NOTES:

PCE Adjusted									
Class	1	2	3	4	5	6			
Factor	1	1.5	2	3	1.5	1.5			

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND San Marino			WESTBOUND San Marino				U-TURNS				
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	3	273	5	4	233	1	6	8	17	8	8	7	571					0
7:15 AM	1	254	3	4	244	2	3	5	20	8	10	6	559					0
7:30 AM	1	302	1	3	276	1	5	8	18	7	5	3	628					0
7:45 AM	5	316	1	6	280	2	12	7	15	8	6	5	662					0
8:00 AM	3	276	0	7	267	9	14	8	16	9	1	6	616					0
8:15 AM	4	281	3	12	271	3	6	12	11	15	11	9	637					0
8:30 AM	1	287	8	10	248	1	6	19	23	8	14	8	632					0
8:45 AM	3	245	2	6	234	4	7	17	16	7	10	6	555					0
9:00 AM	8	272	10	5	251	3	3	10	11	6	4	8	590					0
9:15 AM	5	245	6	7	235	6	5	11	17	23	9	7	574					0
9:30 AM	4	290	11	9	249	4	5	18	13	12	15	14	643					0
9:45 AM	3	269	17	10	246	5	2	19	13	6	21	8	616					0
VOLUMES	40	3,308	67	82	3,031	41	74	140	189	116	113	83	7,280	0	0	0	0	0
APPROACH %	1%	97%	2%	3%	96%	1%	18%	35%	47%	37%	36%	27%						
APP/DEPART	3,414	/	3,464	3,154	/	3,335	402	/	288	311	/	194	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	13	1,160	12	35	1,065	15	38	46	65	39	32	27	2,546					
APPROACH %	1%	98%	1%	3%	96%	1%	26%	31%	44%	40%	32%	27%						
PEAK HR FACTOR		0.920			0.970			0.776			0.713		0.961					
APP/DEPART	1,185	/	1,225	1,115	/	1,169	149	/	93	97	/	60	0					
03:00 PM	8	249	13	6	285	5	7	30	9	18	15	21	664					0
3:15 PM	3	242	12	12	283	7	12	16	10	27	16	21	659					0
3:30 PM	9	264	14	8	277	9	3	26	10	22	17	20	678					0
3:45 PM	8	267	20	3	267	10	0	25	8	22	23	19	670					0
4:00 PM	5	248	15	17	279	6	3	32	10	23	19	22	677					0
4:15 PM	10	226	27	9	281	12	3	30	10	19	14	28	667					0
4:30 PM	5	238	17	12	290	4	5	27	16	14	20	21	667					0
4:45 PM	7	237	22	14	296	8	5	21	12	21	18	20	679					0
5:00 PM	5	246	21	18	263	5	5	41	11	9	15	19	655					0
5:15 PM	9	261	15	7	281	5	5	41	14	21	28	17	703					0
5:30 PM	9	261	19	8	274	9	8	61	14	18	36	19	734					0
5:45 PM	10	245	23	5	270	6	5	42	9	22	20	23	679					0
VOLUMES	87	2,980	216	118	3,343	85	60	390	132	235	239	246	8,130	0	0	0	0	0
APPROACH %	3%	91%	7%	3%	94%	2%	10%	67%	23%	33%	33%	34%						
APP/DEPART	3,283	/	3,286	3,545	/	3,710	582	/	723	720	/	411	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	30	1,004	76	47	1,113	27	23	163	51	69	96	74	2,771					
APPROACH %	3%	90%	7%	4%	94%	2%	10%	69%	21%	29%	40%	31%						
PEAK HR FACTOR		0.962			0.934			0.715			0.822		0.944					
APP/DEPART	1,110	/	1,100	1,187	/	1,233	236	/	286	239	/	153	0					

Western

NORTH SIDE

San Marino WEST SIDE EAST SIDE **San Marino**

SOUTH SIDE

Western

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

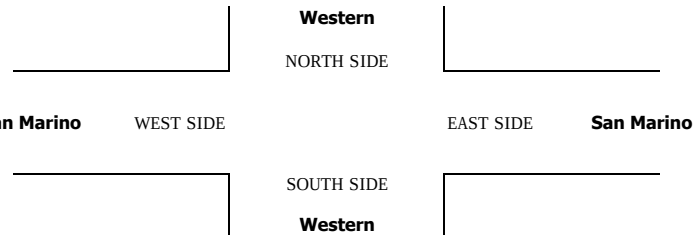
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	3
THURSDAY	EAST & WEST:	San Marino	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Western)			SOUTHBOUND (Western)			EASTBOUND (San Marino)			WESTBOUND (San Marino)				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	3	229	5	2	218	1	6	6	15	8	8	5	506	0	0	0	0	0
	7:15 AM	1	239	3	4	224	2	3	3	20	8	10	4	521	0	0	0	0	0
	7:30 AM	1	273	1	3	247	1	5	5	16	7	5	1	565	0	0	0	0	0
	7:45 AM	5	280	1	6	251	2	12	7	15	8	4	5	596	0	0	0	0	0
	8:00 AM	3	243	0	7	249	9	14	8	16	6	1	4	560	0	0	0	0	0
	8:15 AM	4	242	3	12	244	3	6	12	11	13	11	7	568	0	0	0	0	0
	8:30 AM	1	263	8	10	222	1	6	19	23	6	14	6	579	0	0	0	0	0
	8:45 AM	1	228	2	6	213	4	7	15	16	7	8	6	513	0	0	0	0	0
	9:00 AM	5	251	8	3	224	3	3	10	11	6	4	6	534	0	0	0	0	0
	9:15 AM	3	216	6	7	212	6	5	9	17	20	9	5	515	0	0	0	0	0
	9:30 AM	4	260	11	7	222	4	5	18	13	10	15	14	583	0	0	0	0	0
	9:45 AM	3	249	17	10	226	5	2	17	11	6	19	6	571	0	0	0	0	0
	VOLUMES	34	2,973	65	77	2,752	41	74	129	184	105	108	69	6,611	0	0	0	0	0
	APPROACH %	1%	97%	2%	3%	96%	1%	19%	33%	48%	37%	38%	24%						
	APP/DEPART	3,072	/	3,116	2,870	/	3,041	387	/	271	282	/	183	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	13	1,028	12	35	966	15	38	46	65	33	30	22	2,303					
	APPROACH %	1%	98%	1%	3%	95%	1%	26%	31%	44%	39%	35%	26%						
	PEAK HR FACTOR		0.920			0.958			0.776			0.685		0.966					
	APP/DEPART	1,053	/	1,088	1,016	/	1,064	149	/	93	85	/	58	0					
PM	03:00 PM	8	223	13	6	256	5	4	28	9	18	15	19	604	0	0	0	0	0
	3:15 PM	3	228	12	10	256	5	10	16	8	27	16	21	612	0	0	0	0	0
	3:30 PM	9	243	12	8	256	9	3	26	10	22	17	18	633	0	0	0	0	0
	3:45 PM	8	249	20	3	241	8	0	23	8	22	21	16	619	0	0	0	0	0
	4:00 PM	5	237	15	15	252	6	3	30	10	21	19	20	633	0	0	0	0	0
	4:15 PM	8	209	24	7	251	12	3	30	10	17	14	26	611	0	0	0	0	0
	4:30 PM	5	224	15	12	267	4	5	27	16	14	18	19	626	0	0	0	0	0
	4:45 PM	7	222	20	14	264	8	5	21	12	21	16	18	628	0	0	0	0	0
	5:00 PM	5	238	18	18	245	3	3	39	9	9	12	17	616	0	0	0	0	0
	5:15 PM	9	241	15	7	254	5	5	41	14	21	26	17	655	0	0	0	0	0
	5:30 PM	9	249	17	8	254	9	8	59	14	18	36	17	698	0	0	0	0	0
	5:45 PM	8	237	23	5	256	6	5	42	9	22	20	20	653	0	0	0	0	0
	VOLUMES	84	2,800	204	113	3,052	80	54	382	129	232	230	228	7,588	0	0	0	0	0
	APPROACH %	3%	91%	7%	3%	94%	2%	10%	68%	23%	34%	33%	33%						
	APP/DEPART	3,088	/	3,082	3,245	/	3,413	565	/	699	690	/	394	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	31	965	73	38	1,009	23	21	181	46	70	94	71	2,622					
	APPROACH %	3%	90%	7%	4%	94%	2%	8%	73%	19%	30%	40%	30%						
	PEAK HR FACTOR		0.972			0.987			0.765			0.827		0.939					
	APP/DEPART	1,069	/	1,057	1,070	/	1,125	248	/	292	235	/	148	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

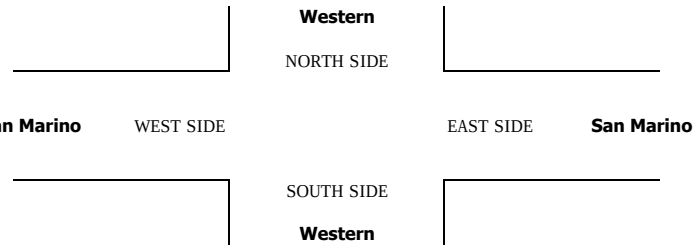
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	3
THURSDAY	EAST & WEST:	San Marino	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND San Marino			WESTBOUND San Marino				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	18	0	0	8	0	0	1	1	0	0	0	28	0	0	0	0	0
	7:15 AM	0	6	0	0	8	0	0	0	0	0	0	0	14	0	0	0	0	0
	7:30 AM	0	14	0	0	15	0	0	1	1	0	0	0	31	0	0	0	0	0
	7:45 AM	0	17	0	0	13	0	0	0	0	0	1	0	31	0	0	0	0	0
	8:00 AM	0	19	0	0	7	0	0	0	0	1	0	0	27	0	0	0	0	0
	8:15 AM	0	21	0	0	15	0	0	0	0	1	0	0	37	0	0	0	0	0
	8:30 AM	0	13	0	0	7	0	0	0	0	1	0	0	21	0	0	0	0	0
	8:45 AM	1	9	0	0	11	0	0	1	0	0	1	0	23	0	0	0	0	0
	9:00 AM	2	10	1	1	15	0	0	0	0	0	0	0	29	0	0	0	0	0
	9:15 AM	1	17	0	0	11	0	0	0	0	1	0	0	30	0	0	0	0	0
	9:30 AM	0	16	0	1	14	0	0	0	0	1	0	0	32	0	0	0	0	0
	9:45 AM	0	11	0	0	10	0	0	1	1	0	1	0	24	0	0	0	0	0
	VOLUMES	4	171	1	2	134	0	0	4	3	5	3	0	327	0	0	0	0	0
	APPROACH %	2%	97%	1%	1%	99%	0%	0%	57%	43%	63%	38%	0%						
	APP/DEPART	176	/	171	136	/	142	7	/	7	8	/	7	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	71	0	0	50	0	0	1	1	2	1	0	126					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	50%	50%	67%	33%	0%						
	PEAK HR FACTOR		0.845			0.833			0.250			0.750		0.851					
	APP/DEPART	71	/	71	50	/	53	2	/	1	3	/	1	0					
PM	03:00 PM	0	13	0	0	17	0	2	0	0	0	0	0	32	0	0	0	0	0
	3:15 PM	0	4	0	1	14	1	1	0	1	0	0	0	22	0	0	0	0	0
	3:30 PM	0	8	0	0	10	0	0	0	0	0	0	1	19	0	0	0	0	0
	3:45 PM	0	8	0	0	13	1	0	0	0	0	1	1	24	0	0	0	0	0
	4:00 PM	0	5	0	1	9	0	0	1	0	1	0	0	17	0	0	0	0	0
	4:15 PM	1	5	2	1	14	0	0	0	0	1	0	0	24	0	0	0	0	0
	4:30 PM	0	7	1	0	9	0	0	0	0	0	1	0	18	0	0	0	0	0
	4:45 PM	0	6	1	0	13	0	0	0	0	0	1	1	22	0	0	0	0	0
	5:00 PM	0	4	2	0	6	1	1	1	0	0	2	0	17	0	0	0	0	0
	5:15 PM	0	7	0	0	17	0	0	0	0	0	1	0	25	0	0	0	0	0
	5:30 PM	0	7	1	0	8	0	0	1	0	0	0	0	17	0	0	0	0	0
	5:45 PM	1	3	0	0	6	0	0	0	0	0	0	2	12	0	0	0	0	0
	VOLUMES	2	77	7	3	136	3	4	3	1	2	6	5	249	0	0	0	0	0
	APPROACH %	2%	90%	8%	2%	96%	2%	50%	38%	13%	15%	46%	38%						
	APP/DEPART	86	/	86	142	/	139	8	/	13	13	/	11	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	33	0	1	54	2	3	0	1	0	1	2	97					
	APPROACH %	0%	100%	0%	2%	95%	4%	75%	0%	25%	0%	33%	67%						
	PEAK HR FACTOR		0.635			0.838			0.500			0.375		0.758					
	APP/DEPART	33	/	38	57	/	55	4	/	1	3	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	3
THURSDAY	EAST & WEST:	San Marino	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND San Marino			WESTBOUND San Marino				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Western

NORTH SIDE

San Marino WEST SIDE EAST SIDE **San Marino**

SOUTH SIDE

Western

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	3
THURSDAY	EAST & WEST:	San Marino	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND San Marino			WESTBOUND San Marino				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Western

NORTH SIDE

San Marino WEST SIDE EAST SIDE **San Marino**

SOUTH SIDE

Western

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

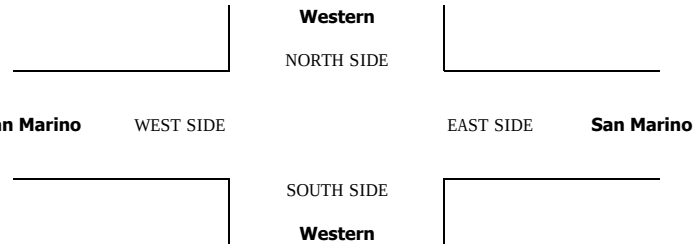
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	3
THURSDAY	EAST & WEST:	San Marino	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Western)			SOUTHBOUND (Western)			EASTBOUND (San Marino)			WESTBOUND (San Marino)				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

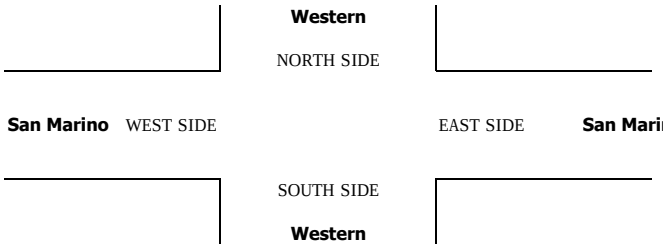
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	3
THURSDAY	EAST & WEST:	San Marino	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND San Marino			WESTBOUND San Marino				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	11	0	1	2	0	0	0	0	0	0	1	15	0	0	0	0	0
	7:15 AM	0	4	0	0	5	0	0	1	0	0	0	1	11	0	0	0	0	0
	7:30 AM	0	5	0	0	4	0	0	1	0	0	0	1	11	0	0	0	0	0
	7:45 AM	0	7	0	0	6	0	0	0	0	0	0	0	13	0	0	0	0	0
	8:00 AM	0	3	0	0	5	0	0	0	0	1	0	1	10	0	0	0	0	0
	8:15 AM	0	5	0	0	3	0	0	0	0	0	0	1	9	0	0	0	0	0
	8:30 AM	0	3	0	0	10	0	0	0	0	0	0	1	14	0	0	0	0	0
	8:45 AM	0	2	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0
	9:00 AM	0	4	0	0	3	0	0	0	0	0	0	1	8	0	0	0	0	0
	9:15 AM	0	2	0	0	4	0	0	1	0	1	0	1	9	0	0	0	0	0
	9:30 AM	0	4	0	0	4	0	0	0	0	0	0	0	8	0	0	0	0	0
	9:45 AM	0	2	0	0	3	0	0	0	0	0	0	1	6	0	0	0	0	0
	VOLUMES	0	52	0	1	52	0	0	3	0	2	0	9	119	0	0	0	0	0
	APPROACH %	0%	100%	0%	2%	98%	0%	0%	100%	0%	18%	0%	82%						
	APP/DEPART	52	/	61	53	/	54	3	/	4	11	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	27	0	1	17	0	0	2	0	0	0	3	50					
	APPROACH %	0%	100%	0%	6%	94%	0%	0%	100%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.614			0.750			0.500			0.750		0.833					
	APP/DEPART	27	/	30	18	/	17	2	/	3	3	/	0	0					
PM	03:00 PM	0	4	0	0	2	0	0	1	0	0	0	1	8	0	0	0	0	0
	3:15 PM	0	5	0	0	4	0	0	0	0	0	0	0	9	0	0	0	0	0
	3:30 PM	0	6	1	0	4	0	0	0	0	0	0	0	11	0	0	0	0	0
	3:45 PM	0	4	0	0	4	0	0	1	0	0	0	1	10	0	0	0	0	0
	4:00 PM	0	2	0	0	9	0	0	0	0	0	0	1	12	0	0	0	0	0
	4:15 PM	0	6	0	0	6	0	0	0	0	0	0	1	13	0	0	0	0	0
	4:30 PM	0	2	0	0	6	0	0	0	0	0	0	1	9	0	0	0	0	0
	4:45 PM	0	4	0	0	8	0	0	0	0	0	0	0	12	0	0	0	0	0
	5:00 PM	0	1	0	0	6	0	0	0	1	0	0	1	9	0	0	0	0	0
	5:15 PM	0	6	0	0	1	0	0	0	0	0	0	0	7	0	0	0	0	0
	5:30 PM	0	1	0	0	5	0	0	0	0	0	0	1	7	0	0	0	0	0
	5:45 PM	0	2	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0
	VOLUMES	0	43	1	0	58	0	0	2	1	0	0	7	112	0	0	0	0	0
	APPROACH %	0%	98%	2%	0%	100%	0%	0%	67%	33%	0%	0%	100%						
	APP/DEPART	44	/	50	58	/	59	3	/	3	7	/	0	0					
	BEGIN PEAK HR		3:30 PM																
	VOLUMES	0	14	0	0	29	0	0	0	0	0	0	3	46					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.500			0.806			0.000			0.750		0.885					
	APP/DEPART	14	/	17	29	/	29	0	/	0	3	/	0	0					



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North / Sounth: Arlington

East/West: Olympic

Day: THURSDAY Date: January 26, 2017 Weather: Sunny

Hours:

School Da: Yes District: I/S CODE:

	N/B	S/B	E/B	W/B
DUAL-WHEELED	268	206	184	236
BIKES	4	10	17	8
BUSES	27	29	86	73

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	346	7:30:00 AM	294	8:30:00 AM	410	8:15:00 AM	464	7:00:00 AM
PM PK 15 MIN	335	5:15:00 PM	294	8:30:00 AM	410	8:15:00 AM	440	7:00:00 AM
AM PK HOUR	1235	7:15:00 AM	1077	8:00:00 AM	1454	8:00:00 AM	1702	7:00:00 AM
PM PK HOUR	1267	5:00:00 PM	1267	4:45:00 PM	1741	3:45:00 PM	1258	5:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	154	949	66	1169
8-9	173	990	52	1215
9-10	179	754	63	996
3-4	119	747	72	938
4-5	134	970	80	1184
5-6	137	1048	82	1267
TOTAL	896	5458	415	6769

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	94	767	99	960
8-9	123	1005	136	1264
9-10	104	701	143	948
3-4	122	882	125	1129
4-5	130	1003	130	1263
5-6	102	1013	129	1244
TOTAL	675	5371	762	6808

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2129	8	4	14	2
2479	11	1	6	0
1944	9	1	15	0
2067	14	5	12	0
2447	18	2	18	0
2511	19	3	13	0
13577	79	16	78	2

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	54	779	80	913
8-9	80	2080	76	2236
9-10	112	1133	107	1352
3-4	124	1317	151	1592
4-5	103	1469	149	1721
5-6	94	1518	102	1714
TOTAL	567	8296	665	9528

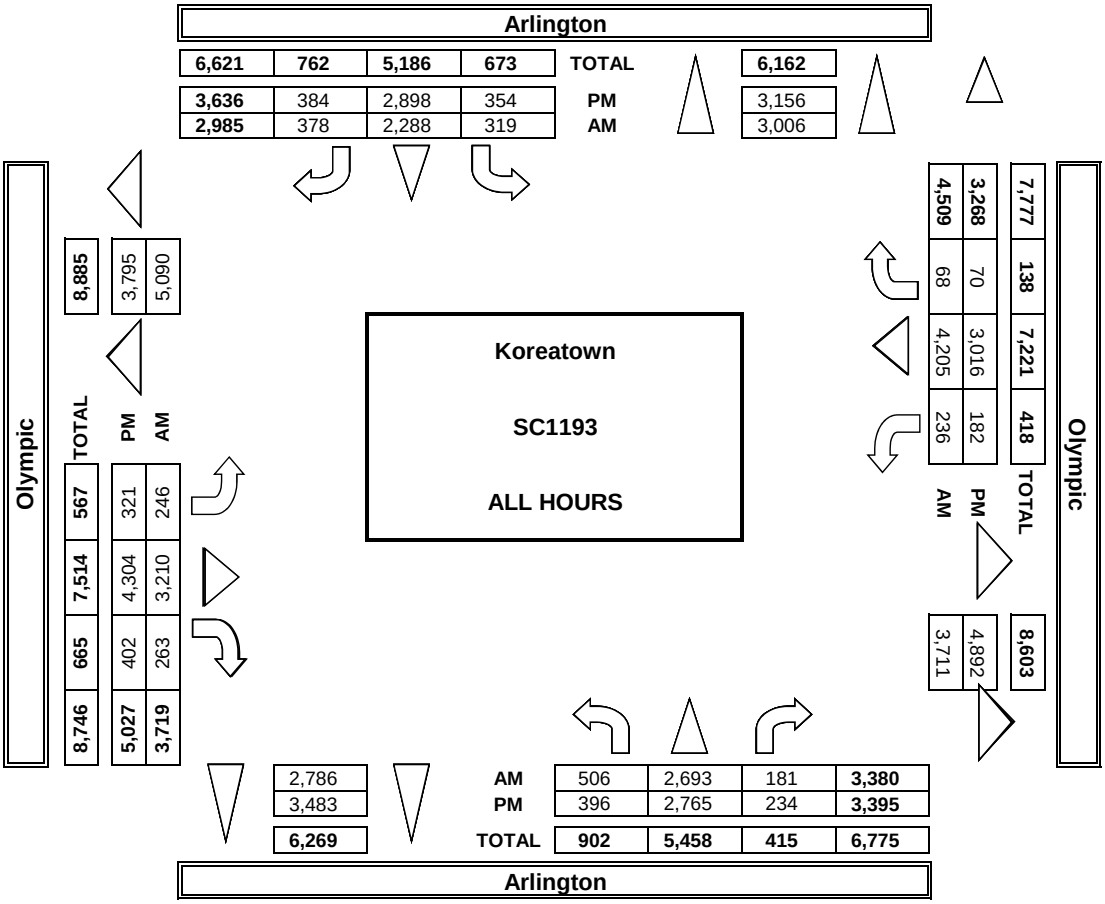
WESTBOUND Approach

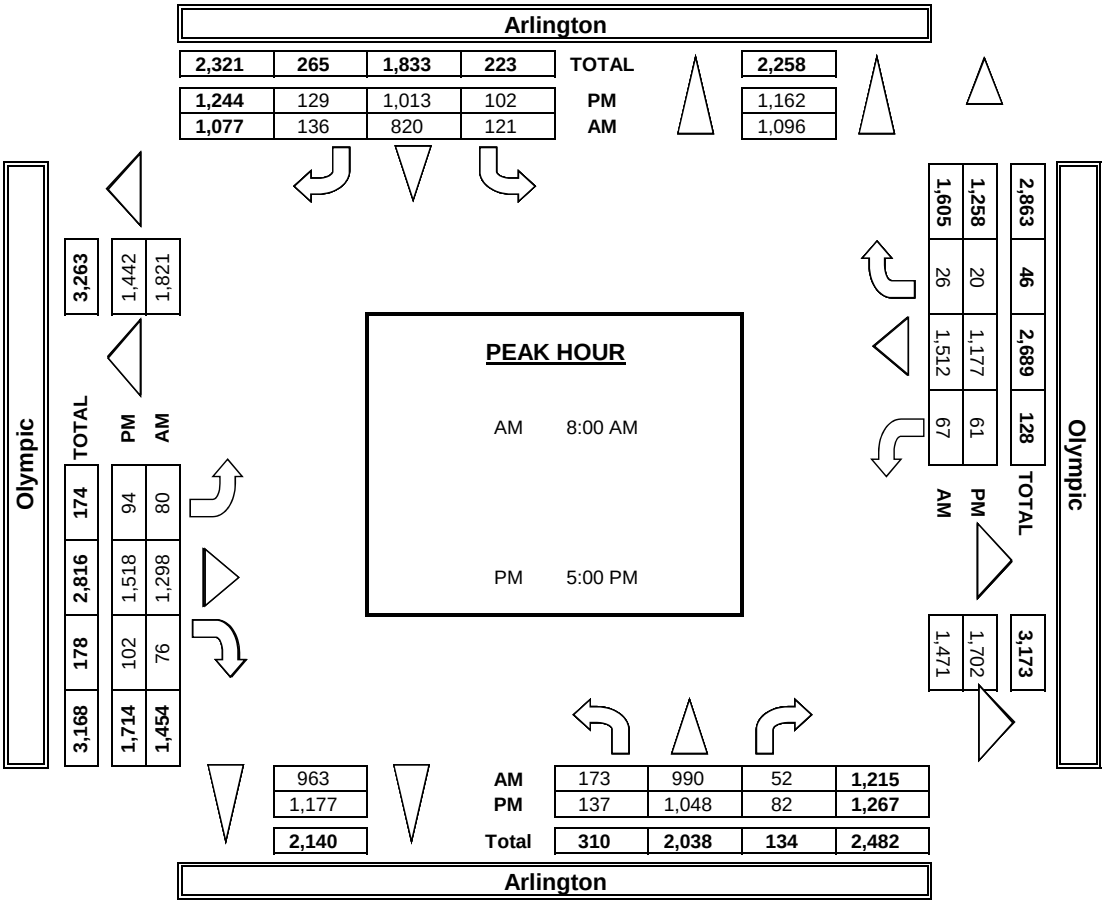
Hours	Lt	Th	Rt	Total
7-8	107	1569	26	1702
8-9	67	1512	26	1605
9-10	62	1124	16	1202
3-4	61	938	20	1019
4-5	60	901	30	991
5-6	61	1177	20	1258
TOTAL	418	7221	138	7777

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
2615	5	7	7	0
3841	10	1	6	0
2554	13	1	7	0
2611	14	4	25	3
2712	12	0	27	0
2972	10	0	17	0
17305	64	13	89	3

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T816

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jan 26, 17

LOCATION: Koreatown
NORTH & SOUTH: Arlington
EAST & WEST: Olympic

PROJECT #: SC1193
LOCATION #: 4
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

Add U-Turns to Left Turns

		NORTHBOUND Arlington			SOUTHBOUND Arlington			EASTBOUND Olympic			WESTBOUND Olympic			
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 3	ER 1	WL 1	WT 3	WR 1	TOTAL
AM	7:00 AM	54	194	11	16	159	26	15	103	15	20	435	9	1,057
	7:15 AM	31	219	17	19	195	23	16	170	16	24	429	4	1,163
	7:30 AM	33	290	23	26	228	26	8	213	21	29	364	10	1,271
	7:45 AM	36	246	15	33	185	24	15	293	28	34	341	3	1,253
	8:00 AM	44	271	10	32	221	33	21	280	18	30	401	9	1,370
	8:15 AM	32	208	16	27	196	26	20	367	23	10	418	5	1,348
	8:30 AM	48	278	11	31	224	39	24	326	22	12	312	8	1,335
	8:45 AM	49	233	15	31	179	38	15	325	13	15	381	4	1,298
	9:00 AM	55	192	18	19	189	42	26	260	30	21	266	2	1,120
	9:15 AM	31	181	15	35	178	31	21	300	24	16	313	7	1,152
	9:30 AM	41	203	11	25	151	35	33	322	28	13	270	5	1,137
	9:45 AM	52	178	19	25	183	35	32	251	25	12	275	2	1,089
	VOLUMES	506	2,693	181	319	2,288	378	246	3,210	263	236	4,205	68	14,593
	APPROACH %	15%	80%	5%	11%	77%	13%	7%	86%	7%	5%	93%	2%	
	APP/DEPART	3,380	/	3,006	2,985	/	2,786	3,719	/	3,711	4,509	/	5,090	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	173	990	52	121	820	136	80	1,298	76	67	1,512	26	5,351
	APPROACH %	14%	81%	4%	11%	76%	13%	6%	89%	5%	4%	94%	2%	
	PEAK HR FACTOR		0.901			0.916			0.887			0.912		0.976
	APP/DEPART	1,215	/	1,096	1,077	/	963	1,454	/	1,471	1,605	/	1,821	0
PM	03:00 PM	35	165	17	25	183	42	33	300	40	16	235	9	1,100
	3:15 PM	31	178	12	30	197	21	35	282	35	21	224	3	1,069
	3:30 PM	19	201	25	34	266	30	27	383	35	12	235	3	1,270
	3:45 PM	34	203	18	33	236	32	29	352	41	12	244	5	1,239
	4:00 PM	28	230	25	31	241	25	38	375	46	17	225	9	1,290
	4:15 PM	37	221	19	39	255	38	24	349	38	12	200	10	1,242
	4:30 PM	35	278	17	26	234	34	22	395	32	15	252	7	1,347
	4:45 PM	40	241	19	34	273	33	19	350	33	16	224	4	1,286
	5:00 PM	38	243	13	24	231	38	19	408	32	16	283	5	1,350
	5:15 PM	32	280	23	34	250	36	21	377	22	14	286	6	1,381
	5:30 PM	33	257	24	23	266	25	32	375	26	16	306	7	1,390
	5:45 PM	34	268	22	21	266	30	22	358	22	15	302	2	1,362
	VOLUMES	396	2,765	234	354	2,898	384	321	4,304	402	182	3,016	70	15,326
	APPROACH %	12%	81%	7%	10%	80%	11%	6%	86%	8%	6%	92%	2%	
	APP/DEPART	3,395	/	3,156	3,636	/	3,483	5,027	/	4,892	3,268	/	3,795	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	137	1,048	82	102	1,013	129	94	1,518	102	61	1,177	20	5,483
	APPROACH %	11%	83%	6%	8%	81%	10%	5%	89%	6%	5%	94%	2%	
	PEAK HR FACTOR		0.946			0.972			0.934			0.956		0.986
	APP/DEPART	1,267	/	1,162	1,244	/	1,177	1,714	/	1,702	1,258	/	1,442	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	1	2
0	0	1	1	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1

Arlington

NORTH SIDE

Olympic WEST SIDE EAST SIDE **Olympic**

SOUTH SIDE

Arlington

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	4	2	2	1	9	2	1	2	0	5	0	0	0	0	0	2	1	0	1	4
	7:15 AM	5	2	0	3	10	5	1	0	2	8	0	1	0	1	2	0	0	0	0	0
	7:30 AM	3	3	1	2	9	3	2	1	1	7	0	1	0	0	1	0	0	0	1	1
	7:45 AM	4	8	4	7	23	4	4	4	2	14	0	1	0	0	1	0	3	0	5	8
	8:00 AM	1	2	4	2	9	1	2	4	1	8	0	0	0	0	0	0	0	0	1	1
	8:15 AM	2	6	1	1	10	2	5	0	1	8	0	0	1	0	1	0	1	0	0	1
	8:30 AM	2	1	1	4	8	2	1	1	4	8	0	0	0	0	0	0	0	0	0	0
	8:45 AM	4	4	2	4	14	1	3	1	4	9	3	1	1	0	5	0	0	0	0	0
	9:00 AM	5	4	2	7	18	5	3	2	4	14	0	1	0	3	4	0	0	0	0	0
	9:15 AM	2	2	0	1	5	2	2	0	1	5	0	0	0	0	0	0	0	0	0	0
	9:30 AM	2	4	3	5	14	1	3	3	3	10	1	0	0	1	2	0	1	0	1	2
	9:45 AM	8	1	2	6	17	7	1	2	5	15	1	0	0	1	2	0	0	0	0	0
	TOTAL	42	39	22	43	146	35	28	20	28	111	5	5	2	6	18	2	6	0	9	17
PM	3:00 PM	4	7	1	6	18	3	5	1	4	13	1	1	0	1	3	0	1	0	1	2
	3:15 PM	4	3	8	4	19	3	1	6	2	12	1	2	0	1	4	0	0	2	1	3
	3:30 PM	6	7	5	3	21	6	4	5	3	18	0	2	0	0	2	0	1	0	0	1
	3:45 PM	0	7	14	7	28	0	4	13	5	22	0	0	0	0	0	0	3	1	2	6
	4:00 PM	2	6	1	6	15	2	4	1	5	12	0	2	0	1	3	0	0	0	0	0
	4:15 PM	4	5	7	1	17	4	5	7	1	17	0	0	0	0	0	0	0	0	0	0
	4:30 PM	4	2	1	3	10	4	2	1	3	10	0	0	0	0	0	0	0	0	0	0
	4:45 PM	9	9	19	3	40	8	7	18	3	36	1	0	1	0	2	0	2	0	0	2
	5:00 PM	5	4	9	2	20	5	4	9	2	20	0	0	0	0	0	0	0	0	0	0
	5:15 PM	4	6	2	4	16	4	5	2	4	15	0	0	0	0	0	0	1	0	0	1
	5:30 PM	1	12	0	4	17	1	9	0	3	13	0	2	0	1	3	0	1	0	0	1
	5:45 PM	3	5	7	1	16	3	1	6	1	11	0	3	1	0	4	0	1	0	0	1
	TOTAL	46	73	74	44	237	43	51	69	36	199	3	12	2	4	21	0	10	3	4	17

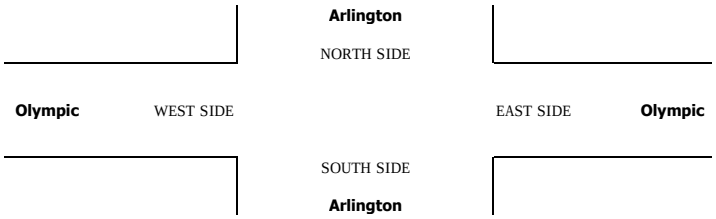
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Arlington	LOCATION #:	4
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

	NOTES:												
PCE	Class	1	2	3	4	5	6			AM		▲ N	
Adjusted	Factor	1	1.5	2	3	1.5	1.5			PM			
										MD	◄ W		E ►
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Arlington			SOUTHBOUND Arlington			EASTBOUND Olympic			WESTBOUND Olympic				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 3	ER 1	WL 1	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	56	201	11	17	161	26	15	107	15	20	446	10	1,082					0
	7:15 AM	33	225	18	19	199	24	17	173	16	24	438	5	1,189					0
	7:30 AM	33	296	25	27	231	27	8	216	22	29	371	12	1,294					0
	7:45 AM	37	251	15	33	188	24	16	296	28	34	344	3	1,267					0
	8:00 AM	45	280	10	33	226	35	22	283	18	30	412	9	1,402					0
	8:15 AM	34	214	16	28	200	26	21	372	24	10	426	5	1,373					0
	8:30 AM	49	286	12	32	227	40	25	330	22	12	316	8	1,357					0
	8:45 AM	52	240	16	32	183	39	16	329	13	16	388	5	1,326					0
	9:00 AM	56	199	19	19	193	42	26	264	31	21	278	2	1,148					0
	9:15 AM	33	185	15	36	182	32	21	304	24	17	340	7	1,194					0
	9:30 AM	43	209	11	26	155	35	34	326	29	14	278	6	1,164					0
	9:45 AM	55	184	20	25	187	36	33	257	26	12	280	2	1,114					0
	VOLUMES	524	2,766	186	324	2,330	383	251	3,254	266	238	4,316	72	14,907	0	0	0	0	0
	APPROACH %	15%	80%	5%	11%	77%	13%	7%	86%	7%	5%	93%	2%						
	APP/DEPART	3,476	/	3,088	3,036	/	2,834	3,771	/	3,763	4,625	/	5,223	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	180	1,020	53	124	835	139	83	1,313	77	68	1,542	27	5,457					
	APPROACH %	14%	81%	4%	11%	76%	13%	6%	89%	5%	4%	94%	2%						
	PEAK HR FACTOR		0.903			0.920			0.885			0.907		0.973					
	APP/DEPART	1,252	/	1,129	1,097	/	979	1,472	/	1,490	1,637	/	1,860	0					
PM	03:00 PM	36	170	18	26	187	43	34	305	42	17	239	9	1,123					0
	3:15 PM	32	182	12	31	204	21	37	291	35	22	229	3	1,097					0
	3:30 PM	19	204	26	35	273	30	27	390	36	12	238	3	1,291					0
	3:45 PM	34	208	19	35	241	33	29	361	42	12	247	5	1,265					0
	4:00 PM	28	233	25	32	245	26	39	379	46	18	228	9	1,307					0
	4:15 PM	37	227	19	40	261	38	25	357	39	12	204	10	1,267					0
	4:30 PM	37	280	17	26	240	35	23	401	33	15	255	7	1,367					0
	4:45 PM	41	245	19	35	277	33	19	356	33	17	228	4	1,305					0
	5:00 PM	39	246	13	25	235	39	19	415	33	16	287	5	1,369					0
	5:15 PM	33	284	23	34	254	37	21	380	23	14	289	6	1,396					0
	5:30 PM	33	262	25	24	269	25	33	381	28	16	307	7	1,409					0
	5:45 PM	36	270	23	21	270	30	22	362	23	15	303	2	1,374					0
	VOLUMES	402	2,808	238	362	2,953	389	327	4,374	410	185	3,052	70	15,567	0	0	0	0	0
	APPROACH %	12%	81%	7%	10%	80%	10%	6%	86%	8%	6%	92%	2%						
	APP/DEPART	3,447	/	3,205	3,703	/	3,547	5,111	/	4,973	3,307	/	3,842	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	140	1,062	84	103	1,027	130	95	1,537	106	61	1,185	20	5,547					
	APPROACH %	11%	83%	7%	8%	82%	10%	5%	88%	6%	5%	94%	2%						
	PEAK HR FACTOR		0.946			0.972			0.932			0.959		0.984					
	APP/DEPART	1,285	/	1,177	1,260	/	1,193	1,737	/	1,723	1,266	/	1,455	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

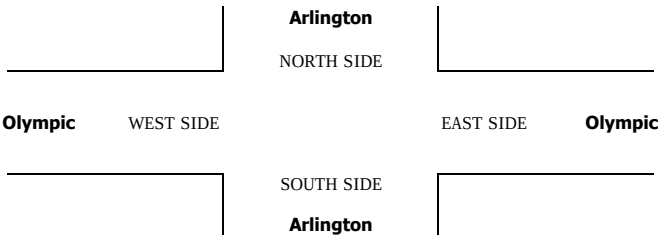
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Arlington	LOCATION #:	4
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Arlington			SOUTHBOUND Arlington			EASTBOUND Olympic			WESTBOUND Olympic				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 3	ER 1	WL 1	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	51	181	11	15	155	26	15	96	15	20	414	8	1,007	0	0	0	0	0
	7:15 AM	28	207	16	19	187	22	15	164	16	24	411	3	1,112	0	0	0	0	0
	7:30 AM	33	279	19	25	222	25	8	208	20	29	351	7	1,226	0	0	0	0	0
	7:45 AM	34	237	15	33	180	24	14	287	28	34	336	3	1,225	0	0	0	0	0
	8:00 AM	42	253	10	30	212	30	20	274	18	30	379	9	1,307	0	0	0	0	0
	8:15 AM	29	197	16	26	189	26	19	357	22	10	402	5	1,298	0	0	0	0	0
	8:30 AM	46	262	10	30	218	38	22	319	22	12	304	8	1,291	0	0	0	0	0
	8:45 AM	43	219	14	30	172	37	14	318	13	13	367	3	1,243	0	0	0	0	0
	9:00 AM	53	179	17	19	181	42	26	253	29	21	242	2	1,064	0	0	0	0	0
	9:15 AM	27	174	15	34	170	30	21	292	24	15	259	7	1,068	0	0	0	0	0
	9:30 AM	37	192	11	24	143	35	32	314	26	12	254	4	1,084	0	0	0	0	0
	9:45 AM	47	167	18	25	176	33	31	240	24	12	265	2	1,040	0	0	1	1	2
	VOLUMES	470	2,547	172	310	2,205	368	237	3,122	257	232	3,984	61	13,965	0	0	1	1	2
	APPROACH %	15%	80%	5%	11%	76%	13%	7%	86%	7%	5%	93%	1%						
	APP/DEPART	3,189	/	2,844	2,883	/	2,693	3,616	/	3,605	4,277	/	4,823	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	160	931	50	116	791	131	75	1,268	75	65	1,452	25	5,139					
	APPROACH %	14%	82%	4%	11%	76%	13%	5%	89%	5%	4%	94%	2%						
	PEAK HR FACTOR		0.897			0.907			0.891			0.922		0.983					
	APP/DEPART	1,141	/	1,031	1,038	/	931	1,418	/	1,434	1,542	/	1,743	0					
PM	03:00 PM	34	156	16	23	176	40	31	290	37	14	228	9	1,054	0	0	0	0	0
	3:15 PM	30	171	12	28	184	21	31	265	35	20	214	3	1,014	0	0	0	0	0
	3:30 PM	19	195	24	33	253	30	27	369	34	12	229	3	1,228	0	0	0	0	0
	3:45 PM	34	193	16	30	227	30	29	335	39	12	238	5	1,188	0	0	0	0	0
	4:00 PM	28	224	25	29	233	24	37	367	46	15	219	9	1,256	0	0	0	0	0
	4:15 PM	37	210	19	38	243	38	22	334	37	12	193	10	1,193	0	0	0	0	0
	4:30 PM	32	275	17	26	222	32	21	384	31	15	246	7	1,308	0	0	0	0	0
	4:45 PM	39	234	19	32	265	33	19	339	33	15	217	4	1,249	0	0	0	0	0
	5:00 PM	37	237	13	23	224	37	19	395	31	16	276	5	1,313	0	0	0	0	0
	5:15 PM	31	272	23	34	243	35	21	372	21	14	280	6	1,352	1	0	0	0	1
	5:30 PM	33	247	22	22	261	25	30	363	22	16	304	7	1,352	0	0	0	0	0
	5:45 PM	31	265	21	21	258	30	22	351	21	15	301	2	1,338	0	0	0	0	0
	VOLUMES	385	2,679	227	339	2,789	375	309	4,164	387	176	2,945	70	14,845	1	0	0	0	1
	APPROACH %	12%	81%	7%	10%	80%	11%	6%	86%	8%	6%	92%	2%						
	APP/DEPART	3,291	/	3,058	3,503	/	3,353	4,860	/	4,730	3,191	/	3,704	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	131	1,021	79	100	986	127	92	1,481	95	61	1,161	20	5,355					
	APPROACH %	11%	83%	6%	8%	81%	10%	6%	89%	6%	5%	93%	2%						
	PEAK HR FACTOR		0.945			0.972			0.937			0.950		0.990					
	APP/DEPART	1,232	/	1,133	1,213	/	1,143	1,668	/	1,660	1,242	/	1,419	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

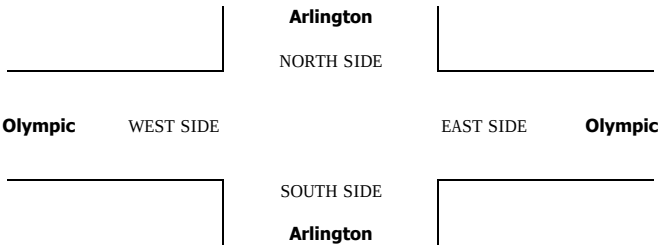
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Arlington	LOCATION #:	4
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Arlington			SOUTHBOUND Arlington			EASTBOUND Olympic			WESTBOUND Olympic				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 3	ER 1	WL 1	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	13	0	0	4	0	0	2	0	0	14	1	36	0	0	0	0	0
	7:15 AM	3	11	1	0	4	1	0	2	0	0	14	1	37	0	0	0	0	0
	7:30 AM	0	11	2	1	6	1	0	4	0	0	9	3	37	0	0	0	0	0
	7:45 AM	2	6	0	0	5	0	1	4	0	0	2	0	20	0	0	0	0	0
	8:00 AM	2	17	0	2	9	2	1	3	0	0	17	0	53	0	0	0	0	0
	8:15 AM	2	10	0	1	3	0	1	6	1	0	11	0	35	0	0	0	0	0
	8:30 AM	2	15	1	0	5	1	2	3	0	0	4	0	33	0	0	0	0	0
	8:45 AM	6	11	1	1	7	1	1	5	0	2	13	1	49	0	0	0	0	0
	9:00 AM	2	13	1	0	7	0	0	5	1	0	22	0	51	0	0	0	0	0
	9:15 AM	4	7	0	1	6	1	0	6	0	1	51	0	77	0	0	0	0	0
	9:30 AM	4	10	0	1	7	0	1	6	2	1	16	1	49	0	0	0	0	0
	9:45 AM	4	11	1	0	7	2	1	8	1	0	7	0	42	0	0	0	0	0
	VOLUMES	33	135	7	7	70	9	8	54	5	4	180	7	519	0	0	0	0	0
	APPROACH %	19%	77%	4%	8%	81%	10%	12%	81%	7%	2%	94%	4%						
	APP/DEPART	175	/	150	86	/	79	67	/	68	191	/	222	0					
	BEGIN PEAK HR		8:45 AM																
	VOLUMES	16	41	2	3	27	2	2	22	3	4	102	2	226					
	APPROACH %	27%	69%	3%	9%	84%	6%	7%	81%	11%	4%	94%	2%						
	PEAK HR FACTOR		0.819			0.889			0.750			0.519		0.734					
	APP/DEPART	59	/	45	32	/	34	27	/	27	108	/	120	0					
PM	03:00 PM	1	7	0	1	7	2	1	8	3	1	5	0	36	0	0	0	0	0
	3:15 PM	1	6	0	2	13	0	3	10	0	0	8	0	43	0	0	0	0	0
	3:30 PM	0	5	1	1	12	0	0	10	1	0	2	0	32	0	0	0	0	0
	3:45 PM	0	8	1	3	9	1	0	11	2	0	4	0	39	0	0	0	0	0
	4:00 PM	0	6	0	2	7	1	1	7	0	1	4	0	29	0	0	0	0	0
	4:15 PM	0	10	0	1	9	0	2	7	1	0	4	0	34	0	0	0	0	0
	4:30 PM	3	3	0	0	11	2	1	6	1	0	3	0	30	0	0	0	0	0
	4:45 PM	1	6	0	2	7	0	0	8	0	1	4	0	29	0	0	0	0	0
	5:00 PM	1	6	0	1	6	1	0	7	1	0	4	0	27	0	0	0	0	0
	5:15 PM	1	8	0	0	4	1	0	4	1	0	3	0	22	0	0	0	0	0
	5:30 PM	0	10	2	1	5	0	1	10	4	0	1	0	34	0	0	0	0	0
	5:45 PM	3	2	1	0	8	0	0	5	1	0	0	0	20	0	0	0	0	0
	VOLUMES	11	77	5	14	98	8	9	93	15	3	42	0	375	0	0	0	0	0
	APPROACH %	12%	83%	5%	12%	82%	7%	8%	79%	13%	7%	93%	0%						
	APP/DEPART	93	/	86	120	/	116	117	/	112	45	/	61	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	2	26	2	7	41	3	4	39	6	1	19	0	150					
	APPROACH %	7%	87%	7%	14%	80%	6%	8%	80%	12%	5%	95%	0%						
	PEAK HR FACTOR		0.833			0.850			0.942			0.625		0.872					
	APP/DEPART	30	/	30	51	/	48	49	/	48	20	/	24	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Arlington	LOCATION #:	4
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Arlington			SOUTHBOUND Arlington			EASTBOUND Olympic			WESTBOUND Olympic				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 3	ER 1	WL 1	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Arlington

NORTH SIDE

Olympic WEST SIDE EAST SIDE **Olympic**

SOUTH SIDE

Arlington

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

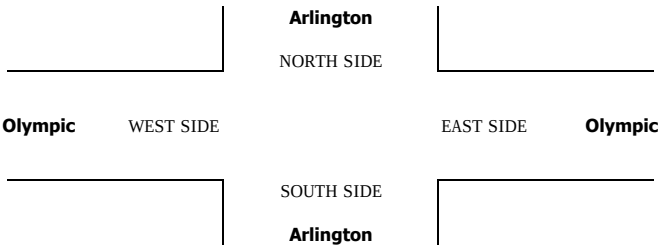
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Arlington	LOCATION #:	4
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Arlington			SOUTHBOUND Arlington			EASTBOUND Olympic			WESTBOUND Olympic				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 3	ER 1	WL 1	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

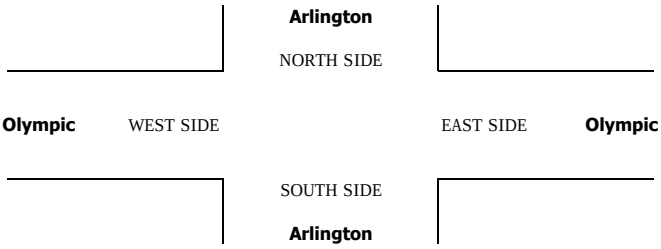
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Arlington	LOCATION #:	4
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Arlington			SOUTHBOUND Arlington			EASTBOUND Olympic			WESTBOUND Olympic				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 3	ER 1	WL 1	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

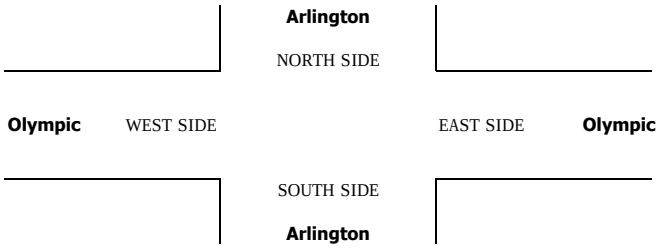
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Arlington	LOCATION #:	4
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Arlington			SOUTHBOUND Arlington			EASTBOUND Olympic			WESTBOUND Olympic				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 3	ER 1	WL 1	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	0	0	1	0	0	0	5	0	0	7	0	14	0	0	0	0	0
	7:15 AM	0	1	0	0	4	0	1	4	0	0	4	0	14	0	0	0	0	0
	7:30 AM	0	0	2	0	0	0	0	1	1	0	4	0	8	0	0	0	0	0
	7:45 AM	0	3	0	0	0	0	0	2	0	0	3	0	8	0	0	0	0	0
	8:00 AM	0	1	0	0	0	1	0	3	0	0	5	0	10	0	0	0	0	0
	8:15 AM	1	1	0	0	4	0	0	4	0	0	5	0	15	0	0	0	0	0
	8:30 AM	0	1	0	1	1	0	0	4	0	0	4	0	11	0	0	0	0	0
	8:45 AM	0	3	0	0	0	0	0	2	0	0	1	0	6	0	0	0	0	0
	9:00 AM	0	0	0	0	1	0	0	2	0	0	2	0	5	0	0	0	0	0
	9:15 AM	0	0	0	0	2	0	0	2	0	0	3	0	7	0	0	0	0	0
	9:30 AM	0	1	0	0	1	0	0	2	0	0	0	0	4	0	0	0	0	0
	9:45 AM	1	0	0	0	0	0	0	3	0	0	3	0	7	0	0	0	0	0
	VOLUMES	3	11	2	2	13	1	1	34	1	0	41	0	109	0	0	0	0	0
	APPROACH %	19%	69%	13%	13%	81%	6%	3%	94%	3%	0%	100%	0%						
	APP/DEPART	16	/	12	16	/	14	36	/	38	41	/	45	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	1	6	0	1	5	1	0	13	0	0	17	0	44					
	APPROACH %	14%	86%	0%	14%	71%	14%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.583			0.438			0.650			0.607		0.733					
	APP/DEPART	7	/	6	7	/	5	13	/	14	17	/	19	0					
PM	03:00 PM	0	2	1	1	0	0	1	2	0	1	2	0	10	0	0	0	0	0
	3:15 PM	0	1	0	0	0	0	1	7	0	1	2	0	12	0	0	0	0	0
	3:30 PM	0	1	0	0	1	0	0	4	0	0	4	0	10	0	0	0	0	0
	3:45 PM	0	2	1	0	0	1	0	6	0	0	2	0	12	0	0	0	0	0
	4:00 PM	0	0	0	0	1	0	0	1	0	1	2	0	5	0	0	0	0	0
	4:15 PM	0	1	0	0	3	0	0	8	0	0	3	0	15	0	0	0	0	0
	4:30 PM	0	0	0	0	1	0	0	5	0	0	3	0	9	0	0	0	0	0
	4:45 PM	0	1	0	0	1	0	0	3	0	0	3	0	8	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	6	0	0	3	0	10	0	0	0	0	0
	5:15 PM	0	0	0	0	3	0	0	1	0	0	3	0	7	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	1	2	0	0	1	0	4	0	0	0	0	0
	5:45 PM	0	1	0	0	0	0	0	2	0	0	1	0	4	0	0	0	0	0
	VOLUMES	0	9	2	1	11	1	3	47	0	3	29	0	106	0	0	0	0	0
	APPROACH %	0%	82%	18%	8%	85%	8%	6%	94%	0%	9%	91%	0%						
	APP/DEPART	11	/	12	13	/	14	50	/	50	32	/	30	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	6	2	1	1	1	2	19	0	2	10	0	44					
	APPROACH %	0%	75%	25%	33%	33%	33%	10%	90%	0%	17%	83%	0%						
	PEAK HR FACTOR		0.667			0.750			0.656			0.750		0.917					
	APP/DEPART	8	/	8	3	/	3	21	/	22	12	/	11	0					



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North / Sounth: Andrews

East/West: Olympic

Day: THURSDAY Date: January 26, 2017 Weather: Sunny

Hours:

School Da: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	17	31	195	254
BIKES	1	2	11	22
BUSES	2	0	87	70

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	41	8:00:00 AM	52	8:45:00 AM	385	8:15:00 AM	513	7:00:00 AM
PM PK 15 MIN	55	5:15:00 PM	52	8:45:00 AM	385	8:15:00 AM	482	7:00:00 AM
AM PK HOUR	149	7:30:00 AM	196	8:00:00 AM	1463	8:00:00 AM	1785	7:00:00 AM
PM PK HOUR	185	5:00:00 PM	287	5:00:00 PM	1644	4:15:00 PM	1359	5:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	46	73	11	130
8-9	58	69	12	139
9-10	36	29	15	80
3-4	35	42	9	86
4-5	49	58	14	121
5-6	54	111	20	185
TOTAL	278	382	81	741

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	60	47	38	145
8-9	79	72	61	212
9-10	55	33	36	124
3-4	58	70	49	177
4-5	56	81	54	191
5-6	75	122	90	287
TOTAL	383	425	328	1136

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
275	13	0	6	2
351	7	0	10	1
204	13	0	12	2
263	12	0	6	0
312	16	6	17	2
472	12	1	20	4
1877	73	7	71	11

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	25	931	6	962
8-9	37	2348	12	2397
9-10	32	1189	11	1232
3-4	43	1398	21	1462
4-5	49	1569	22	1640
5-6	55	1519	19	1593
TOTAL	241	8954	91	9286

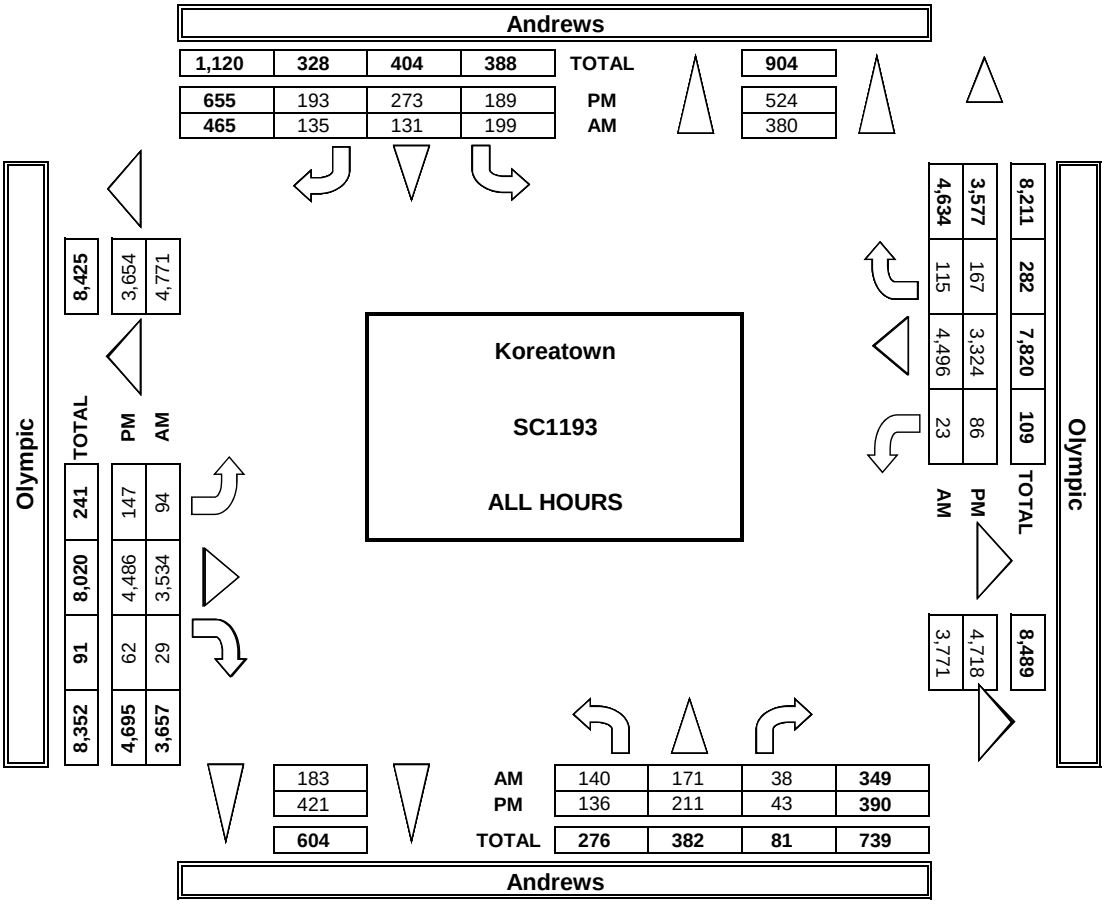
WESTBOUND Approach

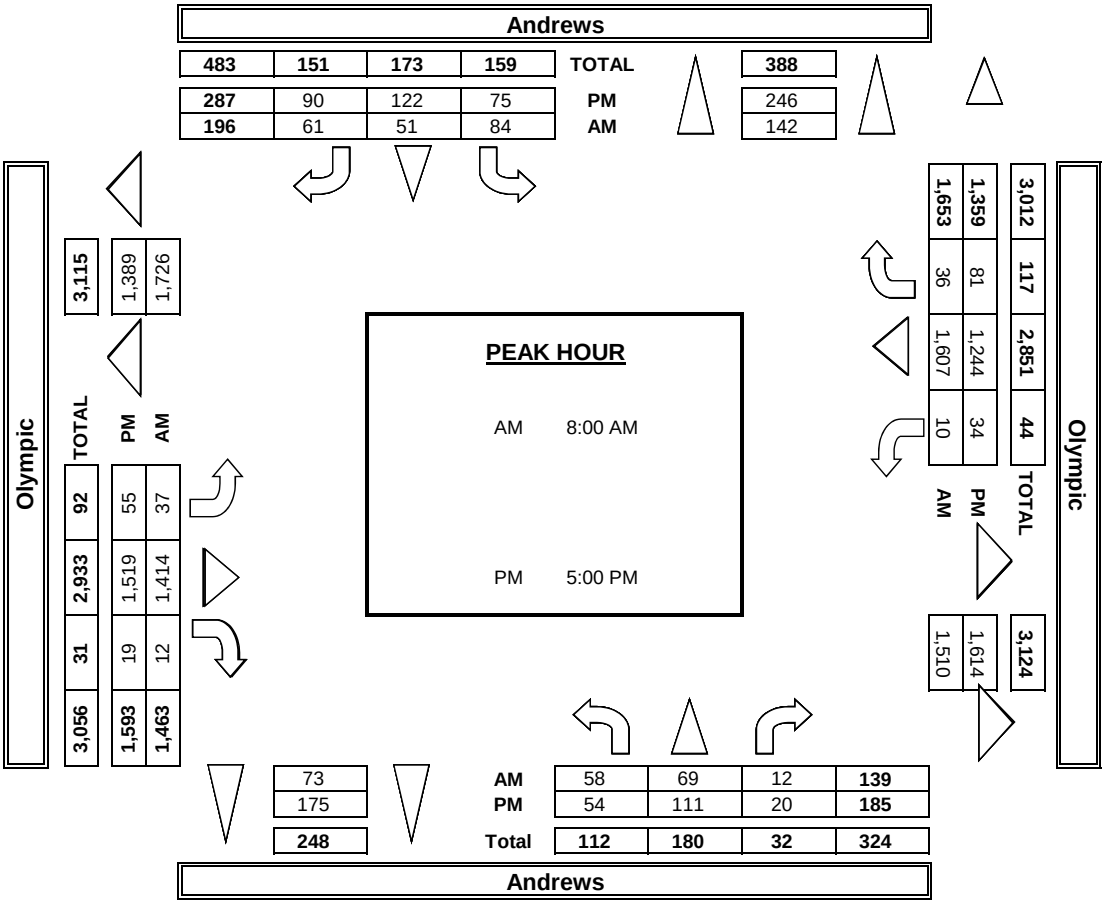
Hours	Lt	Th	Rt	Total
7-8	7	1740	38	1785
8-9	10	1607	36	1653
9-10	6	1149	41	1196
3-4	21	1026	44	1091
4-5	31	1054	42	1127
5-6	34	1244	81	1359
TOTAL	109	7820	282	8211

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
2747	4	0	9	1
4050	3	0	7	0
2428	2	0	9	1
2553	3	0	4	0
2767	7	0	5	3
2952	2	0	10	0
17497	21	0	44	5

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T816

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jan 26, 17

LOCATION: Koreatown
NORTH & SOUTH: Andrews
EAST & WEST: Olympic

PROJECT #: SC1193
LOCATION #: 5
CONTROL: SIGNAL

NOTES: Queue EB PM

AM / PM / MD / OTHER / OTHER

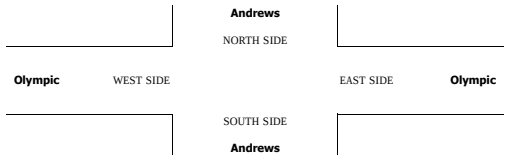
▲ N ◄ W E ► S ▼

Add U-Turns to Left Turns

		NORTHBOUND Andrews			SOUTHBOUND Andrews			EASTBOUND Olympic			WESTBOUND Olympic			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
AM	7:00 AM	14	9	1	9	9	13	4	147	0	1	506	6	719
	7:15 AM	13	19	5	13	7	5	7	199	2	0	436	6	712
	7:30 AM	12	22	4	21	10	9	4	283	2	2	422	12	803
	7:45 AM	7	23	1	17	21	11	10	302	2	4	376	14	788
	8:00 AM	15	23	3	21	15	14	7	345	1	3	469	10	926
	8:15 AM	19	18	2	21	10	13	6	375	4	2	417	8	895
	8:30 AM	10	13	2	20	13	17	12	346	4	3	360	10	810
	8:45 AM	14	15	5	22	13	17	12	348	3	2	361	8	820
	9:00 AM	5	6	3	15	4	10	12	288	0	3	279	7	632
	9:15 AM	11	11	3	15	7	5	7	339	3	2	322	9	734
	9:30 AM	8	8	3	13	12	9	6	310	6	1	283	8	667
	9:45 AM	12	4	6	12	10	12	7	252	2	0	265	17	599
	VOLUMES	140	171	38	199	131	135	94	3,534	29	23	4,496	115	9,105
	APPROACH %	40%	49%	11%	43%	28%	29%	3%	97%	1%	0%	97%	2%	
	APP/DEPART	349	/	380	465	/	183	3,657	/	3,771	4,634	/	4,771	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	58	69	12	84	51	61	37	1,414	12	10	1,607	36	3,451
	APPROACH %	42%	50%	9%	43%	26%	31%	3%	97%	1%	1%	97%	2%	
	PEAK HR FACTOR		0.848			0.942			0.950			0.857		0.932
	APP/DEPART	139	/	142	196	/	73	1,463	/	1,510	1,653	/	1,726	0
PM	03:00 PM	7	13	2	8	12	9	12	309	3	2	268	5	650
	3:15 PM	9	12	3	19	14	15	9	330	3	4	273	12	703
	3:30 PM	5	4	2	17	22	9	11	375	5	8	256	15	729
	3:45 PM	14	13	2	14	22	16	11	384	10	7	229	12	734
	4:00 PM	13	15	6	17	18	15	12	390	6	6	250	10	758
	4:15 PM	17	14	2	17	25	15	14	372	3	6	257	9	751
	4:30 PM	5	16	4	9	23	13	9	406	5	9	287	10	796
	4:45 PM	12	13	2	13	15	11	14	401	8	10	260	13	772
	5:00 PM	9	22	4	14	24	15	12	396	4	5	337	17	859
	5:15 PM	21	29	5	18	39	26	17	352	5	16	287	15	830
	5:30 PM	12	25	8	22	29	29	17	382	5	10	313	22	874
	5:45 PM	12	35	3	21	30	20	9	389	5	3	307	27	861
	VOLUMES	136	211	43	189	273	193	147	4,486	62	86	3,324	167	9,317
	APPROACH %	35%	54%	11%	29%	42%	29%	3%	96%	1%	2%	93%	5%	
	APP/DEPART	390	/	524	655	/	421	4,695	/	4,718	3,577	/	3,654	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	54	111	20	75	122	90	55	1,519	19	34	1,244	81	3,424
	APPROACH %	29%	60%	11%	26%	43%	31%	3%	95%	1%	3%	92%	6%	
	PEAK HR FACTOR		0.841			0.864			0.967			0.946		0.979
	APP/DEPART	185	/	246	287	/	175	1,593	/	1,614	1,359	/	1,389	0

U-TURNS

	NB	SB	EB	WB	TTL
AM	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
PM	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	1	0	1
	0	0	0	0	0
	0	0	1	0	1



		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	3	4	2	1	10	2	4	2	1	9	1	0	0	0	1	0	0	0	0	0
	7:15 AM	1	1	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0
	7:30 AM	2	5	4	2	13	0	4	3	2	9	0	1	0	0	1	2	0	1	0	3
	7:45 AM	3	5	4	2	14	3	5	4	1	13	0	0	0	1	1	0	0	0	0	0
	8:00 AM	2	0	1	1	4	2	0	1	0	3	0	0	0	1	1	0	0	0	0	0
	8:15 AM	1	2	0	1	4	1	2	0	1	4	0	0	0	0	0	0	0	0	0	0
	8:30 AM	2	5	1	0	8	2	4	1	0	7	0	1	0	0	1	0	0	0	0	0
	8:45 AM	8	1	5	2	16	5	1	5	2	13	2	0	0	0	2	1	0	0	0	1
	9:00 AM	3	1	1	0	5	3	1	1	0	5	0	0	0	0	0	0	0	0	0	0
	9:15 AM	5	7	2	0	14	4	7	2	0	13	1	0	0	0	1	0	0	0	0	0
	9:30 AM	2	2	2	1	7	1	2	2	1	6	1	0	0	0	1	0	0	0	0	0
	9:45 AM	8	3	5	1	17	4	3	4	1	12	2	0	0	0	2	2	0	1	0	3
	TOTAL	40	36	27	11	114	28	33	25	9	95	7	3	0	2	12	5	0	2	0	7
PM	3:00 PM	3	4	2	0	9	2	3	2	0	7	1	1	0	0	2	0	0	0	0	0
	3:15 PM	2	5	2	0	9	1	4	2	0	7	1	1	0	0	2	0	0	0	0	0
	3:30 PM	1	3	0	1	5	0	1	0	1	2	1	2	0	0	3	0	0	0	0	0
	3:45 PM	3	4	0	2	9	3	4	0	2	9	0	0	0	0	0	0	0	0	0	0
	4:00 PM	13	6	1	0	20	10	4	0	0	14	2	2	1	0	5	1	0	0	0	1
	4:15 PM	3	9	5	3	20	3	5	2	3	13	0	0	0	0	0	0	4	3	0	7
	4:30 PM	2	2	3	0	7	0	1	3	0	4	2	0	0	0	2	0	1	0	0	1
	4:45 PM	5	7	0	4	16	4	6	0	4	14	0	0	0	0	0	1	1	0	0	2
	5:00 PM	2	4	1	1	8	2	4	1	1	8	0	0	0	0	0	0	0	0	0	0
	5:15 PM	18	0	3	1	22	14	0	3	1	18	0	0	0	0	0	4	0	0	0	4
	5:30 PM	3	7	4	0	14	3	6	4	0	13	0	1	0	0	1	0	0	0	0	0
	5:45 PM	9	4	2	0	15	1	2	2	0	5	8	1	0	0	9	0	1	0	0	1
	TOTAL	64	55	23	12	154	43	40	19	12	114	15	8	1	0	24	6	7	3	0	16

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Andrews	LOCATION #:	5
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

	NOTES:								
PCE	Class	1	2	3	4	5	6		
Adjusted	Factor	1	1.5	2	3	1.5	1.5		

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Andrews			SOUTHBOUND Andrews			EASTBOUND Olympic			WESTBOUND Olympic				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	16	9	1	9	9	14	5	152	0	1	517	6	737					0
	7:15 AM	13	19	5	13	7	5	7	203	2	0	447	6	727					0
	7:30 AM	13	22	4	21	10	9	4	288	2	2	428	12	815					0
	7:45 AM	7	24	1	17	21	12	10	306	2	4	383	14	800					0
	8:00 AM	15	24	3	22	15	14	7	349	1	3	479	10	941					0
	8:15 AM	19	18	2	21	11	13	6	381	4	2	424	8	908					0
	8:30 AM	10	14	2	20	13	17	12	351	4	4	369	10	825					0
	8:45 AM	15	15	5	23	13	18	12	353	3	2	368	8	833					0
	9:00 AM	5	7	3	15	4	10	12	292	0	3	295	7	652					0
	9:15 AM	11	12	3	15	7	5	7	343	3	2	347	9	763					0
	9:30 AM	8	8	3	13	13	10	6	314	6	1	289	8	678					0
	9:45 AM	13	4	6	12	10	12	8	258	2	0	272	17	613					0
	VOLUMES	143	174	38	200	133	137	95	3,587	29	24	4,615	115	9,289	0	0	0	0	0
	APPROACH %	40%	49%	11%	43%	28%	29%	3%	97%	1%	0%	97%	2%						
	APP/DEPART	355	/	384	470	/	185	3,711	/	3,825	4,754	/	4,895	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	59	70	12	85	52	62	37	1,433	12	11	1,639	36	3,506					
	APPROACH %	42%	50%	9%	43%	26%	31%	2%	97%	1%	1%	97%	2%						
	PEAK HR FACTOR		0.846			0.934			0.948			0.856		0.932					
	APP/DEPART	141	/	143	198	/	74	1,482	/	1,530	1,686	/	1,759	0					
PM	03:00 PM	7	13	2	8	12	9	13	317	3	2	274	5	664					0
	3:15 PM	9	12	3	20	16	16	9	339	3	4	278	12	720					0
	3:30 PM	5	4	2	17	22	9	11	383	5	9	260	16	741					0
	3:45 PM	15	13	2	14	23	17	12	394	11	7	233	12	751					0
	4:00 PM	13	15	6	18	18	15	13	396	6	6	254	10	768					0
	4:15 PM	17	14	2	18	26	15	14	382	3	6	260	9	764					0
	4:30 PM	5	16	4	9	24	14	9	413	5	10	291	10	808					0
	4:45 PM	12	13	3	13	16	12	14	408	9	10	264	13	785					0
	5:00 PM	9	23	4	14	25	15	13	404	4	5	340	17	871					0
	5:15 PM	21	29	5	19	39	27	17	354	5	17	290	15	837					0
	5:30 PM	12	26	8	22	29	30	17	389	5	10	317	22	886					0
	5:45 PM	12	36	3	21	31	21	9	394	5	3	308	27	869					0
	VOLUMES	137	214	44	191	278	197	149	4,570	64	88	3,364	168	9,462	0	0	0	0	0
	APPROACH %	35%	54%	11%	29%	42%	30%	3%	96%	1%	2%	93%	5%						
	APP/DEPART	394	/	530	666	/	430	4,782	/	4,804	3,620	/	3,698	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	54	114	20	76	123	92	56	1,540	19	35	1,254	81	3,462					
	APPROACH %	29%	61%	11%	26%	42%	32%	3%	95%	1%	3%	92%	6%						
	PEAK HR FACTOR		0.852			0.865			0.961			0.947		0.977					
	APP/DEPART	188	/	250	291	/	177	1,615	/	1,636	1,370	/	1,400	0					

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Andrews	LOCATION #:	5
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Andrews			SOUTHBOUND Andrews			EASTBOUND Olympic			WESTBOUND Olympic				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	11	9	1	9	9	12	3	137	0	1	485	6	683	0	0	0	0	0
	7:15 AM	13	19	5	13	7	5	7	192	2	0	414	6	683	0	0	0	0	0
	7:30 AM	11	22	4	21	10	9	4	273	2	2	410	12	780	0	0	0	0	0
	7:45 AM	7	22	1	17	21	10	10	294	2	4	363	14	765	0	0	0	0	0
	8:00 AM	15	22	3	20	15	14	7	338	1	3	449	10	897	0	0	0	0	0
	8:15 AM	19	18	2	21	9	13	6	364	4	2	404	8	870	0	0	0	0	0
	8:30 AM	10	12	2	20	13	17	12	336	4	2	343	10	781	0	0	0	0	0
	8:45 AM	13	15	5	21	13	16	12	339	3	2	347	8	794	0	0	0	0	0
	9:00 AM	5	5	3	15	4	10	12	281	0	3	247	7	592	0	0	0	0	0
	9:15 AM	11	10	3	15	7	5	7	331	3	2	273	9	676	0	0	0	0	0
	9:30 AM	8	8	3	13	10	8	6	302	6	1	272	8	645	0	0	0	0	0
	9:45 AM	11	4	6	12	10	12	6	241	2	0	251	17	572	0	0	0	0	0
	VOLUMES	134	166	38	197	128	131	92	3,428	29	22	4,258	115	8,738	0	0	0	0	0
	APPROACH %	40%	49%	11%	43%	28%	29%	3%	97%	1%	1%	97%	3%						
	APP/DEPART	338	/	373	456	/	179	3,549	/	3,663	4,395	/	4,523	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	57	67	12	82	50	60	37	1,377	12	9	1,543	36	3,342					
	APPROACH %	42%	49%	9%	43%	26%	31%	3%	97%	1%	1%	97%	2%						
	PEAK HR FACTOR		0.850			0.960			0.953			0.859		0.931					
	APP/DEPART	136	/	140	192	/	71	1,426	/	1,471	1,588	/	1,660	0					
PM	03:00 PM	7	13	2	8	12	9	11	294	3	2	257	5	623	0	0	0	0	0
	3:15 PM	9	12	3	18	11	14	9	312	3	4	263	12	670	0	0	0	0	0
	3:30 PM	5	4	2	17	22	9	11	360	5	7	249	14	705	0	0	0	0	0
	3:45 PM	12	13	2	14	20	15	10	364	9	7	222	12	700	0	0	0	0	0
	4:00 PM	13	15	6	16	18	15	11	379	6	6	243	10	738	0	0	0	0	0
	4:15 PM	17	14	2	16	24	15	14	353	3	6	252	9	725	0	0	0	0	0
	4:30 PM	5	16	4	9	22	12	9	393	5	8	280	10	773	0	0	0	0	0
	4:45 PM	12	13	1	13	14	10	14	387	6	10	253	13	746	0	0	0	0	0
	5:00 PM	9	20	4	14	23	15	11	381	4	5	332	17	835	0	0	0	0	0
	5:15 PM	21	29	5	17	39	25	17	348	5	14	282	15	817	0	0	0	0	0
	5:30 PM	12	23	8	22	29	27	17	369	5	10	306	22	850	0	0	1	0	1
	5:45 PM	12	34	3	21	29	19	9	379	5	3	305	27	846	0	0	0	0	0
	VOLUMES	134	206	42	185	263	185	143	4,319	59	82	3,244	166	9,028	0	0	1	0	1
	APPROACH %	35%	54%	11%	29%	42%	29%	3%	96%	1%	2%	93%	5%						
	APP/DEPART	382	/	514	633	/	404	4,521	/	4,546	3,492	/	3,564	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	54	106	20	74	120	86	53	1,477	19	32	1,225	81	3,348					
	APPROACH %	30%	59%	11%	26%	43%	31%	3%	95%	1%	2%	92%	6%						
	PEAK HR FACTOR		0.818			0.864			0.979			0.945		0.985					
	APP/DEPART	180	/	240	280	/	171	1,550	/	1,571	1,338	/	1,366	0					

Andrews NORTH SIDE

Olympic WEST SIDE EAST SIDE **Olympic**

SOUTH SIDE **Andrews**

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

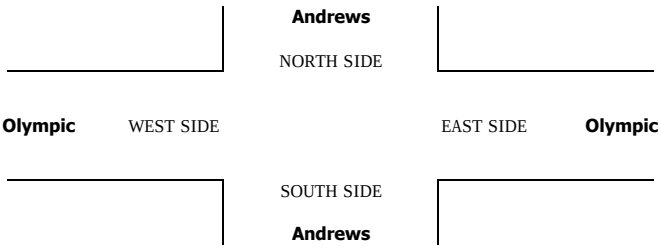
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Andrews	LOCATION #:	5
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Andrews)			SOUTHBOUND (Andrews)			EASTBOUND (Olympic)			WESTBOUND (Olympic)				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	3	0	0	0	0	1	0	3	0	0	17	0	24	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	5	0	0	16	0	21	0	0	0	0	0
	7:30 AM	1	0	0	0	0	0	0	7	0	0	10	0	18	0	0	0	0	0
	7:45 AM	0	1	0	0	0	1	0	7	0	0	6	0	15	0	0	0	0	0
	8:00 AM	0	0	0	1	0	0	0	4	0	0	17	0	22	0	0	0	0	0
	8:15 AM	0	0	0	0	1	0	0	6	0	0	10	0	17	0	0	0	0	0
	8:30 AM	0	1	0	0	0	0	0	6	0	1	13	0	21	0	0	0	0	0
	8:45 AM	1	0	0	1	0	1	0	7	0	0	13	0	23	0	0	0	0	0
	9:00 AM	0	1	0	0	0	0	0	5	0	0	30	0	36	0	0	0	0	0
	9:15 AM	0	1	0	0	0	0	0	6	0	0	47	0	54	0	0	0	0	0
	9:30 AM	0	0	0	0	2	1	0	6	0	0	11	0	20	0	0	0	0	0
	9:45 AM	1	0	0	0	0	0	1	8	0	0	11	0	21	0	0	0	0	0
	VOLUMES	6	4	0	2	3	4	1	70	0	1	201	0	292	0	0	0	0	0
	APPROACH %	60%	40%	0%	22%	33%	44%	1%	99%	0%	0%	100%	0%						
	APP/DEPART	10	/	5	9	/	4	71	/	72	202	/	211	0					
	BEGIN PEAK HR		8:30 AM																
	VOLUMES	1	3	0	1	0	1	0	24	0	1	103	0	134					
	APPROACH %	25%	75%	0%	50%	0%	50%	0%	100%	0%	1%	99%	0%						
	PEAK HR FACTOR		1.000			0.250			0.857			0.553		0.620					
	APP/DEPART	4	/	3	2	/	1	24	/	25	104	/	105	0					
PM	03:00 PM	0	0	0	0	0	0	1	10	0	0	9	0	20	0	0	0	0	0
	3:15 PM	0	0	0	1	3	1	0	11	0	0	7	0	23	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	11	0	1	3	1	16	0	0	0	0	0
	3:45 PM	1	0	0	0	2	1	1	14	1	0	4	0	24	0	0	0	0	0
	4:00 PM	0	0	0	1	0	0	1	10	0	0	3	0	15	0	0	0	0	0
	4:15 PM	0	0	0	1	1	0	0	10	0	0	3	0	15	0	0	0	0	0
	4:30 PM	0	0	0	0	1	1	0	9	0	1	4	0	16	0	0	0	0	0
	4:45 PM	0	0	1	0	1	1	0	11	2	0	3	0	19	0	0	0	0	0
	5:00 PM	0	2	0	0	1	0	1	9	0	0	2	0	15	0	0	0	0	0
	5:15 PM	0	0	0	1	0	1	0	3	0	2	2	0	9	0	0	0	0	0
	5:30 PM	0	2	0	0	0	2	0	11	0	0	6	0	21	0	0	0	0	0
	5:45 PM	0	1	0	0	1	1	0	8	0	0	1	0	12	0	0	0	0	0
	VOLUMES	1	5	1	4	10	8	4	117	3	4	47	1	205	0	0	0	0	0
	APPROACH %	14%	71%	14%	18%	45%	36%	3%	94%	2%	8%	90%	2%						
	APP/DEPART	7	/	10	22	/	17	124	/	122	52	/	56	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	1	0	0	1	5	2	2	46	1	1	23	1	83					
	APPROACH %	100%	0%	0%	13%	63%	25%	4%	94%	2%	4%	92%	4%						
	PEAK HR FACTOR		0.250			0.400			0.766			0.694		0.865					
	APP/DEPART	1	/	3	8	/	7	49	/	47	25	/	26	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Andrews	LOCATION #:	5
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Andrews			SOUTHBOUND Andrews			EASTBOUND Olympic			WESTBOUND Olympic				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Andrews

NORTH SIDE

Olympic WEST SIDE EAST SIDE **Olympic**

SOUTH SIDE

Andrews

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

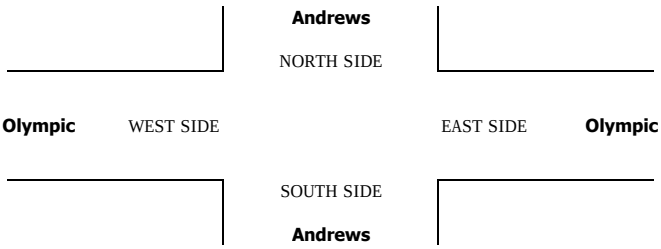
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Andrews	LOCATION #:	5
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Andrews)			SOUTHBOUND (Andrews)			EASTBOUND (Olympic)			WESTBOUND (Olympic)				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

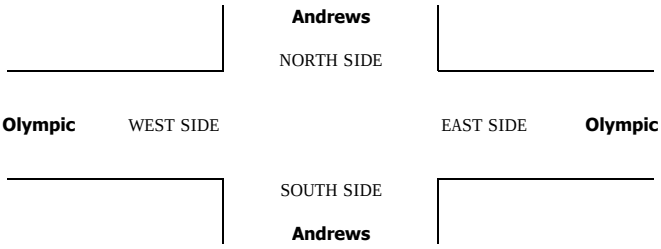
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Andrews	LOCATION #:	5
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Andrews			SOUTHBOUND Andrews			EASTBOUND Olympic			WESTBOUND Olympic				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

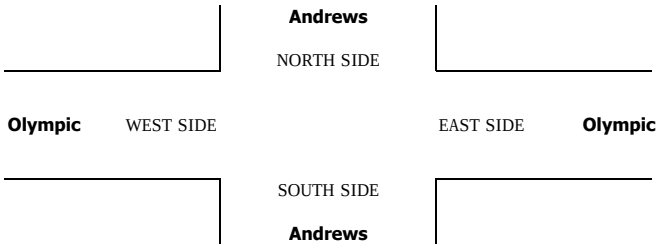
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Andrews	LOCATION #:	5
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Andrews			SOUTHBOUND Andrews			EASTBOUND Olympic			WESTBOUND Olympic				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	1	7	0	0	4	0	12	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	2	0	0	6	0	8	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	3	0	0	2	0	5	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	7	0	8	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	3	0	0	3	0	7	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	5	0	0	3	0	8	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	4	0	0	4	0	8	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	0	0	0
VOLUMES	0	1	0	0	0	0	1	36	0	0	37	0	75	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	0%	0%	3%	97%	0%	0%	100%	0%						
APP/DEPART	1	/	2	0	/	0	37	/	36	37	/	37	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	0	0	0	0	0	1	13	0	0	19	0	33					
APPROACH %	0%	0%	0%	0%	0%	0%	7%	93%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.000			0.438			0.679		0.688					
APP/DEPART	0	/	1	0	/	0	14	/	13	19	/	19	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	5	0	0	2	0	7	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	7	0	0	3	0	10	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	4	0	0	4	0	8	0	0	0	0	0
3:45 PM	1	0	0	0	0	0	0	6	0	0	3	0	10	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	1	0	0	4	0	5	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	9	0	0	2	0	11	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	4	0	0	3	0	7	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	3	0	0	4	0	7	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	6	0	0	3	0	9	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	3	0	4	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
VOLUMES	1	0	0	0	0	0	0	50	0	0	33	0	84	0	0	0	0	0
APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
APP/DEPART	1	/	0	0	/	0	50	/	50	33	/	34	0					
BEGIN PEAK HR		3:00 PM																
VOLUMES	1	0	0	0	0	0	0	22	0	0	12	0	35					
APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
PEAK HR FACTOR		0.250			0.000			0.786			0.750		0.875					
APP/DEPART	1	/	0	0	/	0	22	/	22	12	/	13	0					



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North / Sounth: Western

East/West: Olympic

Day: THURSDAY Date: January 26, 2017 Weather: Sunny

Hours:

School Da: Yes District: I/S CODE:

	N/B	S/B	E/B	W/B
DUAL-WHEELED	294	271	181	254
BIKES	60	45	27	31
BUSES	97	111	84	79

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	365	7:45:00 AM	307	7:15:00 AM	366	8:30:00 AM	499	7:00:00 AM
PM PK 15 MIN	313	5:00:00 PM	301	7:15:00 AM	366	8:30:00 AM	459	7:00:00 AM
AM PK HOUR	1279	7:30:00 AM	1187	7:15:00 AM	1444	8:00:00 AM	1693	7:00:00 AM
PM PK HOUR	1153	5:00:00 PM	1193	3:45:00 PM	1621	4:45:00 PM	1374	5:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	166	1023	72	1261
8-9	165	933	63	1161
9-10	189	920	72	1181
3-4	150	837	109	1096
4-5	119	854	82	1055
5-6	163	891	99	1153
TOTAL	952	5458	497	6907

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	117	897	88	1102
8-9	141	1071	102	1314
9-10	144	741	110	995
3-4	166	896	111	1173
4-5	184	901	105	1190
5-6	195	862	90	1147
TOTAL	947	5368	606	6921

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2363	35	14	72	25
2475	43	3	34	5
2176	54	10	38	4
2269	100	36	51	3
2245	103	20	38	5
2300	72	33	27	6
13828	407	116	260	48

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	50	923	42	1015
8-9	65	2239	66	2370
9-10	87	1075	86	1248
3-4	83	1296	54	1433
4-5	76	1460	69	1605
5-6	80	1452	62	1594
TOTAL	441	8445	379	9265

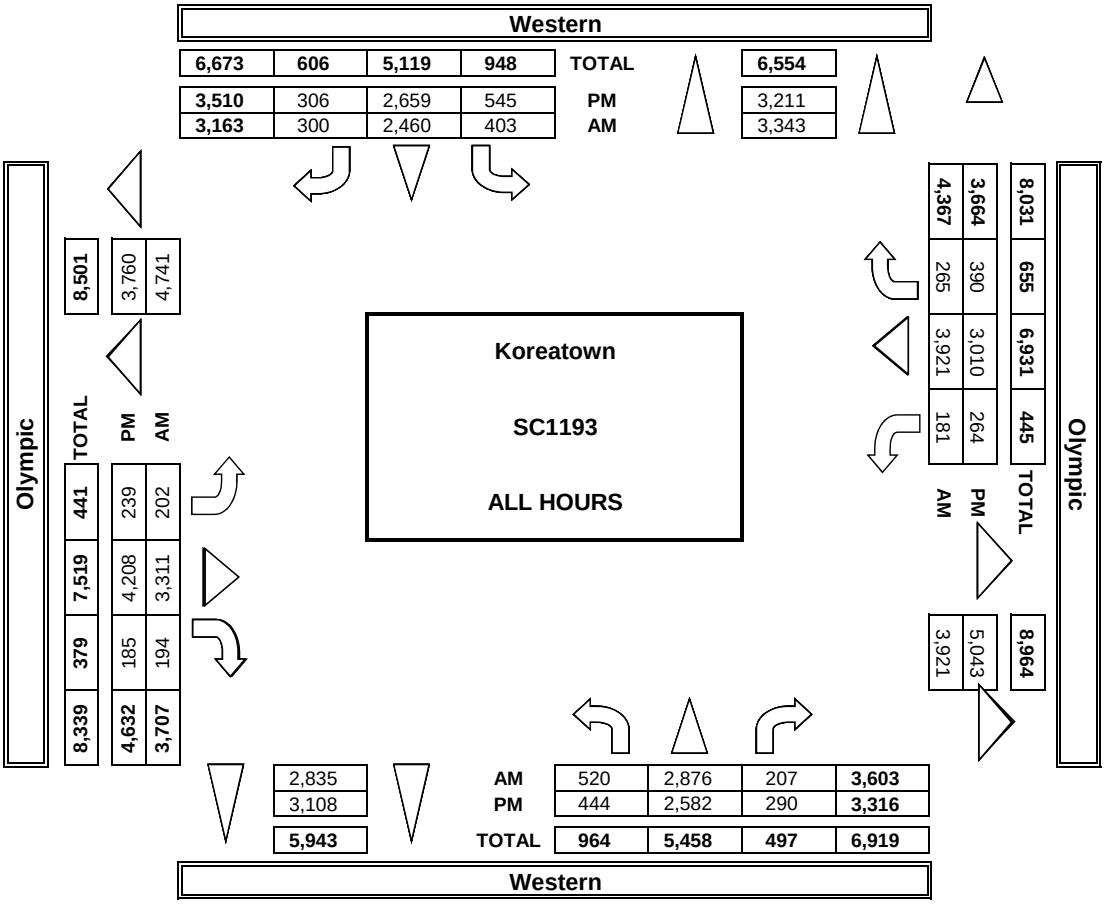
WESTBOUND Approach

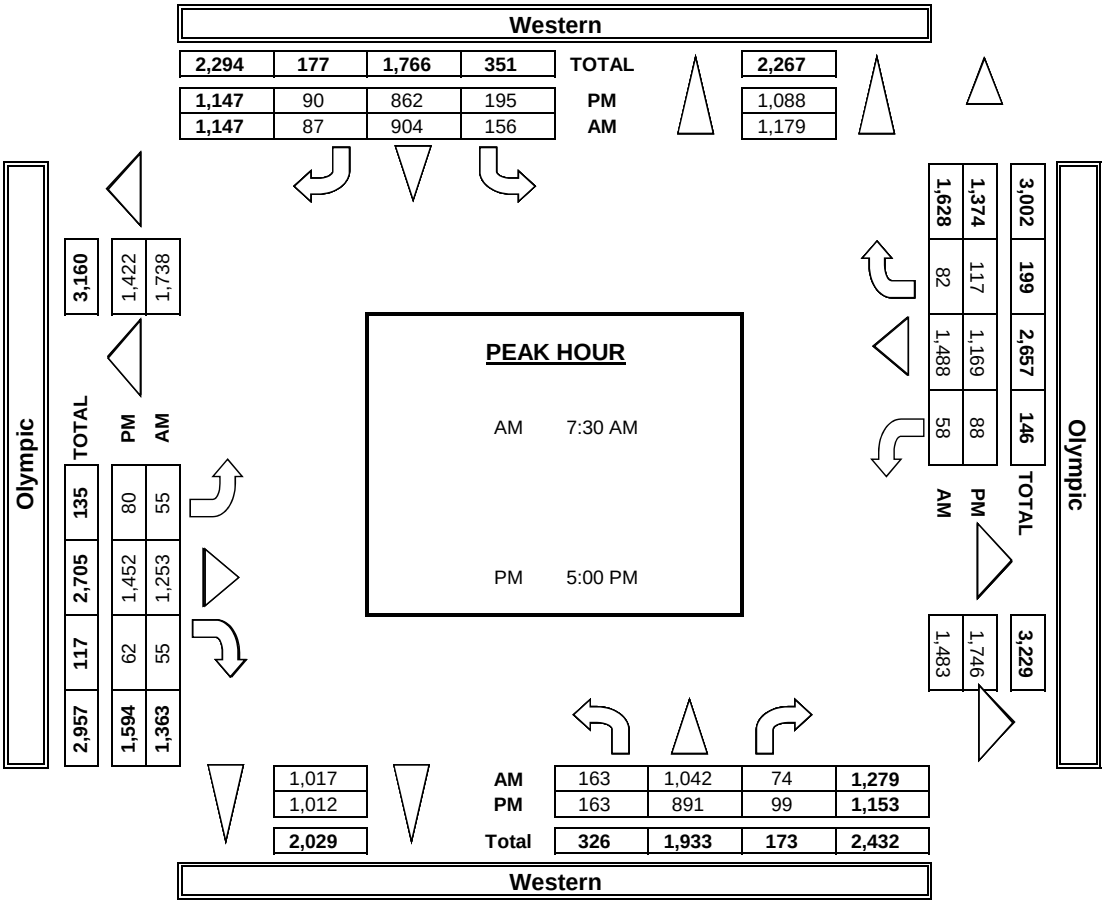
Hours	Lt	Th	Rt	Total
7-8	65	1545	83	1693
8-9	51	1392	85	1528
9-10	65	984	97	1146
3-4	92	886	138	1116
4-5	84	955	135	1174
5-6	88	1169	117	1374
TOTAL	445	6931	655	8031

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
2708	62	25	77	10
3898	57	8	77	6
2394	72	7	99	8
2549	83	7	151	21
2779	62	13	128	17
2968	57	14	94	29
17296	393	74	626	91

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T816

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jan 26, 17

LOCATION: Koreatown
NORTH & SOUTH: Western
EAST & WEST: Olympic

PROJECT #: SC1193
LOCATION #: 6
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

Add U-Turns to Left Turns

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND Olympic			WESTBOUND Olympic			
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
AM	7:00 AM	53	204	17	18	173	23	14	163	5	15	466	18	1,169
	7:15 AM	33	271	16	30	251	26	7	178	9	13	344	20	1,198
	7:30 AM	43	240	19	38	224	18	10	319	12	14	419	26	1,382
	7:45 AM	37	308	20	31	249	21	19	263	16	23	316	19	1,322
	8:00 AM	43	226	16	47	223	29	15	336	12	13	415	18	1,393
	8:15 AM	40	268	19	40	208	19	11	335	15	8	338	19	1,320
	8:30 AM	41	212	16	23	224	38	17	333	16	16	326	26	1,288
	8:45 AM	41	227	12	32	167	16	22	309	23	14	313	22	1,198
	9:00 AM	44	219	15	38	183	25	16	280	14	21	250	30	1,135
	9:15 AM	51	227	14	34	211	27	26	293	29	13	264	20	1,209
	9:30 AM	44	236	22	40	188	30	17	287	33	16	247	23	1,183
	9:45 AM	50	238	21	32	159	28	28	215	10	15	223	24	1,043
	VOLUMES	520	2,876	207	403	2,460	300	202	3,311	194	181	3,921	265	14,840
	APPROACH %	14%	80%	6%	13%	78%	9%	5%	89%	5%	4%	90%	6%	
	APP/DEPART	3,603	/	3,343	3,163	/	2,835	3,707	/	3,921	4,367	/	4,741	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	163	1,042	74	156	904	87	55	1,253	55	58	1,488	82	5,417
	APPROACH %	13%	81%	6%	14%	79%	8%	4%	92%	4%	4%	91%	5%	
	PEAK HR FACTOR		0.876			0.953			0.939			0.887		0.972
	APP/DEPART	1,279	/	1,179	1,147	/	1,017	1,363	/	1,483	1,628	/	1,738	0
PM	03:00 PM	43	212	32	37	226	34	20	296	18	18	204	19	1,159
	3:15 PM	44	211	20	51	222	17	20	287	11	26	251	40	1,200
	3:30 PM	44	203	33	33	234	31	20	331	11	23	193	34	1,190
	3:45 PM	19	211	24	45	214	29	23	382	14	25	238	45	1,269
	4:00 PM	41	219	20	43	238	22	20	343	20	22	203	28	1,219
	4:15 PM	31	206	18	51	215	21	16	365	17	24	252	42	1,258
	4:30 PM	28	222	23	43	239	33	23	330	17	25	246	29	1,258
	4:45 PM	31	207	21	47	209	29	17	422	15	13	254	36	1,301
	5:00 PM	45	246	22	47	207	17	24	332	15	17	273	24	1,269
	5:15 PM	35	215	27	45	239	15	13	381	10	26	318	30	1,354
	5:30 PM	43	213	28	47	219	23	24	355	13	17	269	33	1,284
	5:45 PM	40	217	22	56	197	35	19	384	24	28	309	30	1,361
	VOLUMES	444	2,582	290	545	2,659	306	239	4,208	185	264	3,010	390	15,122
	APPROACH %	13%	78%	9%	16%	76%	9%	5%	91%	4%	7%	82%	11%	
	APP/DEPART	3,316	/	3,211	3,510	/	3,108	4,632	/	5,043	3,664	/	3,760	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	163	891	99	195	862	90	80	1,452	62	88	1,169	117	5,268
	APPROACH %	14%	77%	9%	17%	75%	8%	5%	91%	4%	6%	85%	9%	
	PEAK HR FACTOR		0.921			0.959			0.933			0.918		0.968
	APP/DEPART	1,153	/	1,088	1,147	/	1,012	1,594	/	1,746	1,374	/	1,422	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

Western

NORTH SIDE

Olympic WEST SIDE EAST SIDE **Olympic**

SOUTH SIDE

Western

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	34	13	24	18	89	26	8	17	7	58	0	0	1	0	1	8	5	6	11	30
	7:15 AM	15	9	10	32	66	13	7	8	22	50	0	1	2	1	4	2	1	0	9	12
	7:30 AM	23	15	28	23	89	16	10	25	17	68	0	0	1	3	4	7	5	2	3	17
	7:45 AM	27	16	31	20	94	17	10	27	16	70	2	3	2	2	9	8	3	2	2	15
	8:00 AM	14	6	28	15	63	8	6	23	14	51	2	0	3	1	6	4	0	2	0	6
	8:15 AM	12	6	21	17	56	11	3	18	12	44	1	0	2	1	4	0	3	1	4	8
	8:30 AM	6	11	18	18	53	5	10	16	14	45	1	1	2	3	7	0	0	0	1	1
	8:45 AM	12	25	24	21	82	10	24	20	17	71	1	1	1	1	4	1	0	3	3	7
	9:00 AM	10	8	28	14	60	7	7	27	13	54	1	1	1	1	4	2	0	0	0	2
	9:15 AM	12	32	26	25	95	8	24	22	18	72	3	1	2	1	7	1	7	2	6	16
	9:30 AM	11	19	26	22	78	10	16	21	20	67	0	0	1	1	2	1	3	4	1	9
	9:45 AM	15	8	34	22	79	13	7	29	21	70	2	1	3	1	7	0	0	2	0	2
	TOTAL	191	168	298	247	904	144	132	253	191	720	13	9	21	16	59	34	27	24	40	125
PM	3:00 PM	21	34	46	31	132	20	23	42	23	108	1	1	2	4	8	0	10	2	4	16
	3:15 PM	22	51	56	35	164	17	42	45	30	134	2	1	3	3	9	3	8	8	2	21
	3:30 PM	8	17	40	21	86	6	11	27	18	62	2	3	8	3	16	0	3	5	0	8
	3:45 PM	9	39	46	14	108	8	24	37	12	81	1	0	3	1	5	0	15	6	1	22
	4:00 PM	11	21	44	26	102	9	17	32	21	79	0	1	3	2	6	2	3	9	3	17
	4:15 PM	10	44	32	17	103	9	35	28	13	85	0	3	4	2	9	1	6	0	2	9
	4:30 PM	12	24	40	26	102	8	19	32	18	77	2	2	3	4	11	2	3	5	4	14
	4:45 PM	13	41	41	16	111	12	32	36	10	90	1	1	2	2	6	0	8	3	4	15
	5:00 PM	9	35	50	23	117	7	22	37	17	83	2	1	6	3	12	0	12	7	3	22
	5:15 PM	12	28	26	22	88	9	20	21	16	66	1	2	1	0	4	2	6	4	6	18
	5:30 PM	8	27	34	19	88	6	18	21	15	60	0	2	1	1	4	2	7	12	3	24
	5:45 PM	13	21	24	15	73	5	12	15	9	41	6	1	3	4	14	2	8	6	2	18
	TOTAL	148	382	479	265	1,274	116	275	373	202	966	18	18	39	29	104	14	89	67	34	204

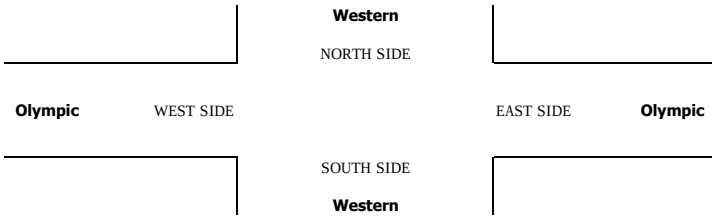
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	6
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

	NOTES:												
PCE	Class	1	2	3	4	5	6			AM		▲ N	
Adjusted	Factor	1	1.5	2	3	1.5	1.5			PM			
										MD	◄ W		E ►
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND Olympic			WESTBOUND Olympic				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	54	215	17	18	177	24	15	167	5	17	474	18	1,199					0
	7:15 AM	36	283	18	31	259	27	7	181	10	15	352	21	1,235					0
	7:30 AM	44	250	20	38	233	18	11	324	13	16	425	26	1,415					0
	7:45 AM	39	323	21	32	258	21	19	265	16	23	323	20	1,359					0
	8:00 AM	44	233	17	47	228	30	16	339	12	13	422	19	1,417					0
	8:15 AM	41	282	21	42	217	20	12	338	15	9	343	21	1,358					0
	8:30 AM	42	219	16	23	232	39	19	337	17	16	336	27	1,321					0
	8:45 AM	42	230	13	33	173	16	22	313	24	15	318	23	1,219					0
	9:00 AM	46	228	16	39	189	26	16	284	14	21	265	31	1,174					0
	9:15 AM	51	238	15	34	220	27	26	296	31	13	287	22	1,259					0
	9:30 AM	45	241	23	41	195	30	18	290	34	17	253	23	1,207					0
	9:45 AM	51	245	22	32	164	28	30	218	10	15	229	25	1,066					0
	VOLUMES	533	2,983	215	409	2,543	304	209	3,349	199	188	4,025	273	15,226	0	0	0	0	0
	APPROACH %	14%	80%	6%	13%	78%	9%	6%	89%	5%	4%	90%	6%						
	APP/DEPART	3,730	/	3,464	3,256	/	2,929	3,756	/	3,973	4,485	/	4,861	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	167	1,087	78	159	936	88	57	1,265	56	61	1,513	85	5,549					
	APPROACH %	13%	82%	6%	13%	79%	7%	4%	92%	4%	4%	91%	5%						
	PEAK HR FACTOR		0.871			0.950			0.941			0.889		0.979					
	APP/DEPART	1,331	/	1,228	1,182	/	1,052	1,378	/	1,501	1,658	/	1,768	0					
PM	03:00 PM	43	217	34	37	236	34	20	303	19	19	209	19	1,189					0
	3:15 PM	45	217	20	52	230	18	21	296	12	27	255	41	1,230					0
	3:30 PM	44	208	34	33	240	32	20	337	11	25	197	35	1,214					0
	3:45 PM	19	216	26	45	222	31	23	394	14	25	240	46	1,300					0
	4:00 PM	41	223	21	44	247	23	21	347	20	22	209	29	1,245					0
	4:15 PM	31	211	19	52	224	22	17	373	17	25	255	42	1,285					0
	4:30 PM	28	228	24	44	247	34	24	336	18	26	250	29	1,285					0
	4:45 PM	33	210	22	48	216	30	17	428	16	13	259	36	1,325					0
	5:00 PM	46	252	22	48	212	17	25	339	16	17	276	24	1,292					0
	5:15 PM	35	221	29	46	246	16	14	385	10	27	322	30	1,378					0
	5:30 PM	44	217	28	48	226	23	25	361	13	17	272	33	1,305					0
	5:45 PM	40	220	22	57	203	35	19	389	24	28	310	30	1,376					0
	VOLUMES	448	2,639	299	551	2,746	312	243	4,285	188	269	3,052	393	15,422	0	0	0	0	0
	APPROACH %	13%	78%	9%	15%	76%	9%	5%	91%	4%	7%	82%	11%						
	APP/DEPART	3,385	/	3,274	3,609	/	3,203	4,716	/	5,135	3,713	/	3,811	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	164	910	101	198	886	91	82	1,473	63	89	1,179	117	5,350					
	APPROACH %	14%	77%	9%	17%	75%	8%	5%	91%	4%	6%	85%	8%						
	PEAK HR FACTOR		0.919			0.956			0.936			0.914		0.971					
	APP/DEPART	1,174	/	1,109	1,175	/	1,037	1,617	/	1,771	1,385	/	1,434	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

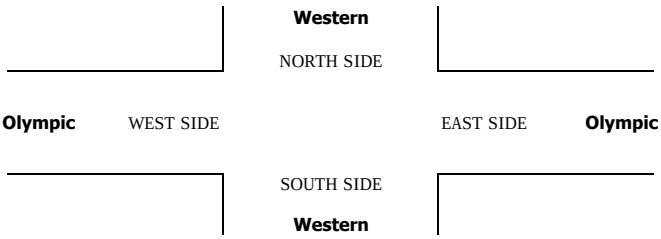
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	6
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND Olympic			WESTBOUND Olympic				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	51	183	17	18	166	21	12	156	5	11	451	18	1,109	0	0	0	0	0
	7:15 AM	28	248	13	28	236	25	7	173	8	10	329	19	1,124	0	0	0	0	0
	7:30 AM	41	221	18	38	206	18	9	310	11	11	407	26	1,316	0	0	0	0	0
	7:45 AM	34	279	18	29	231	21	19	259	16	23	302	18	1,249	0	0	0	0	0
	8:00 AM	41	212	15	47	214	28	14	331	12	13	401	17	1,345	0	0	0	0	0
	8:15 AM	39	241	16	37	190	18	9	329	15	6	328	16	1,244	0	0	0	0	0
	8:30 AM	39	198	16	23	209	36	14	326	15	16	307	24	1,223	0	0	0	0	0
	8:45 AM	40	222	10	31	155	16	22	302	22	13	303	21	1,157	0	0	0	0	0
	9:00 AM	40	202	14	36	171	24	16	272	14	21	220	28	1,058	0	0	0	0	0
	9:15 AM	51	205	13	34	193	27	26	287	26	13	218	17	1,110	0	0	0	0	0
	9:30 AM	43	227	21	38	174	30	16	282	31	15	236	23	1,136	0	0	0	0	0
	9:45 AM	48	225	20	32	150	28	25	209	10	15	212	23	997	0	0	0	0	0
	VOLUMES	495	2,663	191	391	2,295	292	189	3,236	185	167	3,714	250	14,068	0	0	0	0	0
	APPROACH %	15%	80%	6%	13%	77%	10%	5%	90%	5%	4%	90%	6%						
	APP/DEPART	3,349	/	3,102	2,978	/	2,647	3,610	/	3,818	4,131	/	4,501	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	155	953	67	151	841	85	51	1,229	54	53	1,438	77	5,154					
	APPROACH %	13%	81%	6%	14%	78%	8%	4%	92%	4%	3%	92%	5%						
	PEAK HR FACTOR		0.887			0.932			0.934			0.883		0.958					
	APP/DEPART	1,175	/	1,081	1,077	/	948	1,334	/	1,447	1,568	/	1,678	0					
PM	03:00 PM	43	202	29	37	206	34	20	282	16	17	194	19	1,099	0	0	0	0	0
	3:15 PM	42	199	20	49	207	16	19	270	10	25	244	39	1,140	0	0	0	0	0
	3:30 PM	44	193	31	33	223	30	20	319	11	20	185	33	1,142	0	0	0	0	0
	3:45 PM	19	202	20	45	198	25	23	358	14	25	234	44	1,207	0	0	0	0	0
	4:00 PM	41	211	18	42	221	21	19	336	20	22	191	26	1,168	0	0	0	0	0
	4:15 PM	31	196	17	50	198	20	15	350	17	22	247	42	1,205	0	0	0	0	0
	4:30 PM	28	211	22	42	223	32	22	318	16	24	238	29	1,205	0	0	0	0	0
	4:45 PM	28	201	20	46	195	28	17	410	14	13	245	36	1,253	0	0	0	0	0
	5:00 PM	44	234	22	45	198	17	22	319	14	17	268	24	1,224	0	0	0	0	0
	5:15 PM	35	203	24	43	226	14	12	374	10	25	310	30	1,306	0	0	0	0	0
	5:30 PM	42	205	28	46	205	23	23	344	13	17	264	33	1,243	0	0	0	0	0
	5:45 PM	40	212	22	55	185	35	19	374	24	28	307	30	1,331	0	0	0	0	0
	VOLUMES	437	2,469	273	533	2,485	295	231	4,054	179	255	2,927	385	14,523	0	0	0	0	0
	APPROACH %	14%	78%	9%	16%	75%	9%	5%	91%	4%	7%	82%	11%						
	APP/DEPART	3,179	/	3,085	3,313	/	2,919	4,464	/	4,860	3,567	/	3,659	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	161	854	96	189	814	89	76	1,411	61	87	1,149	117	5,104					
	APPROACH %	14%	77%	9%	17%	75%	8%	5%	91%	4%	6%	85%	9%						
	PEAK HR FACTOR		0.926			0.965			0.928			0.927		0.959					
	APP/DEPART	1,111	/	1,047	1,092	/	962	1,548	/	1,696	1,353	/	1,399	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

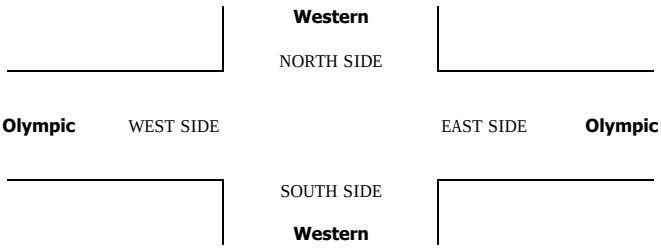
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	6
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Western)			SOUTHBOUND (Western)			EASTBOUND (Olympic)			WESTBOUND (Olympic)				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	11	0	0	6	2	2	0	0	2	10	0	35	0	0	0	0	0
	7:15 AM	5	16	3	2	10	1	0	3	1	3	10	1	55	0	0	0	0	0
	7:30 AM	2	14	1	0	13	0	1	6	1	1	10	0	49	0	0	0	0	0
	7:45 AM	3	24	0	2	13	0	0	3	0	0	7	1	53	0	0	0	0	0
	8:00 AM	2	10	0	0	5	1	1	2	0	0	11	1	33	0	0	0	0	0
	8:15 AM	1	23	3	3	13	1	1	3	0	1	7	3	59	0	0	0	0	0
	8:30 AM	2	11	0	0	6	2	3	3	0	0	15	2	44	0	0	0	0	0
	8:45 AM	1	4	1	1	9	0	0	5	1	1	9	1	33	0	0	0	0	0
	9:00 AM	4	12	1	2	9	1	0	6	0	0	28	2	65	0	0	0	0	0
	9:15 AM	0	20	1	0	12	0	0	4	3	0	44	3	87	0	0	0	0	0
	9:30 AM	1	7	1	2	12	0	1	4	1	1	10	0	40	0	0	0	0	0
	9:45 AM	2	9	1	0	5	0	3	3	0	0	9	1	33	0	0	0	0	0
	VOLUMES	25	161	12	12	113	8	12	42	7	9	170	15	586	0	0	0	0	0
	APPROACH %	13%	81%	6%	9%	85%	6%	20%	69%	11%	5%	88%	8%						
	APP/DEPART	198	/	188	133	/	129	61	/	66	194	/	203	0					
	BEGIN PEAK HR		8:30 AM																
	VOLUMES	7	47	3	3	36	3	3	18	4	1	96	8	229					
	APPROACH %	12%	82%	5%	7%	86%	7%	12%	72%	16%	1%	91%	8%						
	PEAK HR FACTOR		0.679			0.875			0.893			0.559		0.658					
	APP/DEPART	57	/	58	42	/	41	25	/	24	105	/	106	0					
PM	03:00 PM	0	8	3	0	16	0	0	9	2	1	7	0	46	0	0	0	0	0
	3:15 PM	2	4	0	2	11	1	1	10	1	1	6	0	39	0	0	0	0	0
	3:30 PM	0	7	2	0	7	1	0	10	0	2	3	0	32	0	0	0	0	0
	3:45 PM	0	7	2	0	12	3	0	17	0	0	3	0	44	0	0	0	0	0
	4:00 PM	0	3	1	1	10	1	1	6	0	0	7	1	31	0	0	0	0	0
	4:15 PM	0	7	0	0	12	1	1	9	0	2	4	0	36	0	0	0	0	0
	4:30 PM	0	8	1	1	8	1	1	6	1	1	4	0	32	0	0	0	0	0
	4:45 PM	3	3	1	1	7	1	0	9	1	0	4	0	30	0	0	0	0	0
	5:00 PM	1	10	0	1	4	0	0	10	1	0	3	0	30	0	0	0	0	0
	5:15 PM	0	9	3	2	13	1	1	5	0	1	5	0	40	0	0	0	0	0
	5:30 PM	1	6	0	1	9	0	1	9	0	0	3	0	30	0	0	0	0	0
	5:45 PM	0	4	0	1	9	0	0	8	0	0	2	0	24	0	0	0	0	0
	VOLUMES	7	76	13	10	118	10	6	108	6	8	51	1	414	0	0	0	0	0
	APPROACH %	7%	79%	14%	7%	86%	7%	5%	90%	5%	13%	85%	2%						
	APP/DEPART	96	/	83	138	/	132	120	/	131	60	/	68	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	2	26	7	2	46	5	1	46	3	4	19	0	161					
	APPROACH %	6%	74%	20%	4%	87%	9%	2%	92%	6%	17%	83%	0%						
	PEAK HR FACTOR		0.795			0.828			0.735			0.719		0.875					
	APP/DEPART	35	/	27	53	/	53	50	/	55	23	/	26	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	6
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND Olympic			WESTBOUND Olympic				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Western

NORTH SIDE

Olympic WEST SIDE EAST SIDE **Olympic**

SOUTH SIDE

Western

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	6
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND Olympic			WESTBOUND Olympic				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Western

NORTH SIDE

Olympic WEST SIDE EAST SIDE **Olympic**

SOUTH SIDE

Western

INTERSECTION TURNING MOVEMENT COUNTS

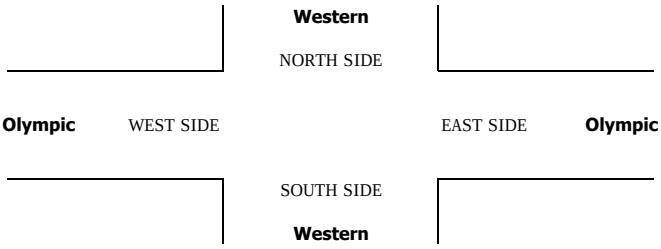
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	6
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND Olympic			WESTBOUND Olympic				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

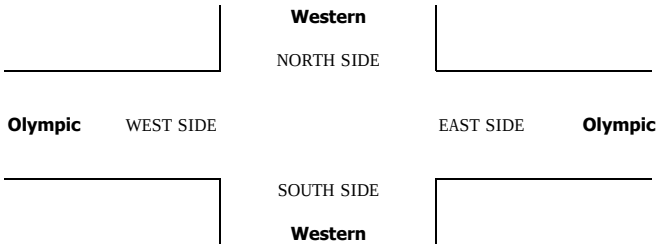
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	6
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND Olympic			WESTBOUND Olympic				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	10	0	0	1	0	0	7	0	2	5	0	25	0	0	0	0	0
	7:15 AM	0	7	0	0	5	0	0	2	0	0	5	0	19	0	0	0	0	0
	7:30 AM	0	5	0	0	5	0	0	3	0	2	2	0	17	0	0	0	0	0
	7:45 AM	0	5	2	0	5	0	0	1	0	0	7	0	20	0	0	0	0	0
	8:00 AM	0	4	1	0	4	0	0	3	0	0	3	0	15	0	0	0	0	0
	8:15 AM	0	4	0	0	5	0	1	3	0	1	3	0	17	0	0	0	0	0
	8:30 AM	0	3	0	0	9	0	0	4	1	0	4	0	21	0	0	0	0	0
	8:45 AM	0	1	1	0	3	0	0	2	0	0	1	0	8	0	0	0	0	0
	9:00 AM	0	5	0	0	3	0	0	2	0	0	2	0	12	0	0	0	0	0
	9:15 AM	0	2	0	0	6	0	0	2	0	0	2	0	12	0	0	0	0	0
	9:30 AM	0	2	0	0	2	0	0	1	1	0	1	0	7	0	0	0	0	0
	9:45 AM	0	4	0	0	4	0	0	3	0	0	2	0	13	0	0	0	0	0
	VOLUMES	0	52	4	0	52	0	1	33	2	5	37	0	186	0	0	0	0	0
	APPROACH %	0%	93%	7%	0%	100%	0%	3%	92%	6%	12%	88%	0%						
	APP/DEPART	56	/	53	52	/	59	36	/	37	42	/	37	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	27	2	0	16	0	0	13	0	4	19	0	81					
	APPROACH %	0%	93%	7%	0%	100%	0%	0%	100%	0%	17%	83%	0%						
	PEAK HR FACTOR		0.725			0.800			0.464			0.821		0.810					
	APP/DEPART	29	/	27	16	/	20	13	/	15	23	/	19	0					
PM	03:00 PM	0	2	0	0	4	0	0	5	0	0	3	0	14	0	0	0	0	0
	3:15 PM	0	8	0	0	4	0	0	7	0	0	1	1	21	0	0	0	0	0
	3:30 PM	0	3	0	0	4	0	0	2	0	1	5	1	16	0	0	0	0	0
	3:45 PM	0	2	2	0	4	1	0	7	0	0	1	1	18	0	0	0	0	0
	4:00 PM	0	5	1	0	7	0	0	1	0	0	5	1	20	0	0	0	0	0
	4:15 PM	0	3	1	1	5	0	0	6	0	0	1	0	17	0	0	0	0	0
	4:30 PM	0	3	0	0	8	0	0	6	0	0	4	0	21	0	0	0	0	0
	4:45 PM	0	3	0	0	7	0	0	3	0	0	5	0	18	0	0	0	0	0
	5:00 PM	0	2	0	1	5	0	2	3	0	0	2	0	15	0	0	0	0	0
	5:15 PM	0	3	0	0	0	0	0	2	0	0	3	0	8	0	0	0	0	0
	5:30 PM	0	2	0	0	5	0	0	2	0	0	2	0	11	0	0	0	0	0
	5:45 PM	0	1	0	0	3	0	0	2	0	0	0	0	6	0	0	0	0	0
	VOLUMES	0	37	4	2	56	1	2	46	0	1	32	4	185	0	0	0	0	0
	APPROACH %	0%	90%	10%	3%	95%	2%	4%	96%	0%	3%	86%	11%						
	APP/DEPART	41	/	43	59	/	57	48	/	52	37	/	33	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	0	14	2	1	27	0	0	16	0	0	15	1	76					
	APPROACH %	0%	88%	13%	4%	96%	0%	0%	100%	0%	0%	94%	6%						
	PEAK HR FACTOR		0.667			0.875			0.571			0.667		0.905					
	APP/DEPART	16	/	15	28	/	27	16	/	19	16	/	15	0					



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North / Sounth: Harvard

East/West: Olympic

Day: THURSDAY Date: January 26, 2017 Weather: Sunny

Hours:

School Da: Yes District: I/S CODE:

	N/B	S/B	E/B	W/B
DUAL-WHEELED	36	40	228	245
BIKES	18	27	37	50
BUSES	1	14	90	80

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	80	8:30:00 AM	85	7:45:00 AM	427	8:15:00 AM	462	7:45:00 AM
PM PK 15 MIN	102	5:30:00 PM	85	7:45:00 AM	427	8:15:00 AM	462	7:45:00 AM
AM PK HOUR	273	8:00:00 AM	284	7:15:00 AM	1599	8:00:00 AM	1739	7:00:00 AM
PM PK HOUR	353	5:00:00 PM	481	4:30:00 PM	1754	5:00:00 PM	1560	5:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	65	125	34	224
8-9	66	167	40	273
9-10	43	157	48	248
3-4	46	161	61	268
4-5	39	195	58	292
5-6	63	226	64	353
TOTAL	322	1031	305	1658

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	76	87	85	248
8-9	85	146	48	279
9-10	54	104	68	226
3-4	62	183	72	317
4-5	99	273	75	447
5-6	105	271	77	453
TOTAL	481	1064	425	1970

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
472	33	6	58	30
552	17	0	23	1
474	15	0	28	0
585	45	6	40	5
739	46	2	32	4
806	32	0	26	5
3628	188	14	207	45

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	35	1055	19	1109
8-9	66	2561	30	2657
9-10	69	1248	37	1354
3-4	74	1565	26	1665
4-5	71	1598	33	1702
5-6	71	1642	41	1754
TOTAL	386	9669	186	10241

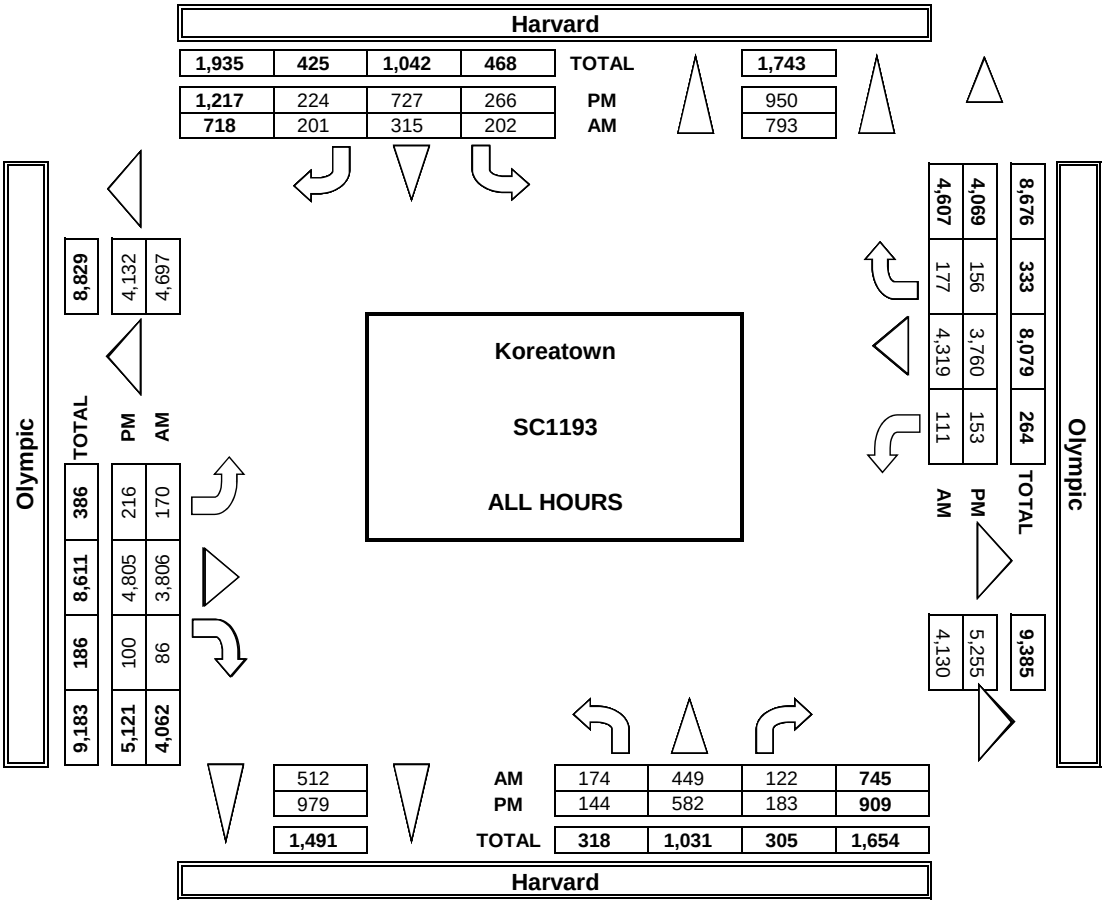
WESTBOUND Approach

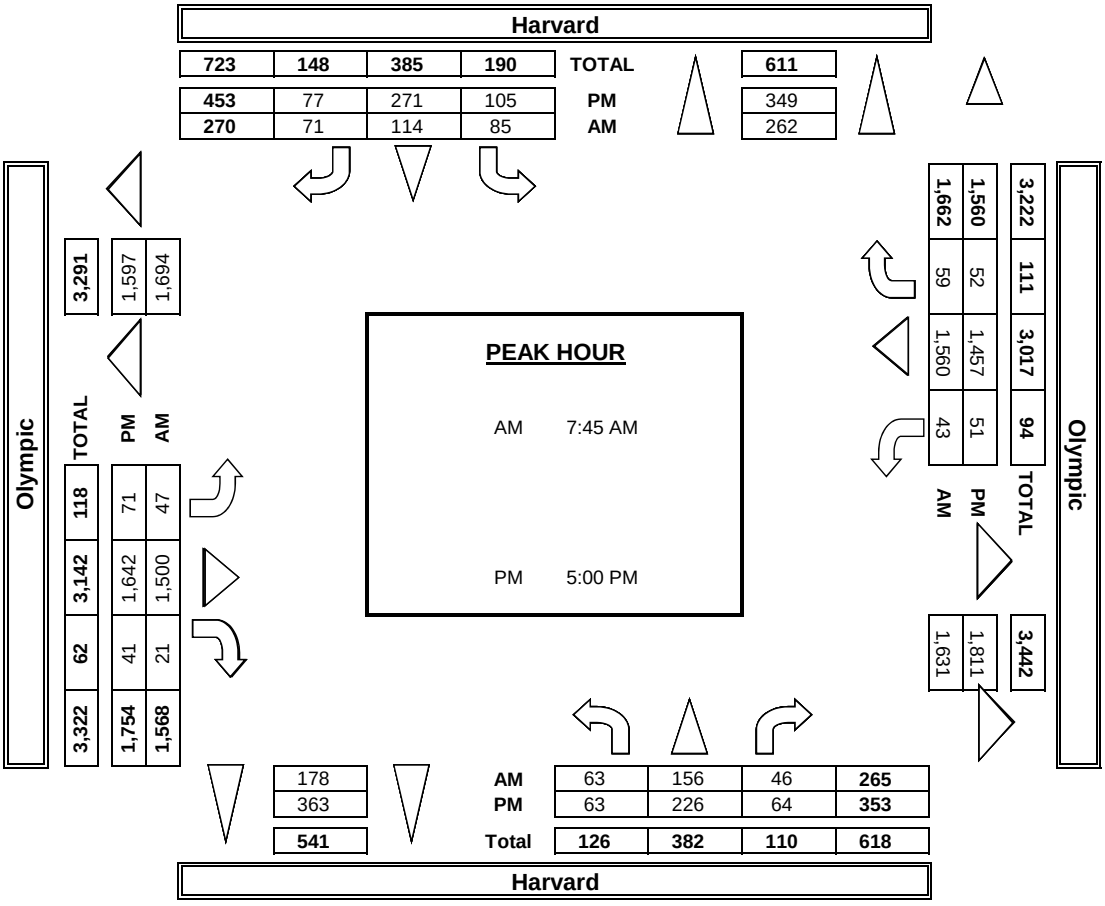
Hours	Lt	Th	Rt	Total
7-8	25	1657	57	1739
8-9	42	1471	65	1578
9-10	44	1191	55	1290
3-4	43	1142	41	1226
4-5	59	1161	63	1283
5-6	51	1457	52	1560
TOTAL	264	8079	333	8676

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
2848	45	35	23	5
4235	16	5	28	1
2644	18	1	17	0
2891	27	6	37	3
2985	31	2	27	8
3314	34	5	29	3
18917	171	54	161	20

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T816

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jan 26, 17

LOCATION: Koreatown
NORTH & SOUTH: Harvard
EAST & WEST: Olympic

PROJECT #: SC1193
LOCATION #: 7
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

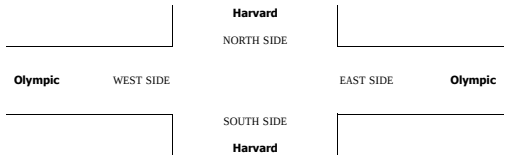
N ▲ / ◄ W / E ► / S ▼

Add U-Turns to Left Turns

		NORTHBOUND Harvard			SOUTHBOUND Harvard			EASTBOUND Olympic			WESTBOUND Olympic			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
AM	7:00 AM	10	22	2	10	18	13	4	169	3	4	431	13	699
	7:15 AM	14	42	7	17	15	16	7	221	8	4	429	17	797
	7:30 AM	23	25	14	21	32	21	14	334	3	5	360	14	866
	7:45 AM	18	36	11	28	22	35	10	331	5	12	437	13	958
	8:00 AM	22	32	14	27	33	17	12	372	5	12	393	10	949
	8:15 AM	5	36	11	11	26	10	7	416	4	12	392	17	947
	8:30 AM	18	52	10	19	33	9	18	381	7	7	338	19	911
	8:45 AM	21	47	5	15	32	12	29	334	14	11	348	19	887
	9:00 AM	9	34	10	15	23	16	18	298	9	7	294	15	748
	9:15 AM	7	36	13	11	23	15	16	332	9	16	338	11	827
	9:30 AM	16	47	8	13	25	19	17	328	9	12	256	12	762
	9:45 AM	11	40	17	15	33	18	18	290	10	9	303	17	781
	VOLUMES	174	449	122	202	315	201	170	3,806	86	111	4,319	177	10,132
	APPROACH %	23%	60%	16%	28%	44%	28%	4%	94%	2%	2%	94%	4%	
	APP/DEPART	745	/	793	718	/	512	4,062	/	4,130	4,607	/	4,697	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	63	156	46	85	114	71	47	1,500	21	43	1,560	59	3,765
	APPROACH %	24%	59%	17%	31%	42%	26%	3%	96%	1%	3%	94%	4%	
	PEAK HR FACTOR		0.828			0.794			0.918			0.899		0.983
	APP/DEPART	265	/	262	270	/	178	1,568	/	1,631	1,662	/	1,694	0
PM	03:00 PM	12	44	9	16	42	19	17	356	3	6	258	4	786
	3:15 PM	9	41	12	18	47	17	19	376	9	10	312	6	876
	3:30 PM	15	35	21	12	50	18	18	403	7	15	285	16	895
	3:45 PM	10	41	19	16	44	18	20	430	7	12	287	15	919
	4:00 PM	10	46	11	29	71	24	23	376	5	15	241	10	861
	4:15 PM	10	40	14	18	40	15	12	411	11	15	303	20	909
	4:30 PM	9	56	20	29	73	20	15	384	10	10	304	17	947
	4:45 PM	6	53	13	23	89	16	21	427	7	19	313	16	1,003
	5:00 PM	15	58	15	29	72	14	16	389	11	16	343	16	994
	5:15 PM	14	51	14	29	65	22	13	427	9	7	362	15	1,028
	5:30 PM	13	68	21	25	66	24	19	397	8	12	326	10	989
	5:45 PM	21	49	14	22	68	17	23	429	13	16	426	11	1,109
	VOLUMES	144	582	183	266	727	224	216	4,805	100	153	3,760	156	11,316
	APPROACH %	16%	64%	20%	22%	60%	18%	4%	94%	2%	4%	92%	4%	
	APP/DEPART	909	/	950	1,217	/	979	5,121	/	5,255	4,069	/	4,132	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	63	226	64	105	271	77	71	1,642	41	51	1,457	52	4,120
	APPROACH %	18%	64%	18%	23%	60%	17%	4%	94%	2%	3%	93%	3%	
	PEAK HR FACTOR		0.865			0.976			0.943			0.861		0.929
	APP/DEPART	353	/	349	453	/	363	1,754	/	1,811	1,560	/	1,597	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	1	0	1
0	0	3	0	3
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	1	1	2
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	4	1	5



		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	8	8	6	7	29	5	7	5	5	22	3	0	0	1	4	0	1	1	1	3
	7:15 AM	10	10	5	7	32	9	9	5	3	26	0	1	0	2	3	1	0	0	2	3
	7:30 AM	12	6	8	14	40	10	5	5	9	29	0	0	1	0	1	2	1	2	5	10
	7:45 AM	69	18	12	56	155	34	12	8	28	82	8	2	2	1	13	27	4	2	27	60
	8:00 AM	9	7	14	16	46	8	6	14	11	39	1	1	0	1	3	0	0	0	4	4
	8:15 AM	11	4	6	2	23	9	4	5	2	20	1	0	1	0	2	1	0	0	0	1
	8:30 AM	6	4	5	5	20	3	3	4	1	11	3	1	0	3	7	0	0	1	1	2
	8:45 AM	6	4	7	3	20	3	4	5	2	14	3	0	2	1	6	0	0	0	0	0
	9:00 AM	6	3	8	3	20	5	1	7	3	16	1	2	1	0	4	0	0	0	0	0
	9:15 AM	8	6	3	6	23	5	4	3	5	17	3	2	0	1	6	0	0	0	0	0
	9:30 AM	7	7	6	4	24	7	6	3	4	20	0	1	3	0	4	0	0	0	0	0
	9:45 AM	14	5	4	8	31	11	4	4	6	25	3	1	0	1	5	0	0	0	1	1
	TOTAL	166	82	84	131	463	109	65	68	79	321	26	11	10	11	58	31	6	6	41	84
PM	3:00 PM	9	20	11	12	52	5	15	9	11	40	3	5	1	1	10	1	0	1	0	2
	3:15 PM	20	18	14	9	61	15	12	11	5	43	2	4	2	4	12	3	2	1	0	6
	3:30 PM	16	11	11	10	48	12	8	11	6	37	3	3	0	2	8	1	0	0	2	3
	3:45 PM	9	16	7	9	41	8	10	6	5	29	1	2	0	0	3	0	4	1	4	9
	4:00 PM	10	26	11	7	54	7	23	9	6	45	0	1	1	1	3	3	2	1	0	6
	4:15 PM	12	9	14	10	45	11	6	7	8	32	1	3	1	0	5	0	0	6	2	8
	4:30 PM	9	13	2	9	33	7	10	1	9	27	2	3	1	0	6	0	0	0	0	0
	4:45 PM	10	11	12	11	44	7	7	10	8	32	2	4	1	3	10	1	0	1	0	2
	5:00 PM	16	11	4	18	49	8	10	4	10	32	4	1	0	3	8	4	0	0	5	9
	5:15 PM	10	11	10	6	37	8	11	7	4	30	1	0	0	2	3	1	0	3	0	4
	5:30 PM	10	6	10	9	35	8	6	9	9	32	2	0	1	0	3	0	0	0	0	0
	5:45 PM	5	5	9	11	30	2	5	9	11	27	3	0	0	0	3	0	0	0	0	0
	TOTAL	136	157	115	121	529	98	123	93	92	406	24	26	8	16	74	14	8	14	13	49

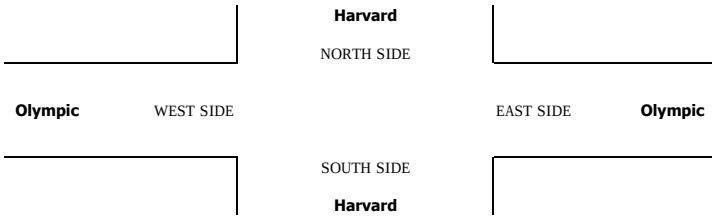
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Harvard	LOCATION #:	7
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

	NOTES:												
PCE	Class	1	2	3	4	5	6			AM		▲ N	
Adjusted	Factor	1	1.5	2	3	1.5	1.5			PM			
										MD	◄ W		E ►
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Harvard			SOUTHBOUND Harvard			EASTBOUND Olympic			WESTBOUND Olympic				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	11	22	2	10	19	14	5	172	3	4	439	13	712					0
	7:15 AM	14	43	8	18	16	16	7	226	8	5	438	17	814					0
	7:30 AM	24	25	14	22	33	21	14	339	3	6	366	15	880					0
	7:45 AM	18	36	11	28	22	35	10	336	6	12	445	13	971					0
	8:00 AM	22	33	14	27	33	18	12	378	5	13	403	10	966					0
	8:15 AM	5	36	11	11	26	11	7	422	4	12	400	17	961					0
	8:30 AM	19	54	10	20	33	9	19	385	7	7	345	19	925					0
	8:45 AM	21	48	5	15	32	12	30	339	14	11	355	20	901					0
	9:00 AM	9	35	11	15	23	17	20	302	9	7	310	15	772					0
	9:15 AM	7	37	13	12	24	16	16	336	10	16	363	11	859					0
	9:30 AM	17	48	8	13	26	19	17	332	9	13	262	12	775					0
	9:45 AM	12	41	17	15	34	19	18	294	10	9	310	18	795					0
	VOLUMES	177	456	123	206	318	205	173	3,858	87	114	4,432	179	10,327	0	0	0	0	0
	APPROACH %	23%	60%	16%	28%	44%	28%	4%	94%	2%	2%	94%	4%						
	APP/DEPART	756	/	808	728	/	519	4,118	/	4,187	4,725	/	4,814	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	64	158	46	86	114	72	48	1,520	22	44	1,592	59	3,822					
	APPROACH %	24%	59%	17%	32%	42%	26%	3%	96%	1%	3%	94%	3%						
	PEAK HR FACTOR		0.816			0.800			0.918			0.902		0.985					
	APP/DEPART	268	/	265	272	/	179	1,589	/	1,652	1,694	/	1,727	0					
PM	03:00 PM	12	45	9	16	43	20	17	368	3	6	266	4	808					0
	3:15 PM	10	42	12	18	48	17	20	385	9	10	316	7	891					0
	3:30 PM	16	35	22	13	50	19	18	414	7	15	290	16	912					0
	3:45 PM	10	41	20	17	45	19	21	441	7	12	288	15	934					0
	4:00 PM	11	46	11	30	73	25	24	383	5	16	245	11	877					0
	4:15 PM	10	40	14	18	40	15	13	420	11	16	306	20	922					0
	4:30 PM	9	56	21	30	75	21	16	392	10	11	309	17	964					0
	4:45 PM	6	54	14	23	93	17	22	432	7	19	319	16	1,019					0
	5:00 PM	15	58	15	30	73	14	16	398	11	16	345	16	1,006					0
	5:15 PM	14	53	14	29	65	23	13	433	10	7	367	15	1,041					0
	5:30 PM	13	68	22	26	66	24	20	404	8	12	328	10	999					0
	5:45 PM	21	49	14	22	68	17	23	437	13	17	427	11	1,118					0
	VOLUMES	146	585	186	270	737	228	220	4,904	101	156	3,802	157	11,489	0	0	0	0	0
	APPROACH %	16%	64%	20%	22%	60%	18%	4%	94%	2%	4%	92%	4%						
	APP/DEPART	917	/	962	1,234	/	993	5,224	/	5,360	4,114	/	4,175	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	63	228	65	106	272	78	72	1,671	42	52	1,465	52	4,163					
	APPROACH %	18%	64%	18%	23%	60%	17%	4%	94%	2%	3%	93%	3%						
	PEAK HR FACTOR		0.866			0.976			0.944			0.864		0.931					
	APP/DEPART	355	/	351	455	/	365	1,784	/	1,842	1,569	/	1,606	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

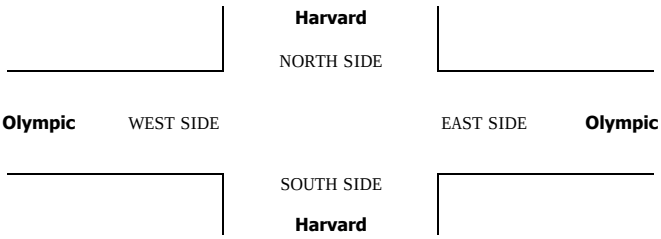
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Harvard	LOCATION #:	7
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Harvard			SOUTHBOUND Harvard			EASTBOUND Olympic			WESTBOUND Olympic				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	9	22	2	10	17	12	3	164	3	4	415	13	674	0	0	0	0	0
	7:15 AM	14	40	6	16	14	16	7	211	8	3	412	17	764	0	0	0	0	0
	7:30 AM	22	25	14	19	31	21	14	325	3	4	348	13	839	0	0	0	0	0
	7:45 AM	18	36	11	28	22	35	10	322	4	12	422	13	933	0	0	0	0	0
	8:00 AM	22	31	14	27	33	16	12	361	5	11	374	10	916	0	0	0	0	0
	8:15 AM	5	36	11	11	26	9	7	405	4	12	376	17	919	0	0	0	0	0
	8:30 AM	17	49	10	17	33	9	17	373	7	7	325	19	883	0	0	0	0	0
	8:45 AM	21	45	5	15	32	12	28	324	14	11	335	18	860	0	0	1	0	1
	9:00 AM	9	32	9	15	23	14	15	290	9	7	263	15	701	0	0	0	0	0
	9:15 AM	7	35	13	9	22	14	16	325	8	16	288	11	764	0	0	0	0	0
	9:30 AM	14	46	8	13	24	19	17	320	9	10	245	12	737	0	0	1	0	1
	9:45 AM	10	38	17	15	32	17	18	282	10	9	290	15	753	0	0	1	0	1
	VOLUMES	168	435	120	195	309	194	164	3,702	84	106	4,093	173	9,743	0	0	3	0	3
	APPROACH %	23%	60%	17%	28%	44%	28%	4%	94%	2%	2%	94%	4%						
	APP/DEPART	723	/	769	698	/	499	3,950	/	4,017	4,372	/	4,458	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	62	152	46	83	114	69	46	1,461	20	42	1,497	59	3,651					
	APPROACH %	24%	58%	18%	31%	43%	26%	3%	96%	1%	3%	94%	4%						
	PEAK HR FACTOR		0.855			0.782			0.918			0.894		0.978					
	APP/DEPART	260	/	257	266	/	176	1,527	/	1,590	1,598	/	1,628	0					
PM	03:00 PM	12	43	9	16	40	17	17	332	3	6	243	4	742	0	0	0	0	0
	3:15 PM	8	40	12	18	46	17	18	359	9	10	305	5	847	0	0	1	0	1
	3:30 PM	14	35	20	11	50	17	18	382	7	15	276	16	861	0	0	0	0	0
	3:45 PM	10	41	18	15	42	17	19	409	7	12	285	15	890	0	0	0	0	0
	4:00 PM	9	46	11	27	68	23	22	363	5	13	233	9	829	0	0	1	1	2
	4:15 PM	10	40	14	18	40	15	11	393	11	14	297	20	883	0	0	1	0	1
	4:30 PM	9	56	18	28	70	19	14	368	10	9	295	17	913	0	0	0	0	0
	4:45 PM	6	52	12	23	82	15	20	417	7	19	302	16	971	0	0	1	0	1
	5:00 PM	15	58	15	28	71	14	16	371	11	16	340	16	971	0	0	0	0	0
	5:15 PM	14	48	14	29	65	21	13	416	8	7	353	15	1,003	0	0	0	0	0
	5:30 PM	13	68	20	24	66	24	18	383	8	12	323	10	969	0	0	0	0	0
	5:45 PM	21	49	14	22	68	17	23	414	13	15	425	11	1,092	0	0	0	0	0
	VOLUMES	141	576	177	259	708	216	209	4,607	99	148	3,677	154	10,971	0	0	4	1	5
	APPROACH %	16%	64%	20%	22%	60%	18%	4%	94%	2%	4%	92%	4%						
	APP/DEPART	894	/	935	1,183	/	954	4,915	/	5,044	3,979	/	4,038	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	63	223	63	103	270	76	70	1,584	40	50	1,441	52	4,035					
	APPROACH %	18%	64%	18%	23%	60%	17%	4%	94%	2%	3%	93%	3%						
	PEAK HR FACTOR		0.864			0.976			0.941			0.855		0.924					
	APP/DEPART	349	/	345	449	/	360	1,694	/	1,750	1,543	/	1,580	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

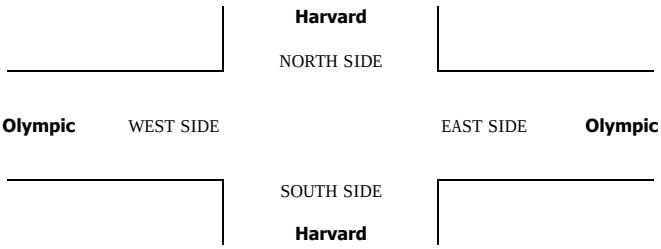
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Harvard	LOCATION #:	7
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Harvard			SOUTHBOUND Harvard			EASTBOUND Olympic			WESTBOUND Olympic				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	0	0	0	0	1	1	1	0	0	10	0	14	0	0	0	0	0
	7:15 AM	0	2	1	1	0	0	0	5	0	1	10	0	20	0	0	0	0	0
	7:30 AM	1	0	0	0	0	0	0	7	0	1	9	1	19	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	5	1	0	7	0	13	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	6	0	0	15	0	22	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	8	0	0	11	0	19	0	0	0	0	0
	8:30 AM	1	3	0	2	0	0	1	4	0	0	10	0	21	0	0	0	0	0
	8:45 AM	0	2	0	0	0	0	1	8	0	0	12	1	24	0	0	0	0	0
	9:00 AM	0	2	1	0	0	2	3	5	0	0	29	0	42	0	0	0	0	0
	9:15 AM	0	1	0	2	1	1	0	5	1	0	48	0	59	0	0	0	0	0
	9:30 AM	2	1	0	0	1	0	0	7	0	2	10	0	23	0	0	0	0	0
	9:45 AM	1	2	0	0	1	1	0	6	0	0	11	2	24	0	0	0	0	0
	VOLUMES	6	14	2	5	3	5	6	67	2	4	182	4	300	0	0	0	0	0
	APPROACH %	27%	64%	9%	38%	23%	38%	8%	89%	3%	2%	96%	2%						
	APP/DEPART	22	/	24	13	/	9	75	/	74	190	/	193	0					
	BEGIN PEAK HR		8:45 AM																
	VOLUMES	3	6	1	2	3	4	3	23	1	2	98	2	148					
	APPROACH %	30%	60%	10%	22%	33%	44%	11%	85%	4%	2%	96%	2%						
	PEAK HR FACTOR		0.833			0.563			0.750			0.531		0.627					
	APP/DEPART	10	/	11	9	/	6	27	/	26	102	/	105	0					
PM	03:00 PM	0	1	0	0	2	1	0	20	0	0	12	0	36	0	0	0	0	0
	3:15 PM	1	1	0	0	1	0	1	12	0	0	7	0	23	0	0	0	0	0
	3:30 PM	0	0	1	1	0	0	0	17	0	0	4	0	23	0	0	0	0	0
	3:45 PM	0	0	1	1	2	0	0	15	0	0	1	0	20	0	0	0	0	0
	4:00 PM	1	0	0	0	3	0	1	10	0	0	3	1	19	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	1	11	0	1	5	0	18	0	0	0	0	0
	4:30 PM	0	0	2	0	3	1	1	7	0	1	4	0	19	0	0	0	0	0
	4:45 PM	0	1	1	0	7	1	0	8	0	0	6	0	24	0	0	0	0	0
	5:00 PM	0	0	0	1	1	0	0	14	0	0	1	0	17	0	0	0	0	0
	5:15 PM	0	3	0	0	0	1	0	8	1	0	6	0	19	0	0	0	0	0
	5:30 PM	0	0	1	1	0	0	1	12	0	0	1	0	16	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	13	0	1	1	0	15	0	0	0	0	0
	VOLUMES	2	6	6	4	19	4	5	147	1	3	51	1	249	0	0	0	0	0
	APPROACH %	14%	43%	43%	15%	70%	15%	3%	96%	1%	5%	93%	2%						
	APP/DEPART	14	/	12	27	/	23	153	/	157	55	/	57	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	1	2	2	2	5	1	1	64	0	0	24	0	102					
	APPROACH %	20%	40%	40%	25%	63%	13%	2%	98%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.625			0.667			0.813			0.500		0.708					
	APP/DEPART	5	/	3	8	/	5	65	/	68	24	/	26	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

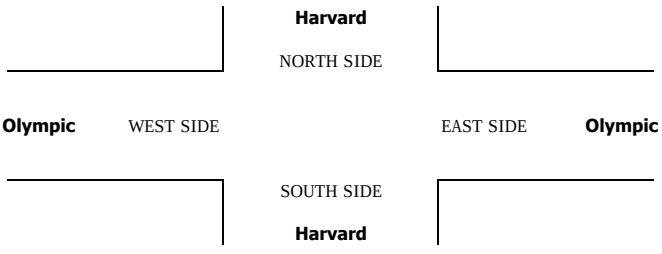
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Harvard	LOCATION #:	7
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Harvard			SOUTHBOUND Harvard			EASTBOUND Olympic			WESTBOUND Olympic				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Harvard	LOCATION #:	7
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Harvard			SOUTHBOUND Harvard			EASTBOUND Olympic			WESTBOUND Olympic				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Harvard

NORTH SIDE

Olympic WEST SIDE EAST SIDE **Olympic**

SOUTH SIDE

Harvard

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Harvard	LOCATION #:	7
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Harvard			SOUTHBOUND Harvard			EASTBOUND Olympic			WESTBOUND Olympic				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Harvard

NORTH SIDE

Olympic WEST SIDE EAST SIDE **Olympic**

SOUTH SIDE

Harvard

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Harvard	LOCATION #:	7
THURSDAY	EAST & WEST:	Olympic	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Harvard			SOUTHBOUND Harvard			EASTBOUND Olympic			WESTBOUND Olympic				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	0	0	0	0	1	0	0	4	0	0	6	0	11	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	5	0	0	7	0	13	0	0	0	0	0
7:30 AM	0	0	0	2	1	0	0	2	0	0	3	0	8	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	4	0	0	8	0	12	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	5	0	1	4	0	11	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	3	0	0	5	0	9	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	4	0	0	3	0	7	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	3	0	0	2	0	5	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
VOLUMES	0	0	0	2	3	2	0	37	0	1	44	0	89	0	0	0	0	0
APPROACH %	0%	0%	0%	29%	43%	29%	0%	100%	0%	2%	98%	0%						
APP/DEPART	0	/	0	7	/	4	37	/	39	45	/	46	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	0	0	2	2	1	0	16	0	1	22	0	44					
APPROACH %	0%	0%	0%	40%	40%	20%	0%	100%	0%	4%	96%	0%						
PEAK HR FACTOR		0.000			0.417			0.800			0.719		0.846					
APP/DEPART	0	/	0	5	/	3	16	/	18	23	/	23	0					
03:00 PM	0	0	0	0	0	1	0	4	0	0	3	0	8	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	5	0	0	0	1	6	0	0	0	0	0
3:30 PM	1	0	0	0	0	1	0	4	0	0	5	0	11	0	0	0	0	0
3:45 PM	0	0	0	0	0	1	1	6	0	0	1	0	9	0	0	0	0	0
4:00 PM	0	0	0	2	0	1	0	3	0	2	5	0	13	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	7	0	0	1	0	8	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	9	0	0	5	0	15	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	2	0	0	5	0	8	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	4	0	0	2	0	6	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
VOLUMES	1	0	0	3	0	4	2	51	0	2	32	1	96	0	0	0	0	0
APPROACH %	100%	0%	0%	43%	0%	57%	4%	96%	0%	6%	91%	3%						
APP/DEPART	1	/	3	7	/	2	53	/	54	35	/	37	0					
BEGIN PEAK HR		3:45 PM																
VOLUMES	0	0	0	3	0	2	1	25	0	2	12	0	45					
APPROACH %	0%	0%	0%	60%	0%	40%	4%	96%	0%	14%	86%	0%						
PEAK HR FACTOR		0.000			0.417			0.722			0.500		0.750					
APP/DEPART	0	/	1	5	/	2	26	/	28	14	/	14	0					

Harvard

NORTH SIDE

Olympic WEST SIDE EAST SIDE **Olympic**

SOUTH SIDE

Harvard

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North / Sounth: Arlington

East/West: Country Club

Day: THURSDAY Date: January 26, 2017 Weather: Sunny

Hours:

School Da: Yes District: I/S CODE:

	N/B	S/B	E/B	W/B
DUAL-WHEELED	294	191	25	29
BIKES	14	6	8	7
BUSES	28	28	2	1

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	384	7:30:00 AM	263	7:30:00 AM	42	8:45:00 AM	42	7:30:00 AM
PM PK 15 MIN	363	5:45:00 PM	263	7:30:00 AM	42	8:45:00 AM	42	7:30:00 AM
AM PK HOUR	1372	7:15:00 AM	1041	7:15:00 AM	142	8:00:00 AM	136	7:30:00 AM
PM PK HOUR	1347	5:00:00 PM	1208	4:00:00 PM	197	5:00:00 PM	130	5:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	176	1149	9	1334
8-9	106	1136	17	1259
9-10	90	914	12	1016
3-4	36	889	35	960
4-5	61	1135	30	1226
5-6	93	1222	32	1347
TOTAL	562	6445	135	7142

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	27	885	45	957
8-9	45	1137	34	1216
9-10	18	822	28	868
3-4	61	967	69	1097
4-5	96	1020	92	1208
5-6	80	982	110	1172
TOTAL	327	5813	378	6518

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2291	3	5	1	5
2475	7	0	2	1
1884	11	0	2	0
2057	3	0	4	0
2434	7	1	3	0
2519	7	1	8	1
13660	38	7	20	7

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	55	21	41	117
8-9	69	56	39	164
9-10	18	25	28	71
3-4	21	49	45	115
4-5	34	74	45	153
5-6	44	107	46	197
TOTAL	241	332	244	817

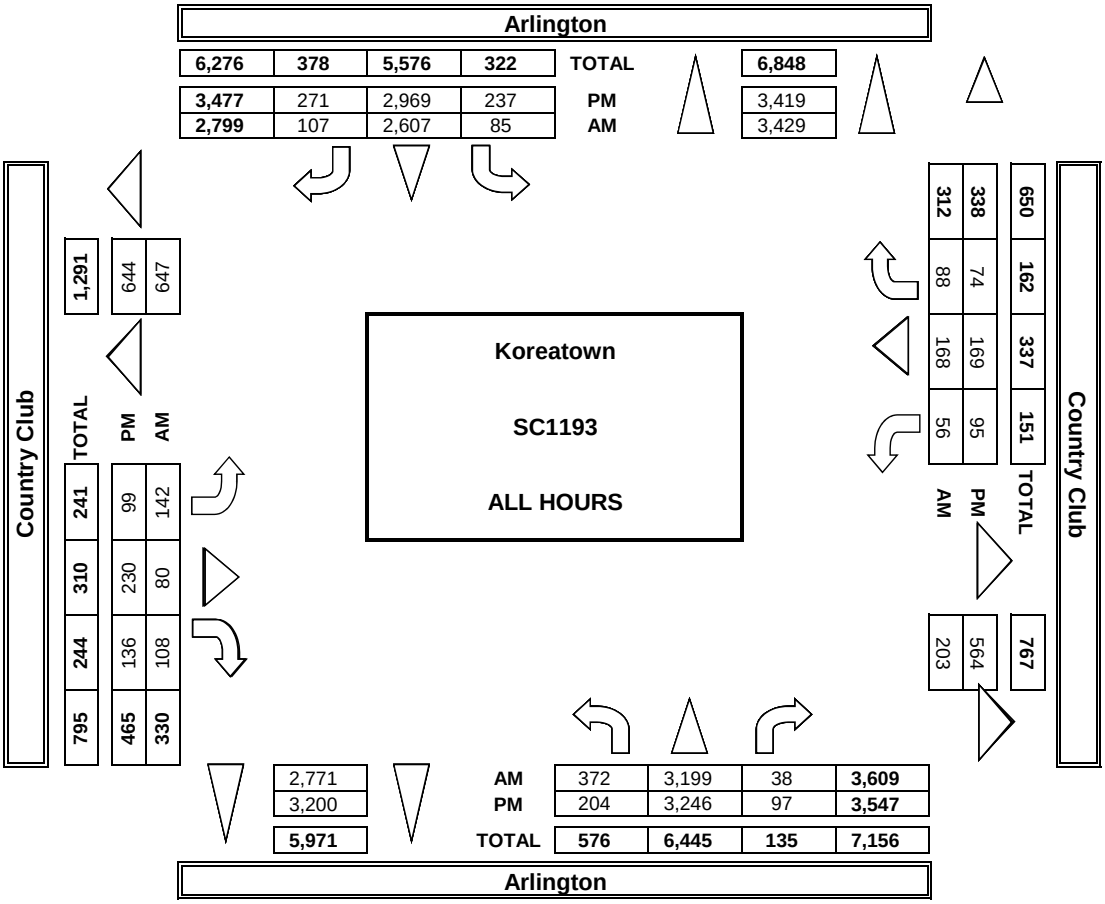
WESTBOUND Approach

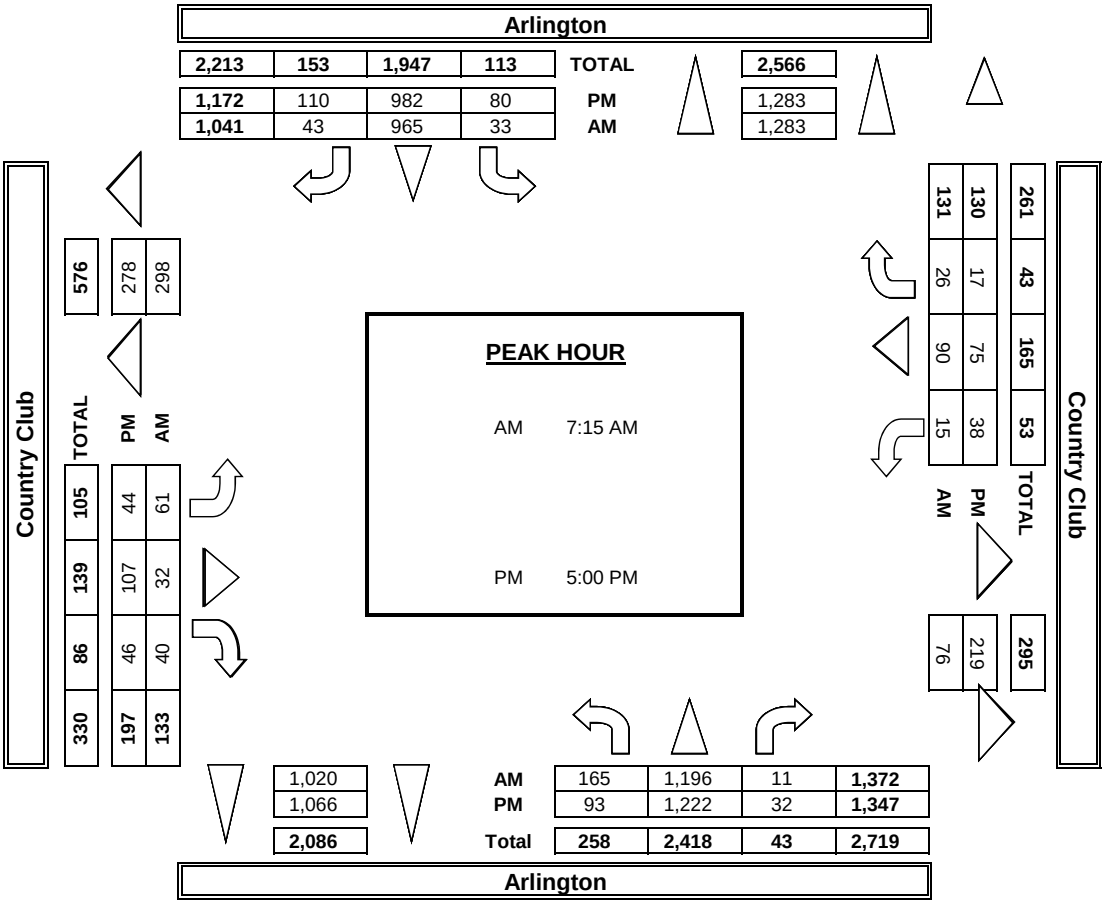
Hours	Lt	Th	Rt	Total
7-8	14	84	28	126
8-9	20	63	26	109
9-10	22	21	34	77
3-4	32	42	32	106
4-5	25	52	25	102
5-6	38	75	17	130
TOTAL	151	337	162	650

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
243	4	5	4	0
273	4	0	9	2
148	6	0	6	0
221	7	0	37	3
255	5	0	17	0
327	5	0	19	1
1467	31	5	92	6

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T816

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jan 26, 17

LOCATION: Koreatown
NORTH & SOUTH: Arlington
EAST & WEST: Country Club

PROJECT #: SC1193
LOCATION #: 8
CONTROL: SIGNAL

NOTES:

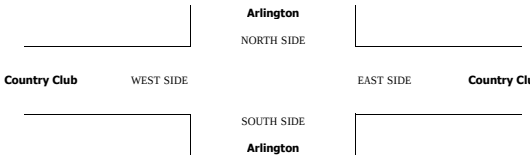
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

Add U-Turns to Left Turns

		NORTHBOUND Arlington			SOUTHBOUND Arlington			EASTBOUND Country Club			WESTBOUND Country Club			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	42	252	0	5	159	10	6	3	12	4	13	8	514
	7:15 AM	41	265	2	6	246	8	17	8	13	3	18	8	635
	7:30 AM	58	324	2	5	243	15	16	5	9	3	31	8	719
	7:45 AM	35	308	5	11	237	12	16	5	7	4	22	4	666
	8:00 AM	31	299	2	11	239	8	12	14	11	5	19	6	657
	8:15 AM	31	244	5	14	229	9	17	9	5	6	21	7	597
	8:30 AM	22	300	7	9	206	7	19	4	9	7	9	8	607
	8:45 AM	22	293	3	6	226	10	21	7	14	2	14	5	623
	9:00 AM	31	229	4	5	201	6	8	7	7	6	10	9	523
	9:15 AM	16	230	1	3	232	13	0	5	7	5	8	5	525
	9:30 AM	21	233	5	3	168	3	5	8	8	5	0	8	467
	9:45 AM	22	222	2	7	221	6	5	5	6	6	3	12	517
	VOLUMES	372	3,199	38	85	2,607	107	142	80	108	56	168	88	7,050
	APPROACH %	10%	89%	1%	3%	93%	4%	43%	24%	33%	18%	54%	28%	
	APP/DEPART	3,609	/	3,429	2,799	/	2,771	330	/	203	312	/	647	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	165	1,196	11	33	965	43	61	32	40	15	90	26	2,677
	APPROACH %	12%	87%	1%	3%	93%	4%	46%	24%	30%	11%	69%	20%	
	PEAK HR FACTOR		0.893			0.990			0.875			0.780		0.931
	APP/DEPART	1,372	/	1,283	1,041	/	1,020	133	/	76	131	/	298	0
PM	03:00 PM	8	217	6	6	222	13	2	8	9	7	12	8	518
	3:15 PM	7	217	11	8	241	11	9	15	9	6	11	9	554
	3:30 PM	8	214	9	20	260	15	6	13	17	10	10	10	592
	3:45 PM	13	241	9	27	244	30	4	13	10	9	9	5	614
	4:00 PM	12	270	11	19	265	15	7	17	15	7	19	5	662
	4:15 PM	11	270	8	24	251	18	7	21	10	4	11	4	639
	4:30 PM	25	313	6	34	234	34	12	22	9	5	9	7	710
	4:45 PM	27	282	5	19	270	25	8	14	11	9	13	9	692
	5:00 PM	18	275	11	24	236	24	17	30	13	9	18	4	679
	5:15 PM	23	315	10	21	229	34	9	33	10	11	16	2	713
	5:30 PM	25	303	4	18	266	30	12	20	15	7	14	4	718
	5:45 PM	27	329	7	17	251	22	6	24	8	11	27	7	736
	VOLUMES	204	3,246	97	237	2,969	271	99	230	136	95	169	74	7,827
	APPROACH %	6%	92%	3%	7%	85%	8%	21%	49%	29%	28%	50%	22%	
	APP/DEPART	3,547	/	3,419	3,477	/	3,200	465	/	564	338	/	644	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	93	1,222	32	80	982	110	44	107	46	38	75	17	2,846
	APPROACH %	7%	91%	2%	7%	84%	9%	22%	54%	23%	29%	58%	13%	
	PEAK HR FACTOR		0.928			0.933			0.821			0.722		0.967
	APP/DEPART	1,347	/	1,283	1,172	/	1,066	197	/	219	130	/	278	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	1	1	2	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
	7:30 AM	4	2	1	3	10	0	0	1	1	2	0	0	0	0	0	4	2	0	2	8
	7:45 AM	3	6	2	5	16	1	3	2	2	8	1	0	0	0	1	1	3	0	3	7
	8:00 AM	3	1	7	2	13	1	0	5	2	8	1	1	0	0	2	1	0	2	0	3
	8:15 AM	0	1	2	0	3	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0
	8:30 AM	1	4	2	2	9	1	3	2	2	8	0	1	0	0	1	0	0	0	0	0
	8:45 AM	0	3	2	0	5	0	3	1	0	4	0	0	1	0	1	0	0	0	0	0
	9:00 AM	0	2	1	2	5	0	1	1	0	2	0	1	0	2	3	0	0	0	0	0
	9:15 AM	0	7	0	1	8	0	7	0	1	8	0	0	0	0	0	0	0	0	0	0
	9:30 AM	2	0	3	3	8	2	0	2	2	6	0	0	1	1	2	0	0	0	0	0
	9:45 AM	0	3	4	3	10	0	3	3	3	9	0	0	1	0	1	0	0	0	0	0
	TOTAL	13	29	25	22	89	5	21	19	14	59	2	3	4	3	12	6	5	2	5	18
PM	3:00 PM	1	0	3	1	5	0	0	2	0	2	1	0	0	1	2	0	0	1	0	1
	3:15 PM	0	2	15	4	21	0	1	13	3	17	0	1	0	1	2	0	0	2	0	2
	3:30 PM	2	0	3	1	6	2	0	3	1	6	0	0	0	0	0	0	0	0	0	0
	3:45 PM	4	2	19	3	28	2	2	19	3	26	2	0	0	0	2	0	0	0	0	0
	4:00 PM	2	0	1	1	4	2	0	0	0	2	0	0	1	1	2	0	0	0	0	0
	4:15 PM	1	3	5	1	10	0	3	4	1	8	1	0	1	0	2	0	0	0	0	0
	4:30 PM	0	5	2	1	8	0	4	1	1	6	0	1	1	0	2	0	0	0	0	0
	4:45 PM	1	1	16	3	21	1	0	12	3	16	0	0	4	0	4	0	1	0	0	1
	5:00 PM	1	3	11	3	18	1	2	11	3	17	0	0	0	0	0	0	1	0	0	1
	5:15 PM	4	3	2	1	10	4	2	2	1	9	0	1	0	0	1	0	0	0	0	0
	5:30 PM	4	1	7	1	13	2	0	6	1	9	1	1	0	0	2	1	0	1	0	2
	5:45 PM	1	4	3	0	8	1	3	0	0	4	0	1	3	0	4	0	0	0	0	0
	TOTAL	21	24	87	20	152	15	17	73	17	122	5	5	10	3	23	1	2	4	0	7

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Arlington	LOCATION #:	8
THURSDAY	EAST & WEST:	Country Club	CONTROL:	SIGNAL

	NOTES:								
PCE	Class	1	2	3	4	5	6		
Adjusted	Factor	1	1.5	2	3	1.5	1.5		

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Arlington			SOUTHBOUND Arlington			EASTBOUND Country Club			WESTBOUND Country Club				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	43	259	0	5	162	10	7	3	12	4	13	8	526					0
	7:15 AM	41	273	3	7	251	9	17	8	13	3	19	8	650					0
	7:30 AM	60	331	2	5	248	15	16	5	9	3	32	9	733					0
	7:45 AM	36	314	5	11	240	12	16	5	7	4	23	4	676					0
	8:00 AM	32	309	2	12	242	9	13	14	11	6	19	6	672					0
	8:15 AM	31	252	5	15	234	9	17	10	5	6	21	7	610					0
	8:30 AM	23	308	7	9	209	7	20	4	9	8	10	9	620					0
	8:45 AM	23	303	3	6	230	10	21	7	15	2	14	5	638					0
	9:00 AM	31	238	5	5	206	6	8	7	8	7	11	10	539					0
	9:15 AM	17	237	1	3	238	14	0	5	7	5	8	5	539					0
	9:30 AM	22	240	5	3	173	3	5	8	9	6	0	9	480					0
	9:45 AM	23	230	3	8	223	6	5	5	7	6	3	13	530					0
	VOLUMES	380	3,291	40	87	2,652	109	144	81	111	58	171	91	7,211	0	0	0	0	0
	APPROACH %	10%	89%	1%	3%	93%	4%	43%	24%	33%	18%	53%	28%						
	APP/DEPART	3,710	/	3,525	2,848	/	2,821	335	/	207	319	/	659	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	168	1,226	12	34	980	44	62	32	40	16	92	27	2,730					
	APPROACH %	12%	87%	1%	3%	93%	4%	46%	24%	30%	12%	69%	20%						
	PEAK HR FACTOR		0.896			0.987			0.878			0.776		0.931					
	APP/DEPART	1,405	/	1,314	1,058	/	1,036	134	/	78	134	/	304	0					
PM	03:00 PM	8	224	6	6	227	14	2	8	10	7	13	8	531					0
	3:15 PM	8	222	12	8	247	11	9	16	9	6	12	10	568					0
	3:30 PM	8	218	9	21	266	16	7	14	19	11	11	10	607					0
	3:45 PM	13	247	10	28	248	31	4	14	11	10	9	5	628					0
	4:00 PM	12	275	11	19	270	15	7	17	17	7	19	6	674					0
	4:15 PM	11	275	8	24	259	19	7	21	10	4	11	4	653					0
	4:30 PM	27	317	6	34	238	35	12	22	9	6	9	7	720					0
	4:45 PM	27	287	5	19	273	25	9	14	11	10	13	9	700					0
	5:00 PM	19	280	11	25	240	24	18	30	14	10	18	4	691					0
	5:15 PM	23	318	11	23	232	34	9	33	11	11	17	2	723					0
	5:30 PM	25	308	4	18	270	31	12	20	16	7	15	4	728					0
	5:45 PM	27	334	7	17	256	22	6	24	8	12	27	7	746					0
	VOLUMES	207	3,301	100	240	3,024	274	101	232	142	99	172	75	7,966	0	0	0	0	0
	APPROACH %	6%	92%	3%	7%	85%	8%	21%	49%	30%	29%	50%	22%						
	APP/DEPART	3,608	/	3,477	3,538	/	3,265	474	/	571	346	/	653	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	94	1,239	33	82	998	111	45	107	48	39	76	17	2,887					
	APPROACH %	7%	91%	2%	7%	84%	9%	22%	54%	24%	30%	58%	13%						
	PEAK HR FACTOR		0.929			0.936			0.816			0.725		0.967					
	APP/DEPART	1,366	/	1,301	1,190	/	1,084	199	/	222	132	/	281	0					

Arlington

NORTH SIDE

Country Club WEST SIDE EAST SIDE **Country Club**

SOUTH SIDE

Arlington

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

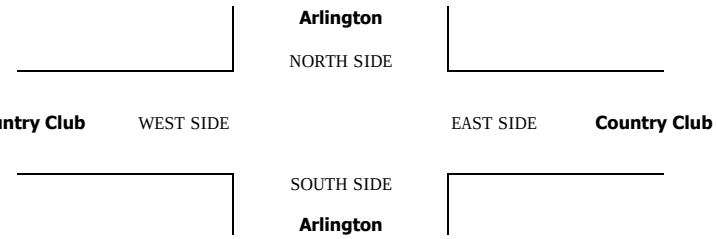
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Arlington	LOCATION #:	8
THURSDAY	EAST & WEST:	Country Club	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Arlington			SOUTHBOUND Arlington			EASTBOUND Country Club			WESTBOUND Country Club				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	40	238	0	5	153	10	5	3	12	4	13	8	491	0	0	0	0	0
	7:15 AM	41	250	1	5	236	7	17	8	13	3	17	8	606	0	0	0	0	0
	7:30 AM	55	311	2	5	233	15	16	5	9	3	30	7	691	0	0	0	0	0
	7:45 AM	33	297	5	11	232	12	16	5	7	4	21	4	647	0	0	0	0	0
	8:00 AM	30	279	2	10	234	7	11	14	11	4	19	6	627	0	0	0	0	0
	8:15 AM	31	229	5	13	220	9	17	8	5	6	21	7	571	0	0	0	0	0
	8:30 AM	21	285	7	9	201	7	18	4	9	6	8	7	582	0	0	0	0	0
	8:45 AM	20	273	3	6	219	10	21	7	13	2	14	5	593	0	0	0	0	0
	9:00 AM	31	212	3	5	192	6	8	7	5	5	9	8	491	0	0	0	0	0
	9:15 AM	15	216	1	3	221	12	0	5	7	5	8	5	498	0	0	0	0	0
	9:30 AM	20	220	5	3	159	3	5	8	7	4	0	7	441	0	0	0	0	0
	9:45 AM	20	206	1	6	217	6	5	5	5	6	3	11	491	0	0	0	0	0
	VOLUMES	357	3,016	35	81	2,517	104	139	79	103	52	163	83	6,729	0	0	0	0	0
	APPROACH %	10%	88%	1%	3%	93%	4%	43%	25%	32%	17%	55%	28%						
	APP/DEPART	3,408	/	3,238	2,702	/	2,672	321	/	195	298	/	624	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	159	1,137	10	31	935	41	60	32	40	14	87	25	2,571					
	APPROACH %	12%	87%	1%	3%	93%	4%	45%	24%	30%	11%	69%	20%						
	PEAK HR FACTOR		0.887			0.987			0.868			0.788		0.930					
	APP/DEPART	1,306	/	1,222	1,007	/	989	132	/	73	126	/	287	0					
PM	03:00 PM	8	204	6	6	212	12	2	8	8	7	11	8	492	0	0	0	0	0
	3:15 PM	6	208	10	8	229	11	9	14	9	6	9	8	527	0	0	0	0	0
	3:30 PM	8	207	9	19	248	14	5	12	14	8	9	10	563	0	0	0	0	0
	3:45 PM	13	230	7	26	237	29	4	12	8	7	9	5	587	0	0	0	0	0
	4:00 PM	12	261	11	19	255	15	7	17	12	7	19	4	639	0	0	0	0	0
	4:15 PM	11	260	8	24	235	17	7	21	10	4	11	4	612	0	0	0	0	0
	4:30 PM	22	305	6	34	227	33	12	22	9	4	9	7	690	0	0	0	0	0
	4:45 PM	27	273	5	19	265	25	7	14	11	8	13	9	676	0	0	0	0	0
	5:00 PM	16	266	11	23	228	24	16	30	12	8	18	4	656	0	0	0	0	0
	5:15 PM	23	309	8	18	223	34	9	33	9	11	15	2	694	0	0	0	0	0
	5:30 PM	25	293	4	18	259	29	12	20	14	7	13	4	698	0	0	0	0	0
	5:45 PM	27	320	7	17	241	22	6	24	8	10	27	7	716	0	0	0	0	0
	VOLUMES	198	3,136	92	231	2,859	265	96	227	124	87	163	72	7,550	0	0	0	0	0
	APPROACH %	6%	92%	3%	7%	85%	8%	21%	51%	28%	27%	51%	22%						
	APP/DEPART	3,426	/	3,304	3,355	/	3,070	447	/	550	322	/	626	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	91	1,188	30	76	951	109	43	107	43	36	73	17	2,764					
	APPROACH %	7%	91%	2%	7%	84%	10%	22%	55%	22%	29%	58%	13%						
	PEAK HR FACTOR		0.924			0.928			0.832			0.716		0.965					
	APP/DEPART	1,309	/	1,248	1,136	/	1,030	193	/	213	126	/	273	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

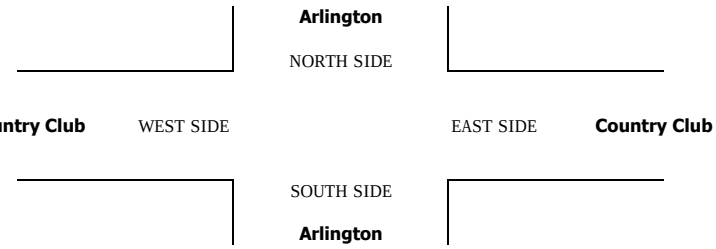
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Arlington	LOCATION #:	8
THURSDAY	EAST & WEST:	Country Club	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Arlington			SOUTHBOUND Arlington			EASTBOUND Country Club			WESTBOUND Country Club				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	13	0	0	6	0	1	0	0	0	0	0	21	0	0	0	0	0
	7:15 AM	0	14	1	1	7	1	0	0	0	0	1	0	25	0	0	0	0	0
	7:30 AM	3	11	0	0	8	0	0	0	0	0	1	1	24	0	0	0	0	0
	7:45 AM	2	8	0	0	5	0	0	0	0	0	1	0	16	0	0	0	0	0
	8:00 AM	1	20	0	1	5	1	0	0	0	0	0	0	28	0	0	0	0	0
	8:15 AM	0	13	0	1	5	0	0	1	0	0	0	0	20	0	0	0	0	0
	8:30 AM	1	14	0	0	4	0	1	0	0	1	1	1	23	0	0	0	0	0
	8:45 AM	2	17	0	0	7	0	0	0	1	0	0	0	27	0	0	0	0	0
	9:00 AM	0	17	1	0	9	0	0	0	2	1	1	1	32	0	0	0	0	0
	9:15 AM	1	13	0	0	8	1	0	0	0	0	0	0	23	0	0	0	0	0
	9:30 AM	1	13	0	0	8	0	0	0	1	1	0	1	25	0	0	0	0	0
	9:45 AM	2	15	1	1	4	0	0	0	1	0	0	1	25	0	0	0	0	0
	VOLUMES	14	168	3	4	76	3	2	1	5	3	5	5	289	0	0	0	0	0
	APPROACH %	8%	91%	2%	5%	92%	4%	25%	13%	63%	23%	38%	38%						
	APP/DEPART	185	/	175	83	/	84	8	/	8	13	/	22	0					
	BEGIN PEAK HR		8:45 AM																
	VOLUMES	4	60	1	0	32	1	0	0	4	2	1	2	107					
	APPROACH %	6%	92%	2%	0%	97%	3%	0%	0%	100%	40%	20%	40%						
	PEAK HR FACTOR		0.855			0.917			0.500			0.417		0.836					
	APP/DEPART	65	/	62	33	/	38	4	/	1	5	/	6	0					
PM	03:00 PM	0	10	0	0	10	1	0	0	1	0	1	0	23	0	0	0	0	0
	3:15 PM	0	8	1	0	10	0	0	1	0	0	2	1	23	0	0	0	0	0
	3:30 PM	0	5	0	1	11	1	1	1	3	2	1	0	26	0	0	0	0	0
	3:45 PM	0	9	2	1	7	1	0	1	1	2	0	0	24	0	0	0	0	0
	4:00 PM	0	9	0	0	8	0	0	0	3	0	0	1	21	0	0	0	0	0
	4:15 PM	0	9	0	0	14	0	0	0	0	0	0	0	23	0	0	0	0	0
	4:30 PM	3	8	0	0	6	1	0	0	0	1	0	0	19	0	0	0	0	0
	4:45 PM	0	8	0	0	4	0	1	0	0	1	0	0	14	0	0	0	0	0
	5:00 PM	2	9	0	1	7	0	1	0	1	1	0	0	22	0	0	0	0	0
	5:15 PM	0	6	2	3	3	0	0	0	1	0	1	0	16	0	0	0	0	0
	5:30 PM	0	10	0	0	7	1	0	0	1	0	1	0	20	0	0	0	0	0
	5:45 PM	0	8	0	0	10	0	0	0	0	1	0	0	19	0	0	0	0	0
	VOLUMES	5	99	5	6	97	5	3	3	11	8	6	2	250	0	0	0	0	0
	APPROACH %	5%	91%	5%	6%	90%	5%	18%	18%	65%	50%	38%	13%						
	APP/DEPART	109	/	104	108	/	116	17	/	14	16	/	16	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	32	3	2	38	3	1	3	5	4	4	1	96					
	APPROACH %	0%	91%	9%	5%	88%	7%	11%	33%	56%	44%	44%	11%						
	PEAK HR FACTOR		0.795			0.827			0.450			0.750		0.923					
	APP/DEPART	35	/	34	43	/	47	9	/	8	9	/	7	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

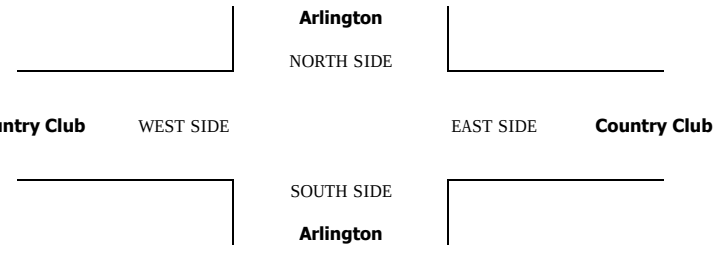
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Arlington	LOCATION #:	8
THURSDAY	EAST & WEST:	Country Club	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Arlington			SOUTHBOUND Arlington			EASTBOUND Country Club			WESTBOUND Country Club				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

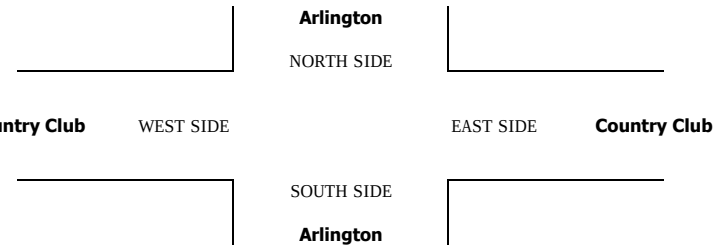
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Arlington	LOCATION #:	8
THURSDAY	EAST & WEST:	Country Club	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Arlington			SOUTHBOUND Arlington			EASTBOUND Country Club			WESTBOUND Country Club				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Arlington	LOCATION #:	8
THURSDAY	EAST & WEST:	Country Club	CONTROL:	SIGNAL

CLASS 5:	**NOTES:**	AM PM MD OTHER OTHER	▲ N ◄ W E ► S ▼
RV			

		NORTHBOUND Arlington			SOUTHBOUND Arlington			EASTBOUND Country Club			WESTBOUND Country Club			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
AM	7:00 AM	0	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	0	0	0
	7:30 AM	0	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	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	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	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		3:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

	U-TURNS				
	NB	SB	EB	WB	TTL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0
VOLUMES	0	0	0	0	0
03:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
VOLUMES	0	0	0	0	0

Arlington

NORTH SIDE

Country Club WEST SIDE

EAST SIDE **Country Club**

SOUTH SIDE

Arlington

INTERSECTION TURNING MOVEMENT COUNTS

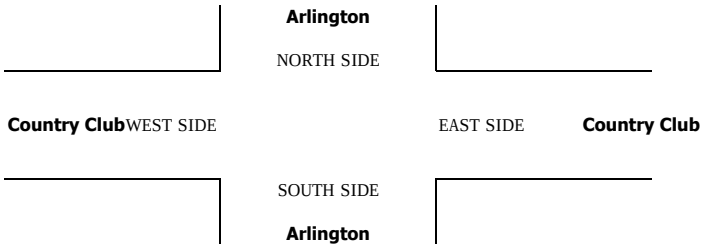
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Arlington	LOCATION #:	8
THURSDAY	EAST & WEST:	Country Club	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Arlington			SOUTHBOUND Arlington			EASTBOUND Country Club			WESTBOUND Country Club				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0
	7:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	0	0	0	0
	8:15 AM	0	2	0	0	4	0	0	0	0	0	0	0	6	0	0	0	0	0
	8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0
	9:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	1	15	0	0	14	0	1	0	0	1	0	0	32	0	0	0	0	0
	APPROACH %	6%	94%	0%	0%	100%	0%	100%	0%	0%	100%	0%	0%						
	APP/DEPART	16	/	16	14	/	15	1	/	0	1	/	1	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	7	0	0	6	0	1	0	0	1	0	0	15					
	APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.583			0.375			0.250			0.250		0.625					
	APP/DEPART	7	/	8	6	/	7	1	/	0	1	/	0	0					
PM	03:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	3:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	3:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	3:45 PM	0	2	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0
	4:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:15 PM	0	1	0	0	2	1	0	0	0	0	0	0	4	0	0	0	0	0
	4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	1	11	0	0	13	1	0	0	1	0	0	0	27	0	0	0	0	0
	APPROACH %	8%	92%	0%	0%	93%	7%	0%	0%	100%	0%	0%	0%						
	APP/DEPART	12	/	11	14	/	14	1	/	0	0	/	2	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	1	8	0	0	3	0	0	0	1	0	0	0	13					
	APPROACH %	11%	89%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.750			0.375			0.250			0.000		0.813					
	APP/DEPART	9	/	8	3	/	4	1	/	0	0	/	1	0					



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North / Sounth: Western

East/West: 11th

Day: THURSDAY Date: January 26, 2017 Weather: Sunny

Hours:

School Da: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	319	287	40	31
BIKES	18	30	9	7
BUSES	99	115	0	4

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	335	7:45:00 AM	266	7:45:00 AM	29	8:45:00 AM	58	7:45:00 AM
PM PK 15 MIN	290	5:30:00 PM	266	7:45:00 AM	34	8:45:00 AM	58	7:45:00 AM
AM PK HOUR	1289	7:30:00 AM	1031	7:30:00 AM	101	7:30:00 AM	190	7:30:00 AM
PM PK HOUR	1122	5:00:00 PM	1072	4:00:00 PM	235	5:00:00 PM	241	5:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	23	1172	21	1216
8-9	16	1115	29	1160
9-10	36	1102	33	1171
3-4	29	973	35	1037
4-5	38	939	31	1008
5-6	41	1029	52	1122
TOTAL	183	6330	201	6714

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	5	951	23	979
8-9	14	1183	21	1218
9-10	10	874	25	909
3-4	13	986	27	1026
4-5	23	1013	36	1072
5-6	25	943	52	1020
TOTAL	90	5950	184	6224

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2195	21	24	10	3
2378	11	1	13	3
2080	17	1	8	2
2063	6	0	12	0
2080	21	11	23	3
2142	21	10	20	4
12938	97	47	86	15

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	26	23	38	87
8-9	17	70	33	120
9-10	15	27	39	81
3-4	19	86	50	155
4-5	19	98	51	168
5-6	30	157	48	235
TOTAL	126	461	259	846

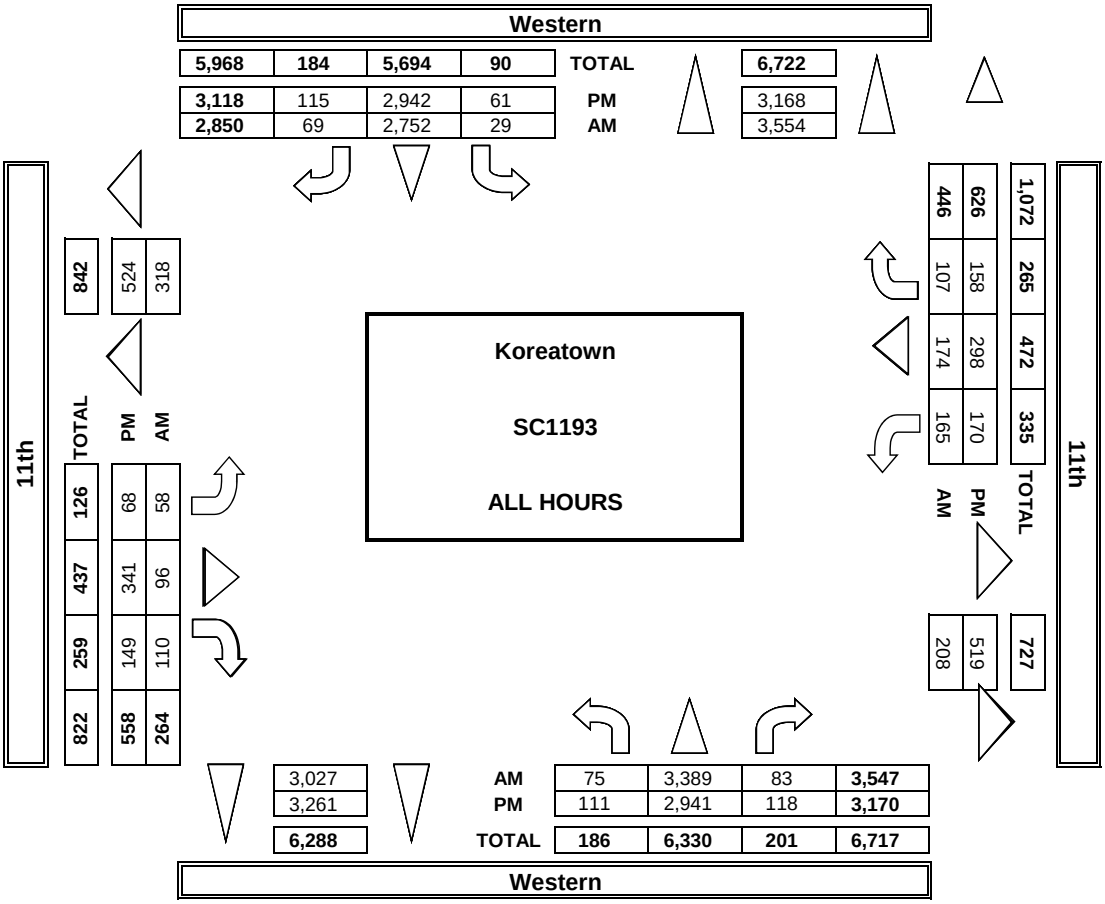
WESTBOUND Approach

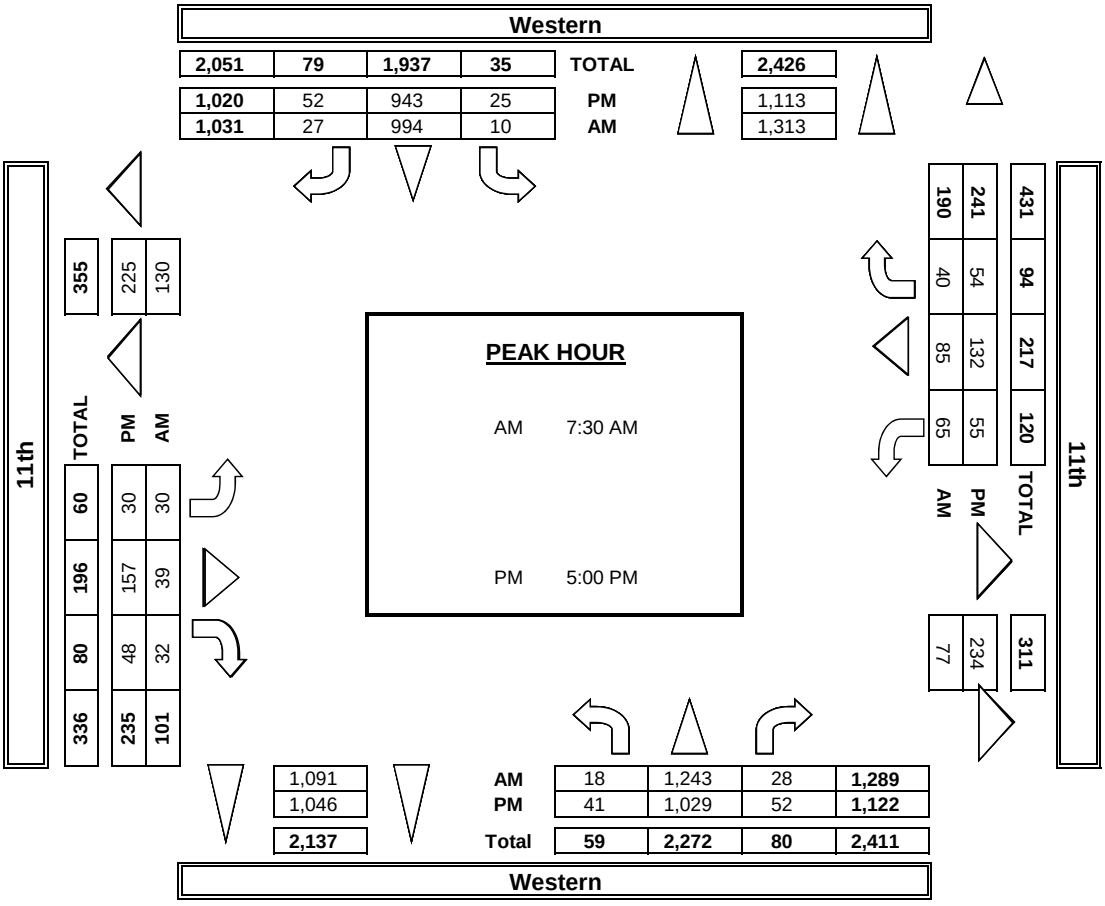
Hours	Lt	Th	Rt	Total
7-8	60	75	38	173
8-9	52	61	40	153
9-10	53	38	29	120
3-4	67	72	52	191
4-5	48	94	52	194
5-6	55	132	54	241
TOTAL	335	472	265	1072

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
260	32	26	19	0
273	17	6	27	4
201	25	5	33	1
346	28	4	36	0
362	47	10	37	1
476	39	8	44	3
1918	188	59	196	9

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T816

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jan 26, 17

LOCATION: Koreatown
NORTH & SOUTH: Western
EAST & WEST: 11th

PROJECT #: SC1193
LOCATION #: 9
CONTROL: SIGNAL

NOTES:

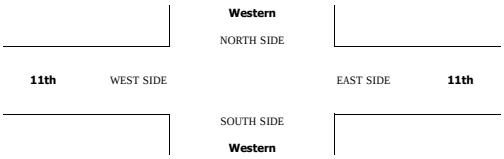
Queue NB AM, Queue NB PM

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

Add U-Turns to Left Turns

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND 11th			WESTBOUND 11th				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	12	278	5	0	204	5	2	4	11	10	14	9	554	0	0	0	0	0
	7:15 AM	5	257	6	2	241	7	4	5	6	9	11	6	559	0	0	0	0	0
	7:30 AM	4	312	2	0	250	4	13	5	11	15	32	9	657	0	0	0	0	0
	7:45 AM	2	325	8	3	256	7	7	9	10	26	18	14	685	0	0	0	0	0
	8:00 AM	8	304	11	3	243	7	7	11	9	14	18	11	646	0	0	0	0	0
	8:15 AM	4	302	7	4	245	9	3	14	2	10	17	6	623	0	0	0	0	0
	8:30 AM	1	253	4	4	231	1	3	7	11	15	10	8	548	0	0	0	0	0
	8:45 AM	3	256	7	3	208	4	4	14	11	13	16	15	554	0	0	0	0	0
	9:00 AM	9	264	10	3	220	4	5	8	4	10	10	7	554	0	0	0	0	0
	9:15 AM	8	280	8	1	230	5	4	2	15	15	12	6	586	0	0	0	0	0
	9:30 AM	11	273	9	6	219	9	2	9	10	16	5	6	575	0	0	0	0	0
	9:45 AM	8	285	6	0	205	7	4	8	10	12	11	10	566	0	0	0	0	0
	VOLUMES	75	3,389	83	29	2,752	69	58	96	110	165	174	107	7,107	0	0	0	0	0
	APPROACH %	2%	96%	2%	1%	97%	2%	22%	36%	42%	37%	39%	24%						
	APP/DEPART	3,547	/	3,554	2,850	/	3,027	264	/	208	446	/	318	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	18	1,243	28	10	994	27	30	39	32	65	85	40	2,611					
	APPROACH %	1%	96%	2%	1%	96%	3%	30%	39%	32%	34%	45%	21%						
	PEAK HR FACTOR		0.962			0.969			0.871			0.819		0.953					
	APP/DEPART	1,289	/	1,313	1,031	/	1,091	101	/	77	190	/	130	0					
PM	03:00 PM	10	246	9	2	242	9	6	17	11	21	17	14	604	0	0	0	0	0
	3:15 PM	7	231	11	5	247	4	3	17	7	16	19	19	586	0	0	0	0	0
	3:30 PM	7	256	9	3	257	8	5	20	12	18	14	11	620	0	0	0	0	0
	3:45 PM	5	240	6	3	240	6	5	32	20	12	22	8	599	0	0	0	0	0
	4:00 PM	7	236	7	10	263	4	8	21	10	13	26	9	614	0	1	0	0	1
	4:15 PM	19	231	8	3	243	8	3	28	19	7	26	15	610	0	0	0	0	0
	4:30 PM	7	242	11	5	268	16	5	22	12	8	20	15	631	0	0	0	0	0
	4:45 PM	8	230	5	5	239	8	3	27	10	20	22	13	590	0	0	0	0	0
	5:00 PM	11	253	9	6	222	13	9	26	7	12	34	15	617	0	0	0	0	0
	5:15 PM	9	254	14	6	251	11	4	47	17	12	34	13	672	0	0	0	0	0
	5:30 PM	11	264	15	6	242	13	12	43	6	14	23	15	664	0	0	0	0	0
	5:45 PM	10	258	14	7	228	15	5	41	18	17	41	11	665	0	0	0	0	0
	VOLUMES	111	2,941	118	61	2,942	115	68	341	149	170	298	158	7,472	0	1	0	0	1
	APPROACH %	4%	93%	4%	2%	94%	4%	12%	61%	27%	27%	48%	25%						
	APP/DEPART	3,170	/	3,168	3,118	/	3,261	558	/	519	626	/	524	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	41	1,029	52	25	943	52	30	157	48	55	132	54	2,618					
	APPROACH %	4%	92%	5%	2%	92%	5%	13%	67%	20%	23%	55%	22%						
	PEAK HR FACTOR		0.967			0.951			0.864			0.873		0.974					
	APP/DEPART	1,122	/	1,113	1,020	/	1,046	235	/	234	241	/	225	0					



		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	1	2	4	6	13	1	2	4	5	12	0	0	0	0	0	0	0	0	1	1
	7:15 AM	1	4	4	10	19	0	1	3	5	9	1	0	1	2	4	0	3	0	3	6
	7:30 AM	6	18	6	24	54	4	6	5	10	25	0	0	1	3	4	2	12	0	11	25
	7:45 AM	6	21	7	24	58	5	12	7	12	36	0	0	0	1	1	1	9	0	11	21
	8:00 AM	8	3	19	5	35	5	3	13	3	24	1	0	3	0	4	2	0	3	2	7
	8:15 AM	7	4	11	5	27	6	4	10	5	25	0	0	1	0	1	1	0	0	0	1
	8:30 AM	0	1	0	6	7	0	1	0	3	4	0	0	0	3	3	0	0	0	0	0
	8:45 AM	3	4	5	11	23	2	3	4	6	15	1	0	0	1	2	0	1	1	4	6
	9:00 AM	5	5	10	8	28	3	3	9	5	20	0	1	0	0	1	2	1	1	3	7
	9:15 AM	3	4	10	4	21	3	3	9	4	19	0	1	1	0	2	0	0	0	0	0
	9:30 AM	1	2	8	3	14	1	2	7	3	13	0	0	1	0	1	0	0	0	0	0
	9:45 AM	1	9	8	15	33	1	9	8	13	31	0	0	0	0	0	0	0	0	2	2
	TOTAL	42	77	92	121	332	31	49	79	74	233	3	2	8	10	23	8	26	5	37	76
PM	3:00 PM	5	1	11	9	26	5	1	11	9	26	0	0	0	0	0	0	0	0	0	0
	3:15 PM	4	2	8	9	23	3	2	8	6	19	1	0	0	1	2	0	0	0	2	2
	3:30 PM	0	2	9	9	20	0	2	9	5	16	0	0	0	2	2	0	0	0	2	2
	3:45 PM	4	1	8	8	21	4	1	8	8	21	0	0	0	0	0	0	0	0	0	0
	4:00 PM	3	7	7	16	33	3	2	6	11	22	0	1	1	1	3	0	4	0	4	8
	4:15 PM	10	10	10	12	42	9	6	9	9	33	0	1	1	2	4	1	3	0	1	5
	4:30 PM	5	11	16	20	52	3	6	12	15	36	0	1	3	1	5	2	4	1	4	11
	4:45 PM	10	7	12	16	45	8	7	10	12	37	2	0	2	3	7	0	0	0	1	1
	5:00 PM	8	4	22	10	44	6	3	19	7	35	0	0	2	2	4	2	1	1	1	5
	5:15 PM	2	4	7	9	22	2	2	6	6	16	0	0	0	3	3	0	2	1	0	3
	5:30 PM	7	12	11	16	46	6	7	10	12	35	1	3	0	1	5	0	2	1	3	6
	5:45 PM	8	15	10	22	55	6	9	9	14	38	0	1	1	4	6	2	5	0	4	11
	TOTAL	66	76	131	156	429	55	48	117	114	334	4	7	10	20	41	7	21	4	22	54

INTERSECTION TURNING MOVEMENT COUNTS

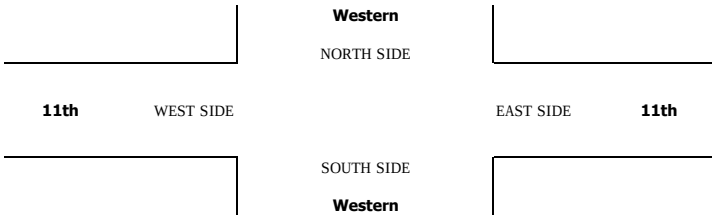
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	9
THURSDAY	EAST & WEST:	11th	CONTROL:	SIGNAL

	NOTES:								
PCE	Class	1	2	3	4	5	6		
Adjusted	Factor	1	1.5	2	3	1.5	1.5		

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND 11th			WESTBOUND 11th				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	14	292	6	0	211	5	2	4	13	12	15	10	581					0
	7:15 AM	5	270	6	3	248	8	4	5	6	9	11	6	580					0
	7:30 AM	4	324	2	0	258	5	13	5	12	18	33	9	682					0
	7:45 AM	2	342	8	3	265	7	7	9	10	27	19	14	713					0
	8:00 AM	8	317	11	3	250	7	8	11	9	14	18	11	666					0
	8:15 AM	4	318	7	4	257	10	3	15	2	10	17	7	652					0
	8:30 AM	1	262	4	4	238	1	3	7	12	16	10	9	566					0
	8:45 AM	3	260	8	4	216	4	4	15	11	13	17	15	568					0
	9:00 AM	10	277	10	3	228	4	5	9	4	11	11	8	578					0
	9:15 AM	9	290	9	1	240	6	4	2	17	15	12	6	610					0
	9:30 AM	13	279	9	7	227	9	2	9	11	16	5	7	593					0
	9:45 AM	9	295	6	0	212	8	5	8	10	13	11	10	584					0
	VOLUMES	80	3,524	85	31	2,847	72	59	98	116	172	177	111	7,370	0	0	0	0	0
	APPROACH %	2%	96%	2%	1%	97%	2%	22%	36%	43%	37%	39%	24%						
	APP/DEPART	3,689	/	3,694	2,949	/	3,135	273	/	213	460	/	328	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	18	1,301	28	10	1,029	28	31	40	33	69	86	41	2,712					
	APPROACH %	1%	97%	2%	1%	96%	3%	30%	38%	32%	35%	44%	21%						
	PEAK HR FACTOR		0.956			0.970			0.858			0.819		0.951					
	APP/DEPART	1,347	/	1,372	1,067	/	1,131	103	/	78	195	/	132	0					
PM	03:00 PM	10	255	9	2	255	9	6	17	11	21	17	14	625					0
	3:15 PM	7	239	11	5	256	4	4	18	7	17	19	19	605					0
	3:30 PM	7	261	10	3	266	8	6	21	12	18	14	11	635					0
	3:45 PM	5	246	6	3	246	6	6	33	21	13	23	8	614					0
	4:00 PM	7	241	8	10	273	4	9	22	11	13	26	9	632					0
	4:15 PM	19	236	8	3	253	8	3	29	20	7	27	15	627					0
	4:30 PM	7	248	11	6	276	16	5	22	12	8	20	15	646					0
	4:45 PM	8	237	5	6	249	8	3	28	10	20	23	13	609					0
	5:00 PM	12	257	10	7	229	13	10	27	7	12	34	15	631					0
	5:15 PM	9	259	14	6	259	11	4	48	17	12	34	13	685					0
	5:30 PM	11	268	15	6	251	13	12	43	6	14	23	15	676					0
	5:45 PM	10	261	14	7	234	15	5	42	19	17	41	11	674					0
	VOLUMES	112	3,007	120	63	3,042	115	72	346	152	172	300	158	7,657	0	0	0	0	0
	APPROACH %	3%	93%	4%	2%	94%	4%	13%	61%	27%	27%	48%	25%						
	APP/DEPART	3,238	/	3,237	3,220	/	3,366	570	/	529	630	/	527	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	42	1,044	53	26	971	52	31	159	49	55	132	54	2,666					
	APPROACH %	4%	92%	5%	2%	93%	5%	13%	67%	20%	23%	55%	22%						
	PEAK HR FACTOR		0.969			0.951			0.869			0.873		0.973					
	APP/DEPART	1,138	/	1,129	1,049	/	1,075	238	/	237	241	/	226	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

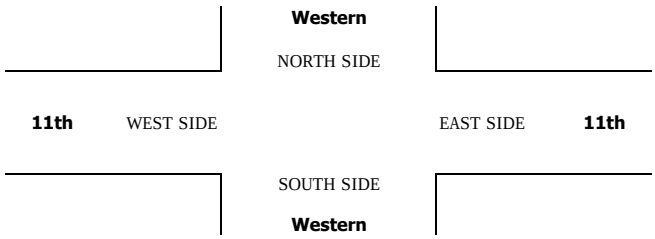
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	9
THURSDAY	EAST & WEST:	11th	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND 11th			WESTBOUND 11th				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	9	251	4	0	191	5	2	4	8	7	12	7	500	0	0	0	0	0
	7:15 AM	5	231	6	1	227	6	4	5	6	9	11	6	517	0	0	0	0	0
	7:30 AM	4	288	2	0	234	3	13	5	9	10	31	9	608	0	0	0	0	0
	7:45 AM	2	291	8	3	238	7	7	9	10	24	17	14	630	0	0	0	0	0
	8:00 AM	8	278	11	3	230	7	6	11	9	14	18	11	606	0	0	0	0	0
	8:15 AM	4	271	7	4	222	8	3	13	2	10	17	5	566	0	0	0	0	0
	8:30 AM	1	236	4	4	217	1	3	7	10	14	10	6	513	0	0	0	0	0
	8:45 AM	3	248	5	2	193	4	4	13	11	13	15	15	526	0	0	0	0	0
	9:00 AM	8	238	10	3	205	4	5	7	4	9	9	5	507	0	0	0	0	0
	9:15 AM	7	260	7	1	210	4	4	2	11	15	12	6	539	0	0	0	0	0
	9:30 AM	8	261	9	5	203	9	2	9	8	16	5	5	540	0	0	0	0	0
	9:45 AM	7	266	6	0	192	6	3	8	10	11	11	10	530	0	0	0	0	0
	VOLUMES	66	3,119	79	26	2,562	64	56	93	98	152	168	99	6,582	0	0	0	0	0
	APPROACH %	2%	96%	2%	1%	97%	2%	23%	38%	40%	36%	40%	24%						
	APP/DEPART	3,264	/	3,274	2,652	/	2,812	247	/	198	419	/	298	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	18	1,128	28	10	924	25	29	38	30	58	83	39	2,410					
	APPROACH %	2%	96%	2%	1%	96%	3%	30%	39%	31%	32%	46%	22%						
	PEAK HR FACTOR		0.975			0.967			0.898			0.818		0.956					
	APP/DEPART	1,174	/	1,196	959	/	1,012	97	/	76	180	/	126	0					
PM	03:00 PM	10	229	9	2	217	9	6	17	11	21	17	14	562	0	0	0	0	0
	3:15 PM	7	215	11	5	229	4	2	16	7	14	19	19	548	0	0	0	0	0
	3:30 PM	7	246	8	3	240	8	4	19	12	18	14	11	590	0	0	0	0	0
	3:45 PM	5	228	6	3	229	6	3	31	19	10	21	8	569	0	0	0	0	0
	4:00 PM	7	226	6	10	244	4	6	19	9	13	26	9	579	0	1	0	0	1
	4:15 PM	19	221	8	3	224	8	3	27	17	7	25	15	577	0	0	0	0	0
	4:30 PM	7	230	11	3	252	16	5	22	12	8	20	15	601	0	0	0	0	0
	4:45 PM	8	216	5	4	220	8	3	26	10	20	20	13	553	0	0	0	0	0
	5:00 PM	10	245	8	5	209	13	7	25	7	12	34	15	590	0	0	0	0	0
	5:15 PM	9	244	14	6	236	11	4	46	17	12	34	13	646	0	0	0	0	0
	5:30 PM	11	257	15	6	225	13	12	43	6	14	23	15	640	0	0	0	0	0
	5:45 PM	10	253	14	7	217	15	5	40	17	17	41	11	647	0	0	0	0	0
	VOLUMES	110	2,810	115	57	2,742	115	60	331	144	166	294	158	7,102	0	1	0	0	1
	APPROACH %	4%	93%	4%	2%	94%	4%	11%	62%	27%	27%	48%	26%						
	APP/DEPART	3,035	/	3,029	2,914	/	3,052	535	/	502	618	/	519	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	40	999	51	24	887	52	28	154	47	55	132	54	2,523					
	APPROACH %	4%	92%	5%	2%	92%	5%	12%	67%	21%	23%	55%	22%						
	PEAK HR FACTOR		0.963			0.952			0.854			0.873		0.975					
	APP/DEPART	1,090	/	1,081	963	/	989	229	/	229	241	/	224	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

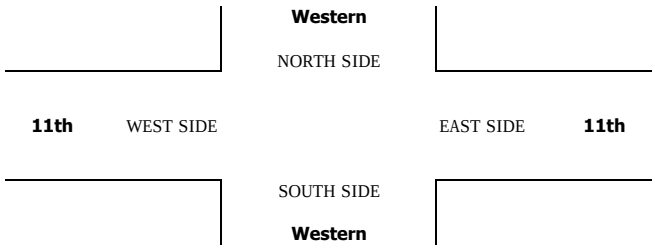
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	9
THURSDAY	EAST & WEST:	11th	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND 11th			WESTBOUND 11th				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	3	17	0	0	9	0	0	0	3	1	2	2	37	0	0	0	0	0
	7:15 AM	0	19	0	1	9	1	0	0	0	0	0	0	30	0	0	0	0	0
	7:30 AM	0	18	0	0	11	1	0	0	2	4	1	0	37	0	0	0	0	0
	7:45 AM	0	27	0	0	12	0	0	0	0	2	1	0	42	0	0	0	0	0
	8:00 AM	0	21	0	0	8	0	1	0	0	0	0	0	30	0	0	0	0	0
	8:15 AM	0	28	0	0	17	1	0	1	0	0	0	1	48	0	0	0	0	0
	8:30 AM	0	13	0	0	5	0	0	0	1	1	0	2	22	0	0	0	0	0
	8:45 AM	0	7	2	1	12	0	0	1	0	0	1	0	24	0	0	0	0	0
	9:00 AM	1	20	0	0	12	0	0	1	0	1	1	2	38	0	0	0	0	0
	9:15 AM	1	18	1	0	13	1	0	0	4	0	0	0	38	0	0	0	0	0
	9:30 AM	3	10	0	1	13	0	0	0	2	0	0	1	30	0	0	0	0	0
	9:45 AM	1	16	0	0	9	1	1	0	0	1	0	0	29	0	0	0	0	0
	VOLUMES	9	214	3	3	130	5	2	3	12	10	6	8	405	0	0	0	0	0
	APPROACH %	4%	95%	1%	2%	94%	4%	12%	18%	71%	42%	25%	33%						
	APP/DEPART	226	/	224	138	/	152	17	/	9	24	/	20	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	94	0	0	48	2	1	1	2	6	2	1	157					
	APPROACH %	0%	100%	0%	0%	96%	4%	25%	25%	50%	67%	22%	11%						
	PEAK HR FACTOR		0.839			0.694			0.500			0.450		0.818					
	APP/DEPART	94	/	96	50	/	56	4	/	1	9	/	4	0					
PM	03:00 PM	0	14	0	0	23	0	0	0	0	0	0	0	37	0	0	0	0	0
	3:15 PM	0	8	0	0	14	0	1	1	0	1	0	0	25	0	0	0	0	0
	3:30 PM	0	7	1	0	12	0	1	1	0	0	0	0	22	0	0	0	0	0
	3:45 PM	0	7	0	0	7	0	2	1	1	2	1	0	21	0	0	0	0	0
	4:00 PM	0	6	1	0	12	0	2	2	1	0	0	0	24	0	0	0	0	0
	4:15 PM	0	5	0	0	14	0	0	1	2	0	1	0	23	0	0	0	0	0
	4:30 PM	0	10	0	2	11	0	0	0	0	0	0	0	23	0	0	0	0	0
	4:45 PM	0	10	0	1	11	0	0	1	0	0	2	0	25	0	0	0	0	0
	5:00 PM	1	6	1	1	7	0	2	1	0	0	0	0	19	0	0	0	0	0
	5:15 PM	0	7	0	0	14	0	0	1	0	0	0	0	22	0	0	0	0	0
	5:30 PM	0	5	0	0	12	0	0	0	0	0	0	0	17	0	0	0	0	0
	5:45 PM	0	4	0	0	8	0	0	1	1	0	0	0	14	0	0	0	0	0
	VOLUMES	1	89	3	4	145	0	8	10	5	3	4	0	272	0	0	0	0	0
	APPROACH %	1%	96%	3%	3%	97%	0%	35%	43%	22%	43%	57%	0%						
	APP/DEPART	93	/	97	149	/	153	23	/	17	7	/	5	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	36	1	0	56	0	4	3	1	3	1	0	105					
	APPROACH %	0%	97%	3%	0%	100%	0%	50%	38%	13%	75%	25%	0%						
	PEAK HR FACTOR		0.661			0.609			0.500			0.333		0.709					
	APP/DEPART	37	/	40	56	/	60	8	/	4	4	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	9
THURSDAY	EAST & WEST:	11th	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND 11th			WESTBOUND 11th				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Western

NORTH SIDE

11th WEST SIDE EAST SIDE **11th**

SOUTH SIDE

Western

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

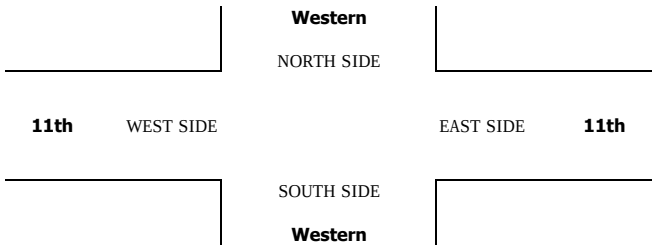
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	9
THURSDAY	EAST & WEST:	11th	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND 11th			WESTBOUND 11th				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

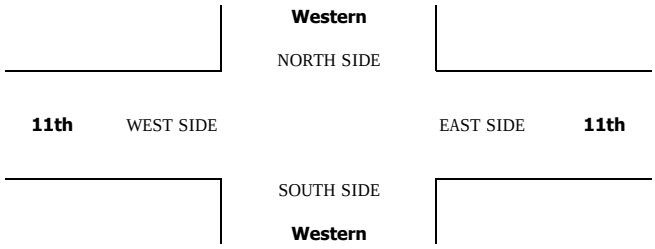
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	9
THURSDAY	EAST & WEST:	11th	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND 11th			WESTBOUND 11th				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

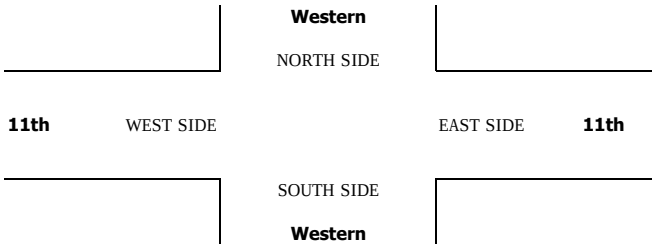
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	9
THURSDAY	EAST & WEST:	11th	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND 11th			WESTBOUND 11th				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	10	1	0	4	0	0	0	0	2	0	0	17	0	0	0	0	0
	7:15 AM	0	7	0	0	5	0	0	0	0	0	0	0	12	0	0	0	0	0
	7:30 AM	0	6	0	0	5	0	0	0	0	1	0	0	12	0	0	0	0	0
	7:45 AM	0	7	0	0	6	0	0	0	0	0	0	0	13	0	0	0	0	0
	8:00 AM	0	5	0	0	5	0	0	0	0	0	0	0	10	0	0	0	0	0
	8:15 AM	0	3	0	0	6	0	0	0	0	0	0	0	9	0	0	0	0	0
	8:30 AM	0	4	0	0	9	0	0	0	0	0	0	0	13	0	0	0	0	0
	8:45 AM	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0
	9:00 AM	0	6	0	0	3	0	0	0	0	0	0	0	9	0	0	0	0	0
	9:15 AM	0	2	0	0	7	0	0	0	0	0	0	0	9	0	0	0	0	0
	9:30 AM	0	2	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0
	9:45 AM	0	3	0	0	4	0	0	0	0	0	0	0	7	0	0	0	0	0
	VOLUMES	0	56	1	0	60	0	0	0	0	3	0	0	120	0	0	0	0	0
	APPROACH %	0%	98%	2%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	57	/	56	60	/	63	0	/	1	3	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	30	1	0	20	0	0	0	0	3	0	0	54					
	APPROACH %	0%	97%	3%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.705			0.833			0.000			0.375		0.794					
	APP/DEPART	31	/	30	20	/	23	0	/	1	3	/	0	0					
PM	03:00 PM	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	3:15 PM	0	8	0	0	4	0	0	0	0	1	0	0	13	0	0	0	0	0
	3:30 PM	0	3	0	0	5	0	0	0	0	0	0	0	8	0	0	0	0	0
	3:45 PM	0	5	0	0	4	0	0	0	0	0	0	0	9	0	0	0	0	0
	4:00 PM	0	4	0	0	7	0	0	0	0	0	0	0	11	0	0	0	0	0
	4:15 PM	0	5	0	0	5	0	0	0	0	0	0	0	10	0	0	0	0	0
	4:30 PM	0	2	0	0	5	0	0	0	0	0	0	0	7	0	0	0	0	0
	4:45 PM	0	4	0	0	8	0	0	0	0	0	0	0	12	0	0	0	0	0
	5:00 PM	0	2	0	0	6	0	0	0	0	0	0	0	8	0	0	0	0	0
	5:15 PM	0	3	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
	5:30 PM	0	2	0	0	5	0	0	0	0	0	0	0	7	0	0	0	0	0
	5:45 PM	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0
	VOLUMES	0	42	0	0	55	0	0	0	0	1	0	0	98	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	42	/	42	55	/	56	0	/	0	1	/	0	0					
	BEGIN PEAK HR		3:15 PM																
	VOLUMES	0	20	0	0	20	0	0	0	0	1	0	0	41					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.625			0.714			0.000			0.250		0.788					
	APP/DEPART	20	/	20	20	/	21	0	/	0	1	/	0	0					



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North / Sounth: Western

East/West: Pico

Day: THURSDAY Date: January 26, 2017 Weather: Sunny

Hours:

School Da: Yes District: I/S CODE:

	N/B	S/B	E/B	W/B
DUAL-WHEELED	313	341	208	148
BIKES	42	38	37	24
BUSES	101	118	74	58

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	340	9:15:00 AM	289	7:45:00 AM	224	8:30:00 AM	270	7:00:00 AM
PM PK 15 MIN	291	5:00:00 PM	295	7:45:00 AM	224	8:30:00 AM	217	7:00:00 AM
AM PK HOUR	1262	7:30:00 AM	1097	7:30:00 AM	801	7:45:00 AM	888	7:00:00 AM
PM PK HOUR	1077	5:00:00 PM	1123	3:00:00 PM	978	5:00:00 PM	649	5:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	81	1098	36	1215
8-9	70	1068	47	1185
9-10	98	1086	52	1236
3-4	76	923	64	1063
4-5	61	811	70	942
5-6	68	940	69	1077
TOTAL	454	5926	338	6718

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	57	891	102	1050
8-9	59	1148	75	1282
9-10	44	906	80	1030
3-4	74	957	92	1123
4-5	79	899	67	1045
5-6	69	899	68	1036
TOTAL	382	5700	484	6566

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2265	96	46	84	19
2467	63	15	60	5
2266	59	9	49	5
2186	83	29	78	10
1987	109	28	94	15
2113	86	18	92	3
13284	496	145	457	57

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	64	472	45	581
8-9	79	1098	79	1256
9-10	84	449	79	612
3-4	107	681	97	885
4-5	72	745	96	913
5-6	83	828	67	978
TOTAL	489	4273	463	5225

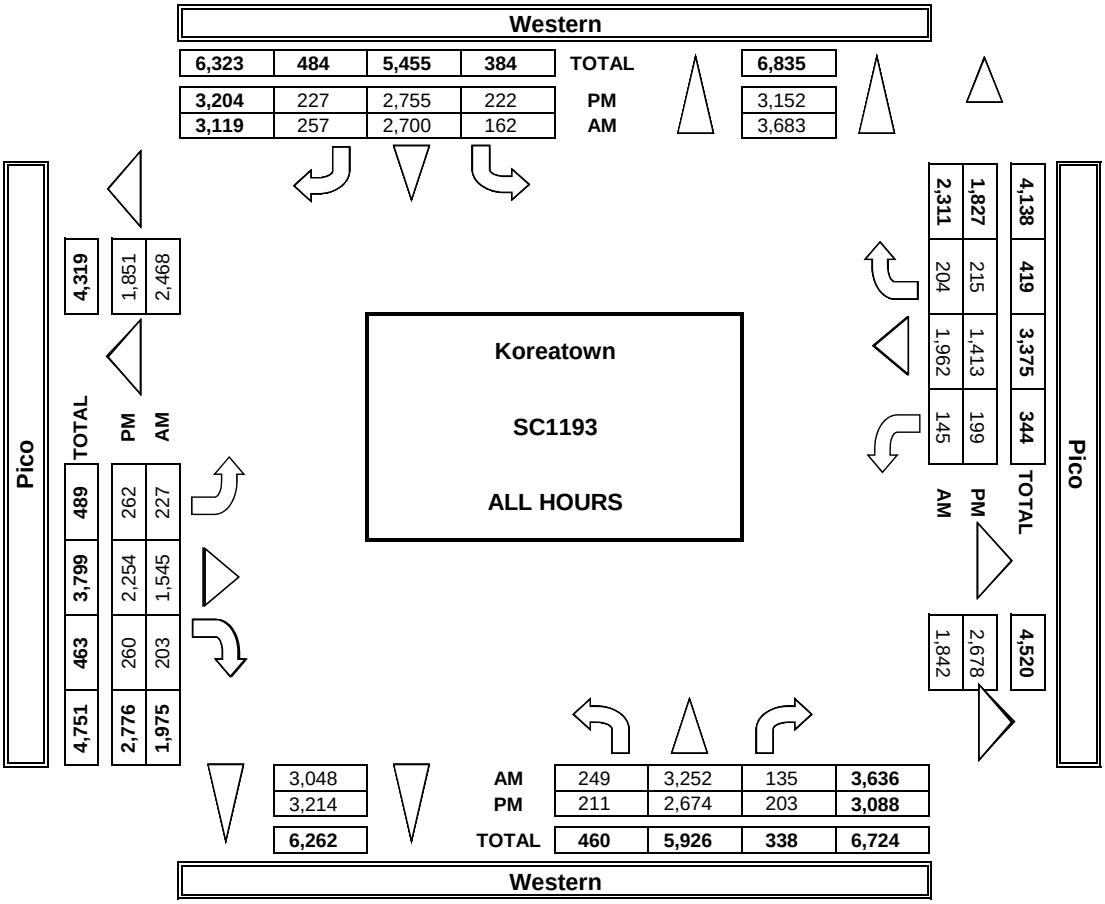
WESTBOUND Approach

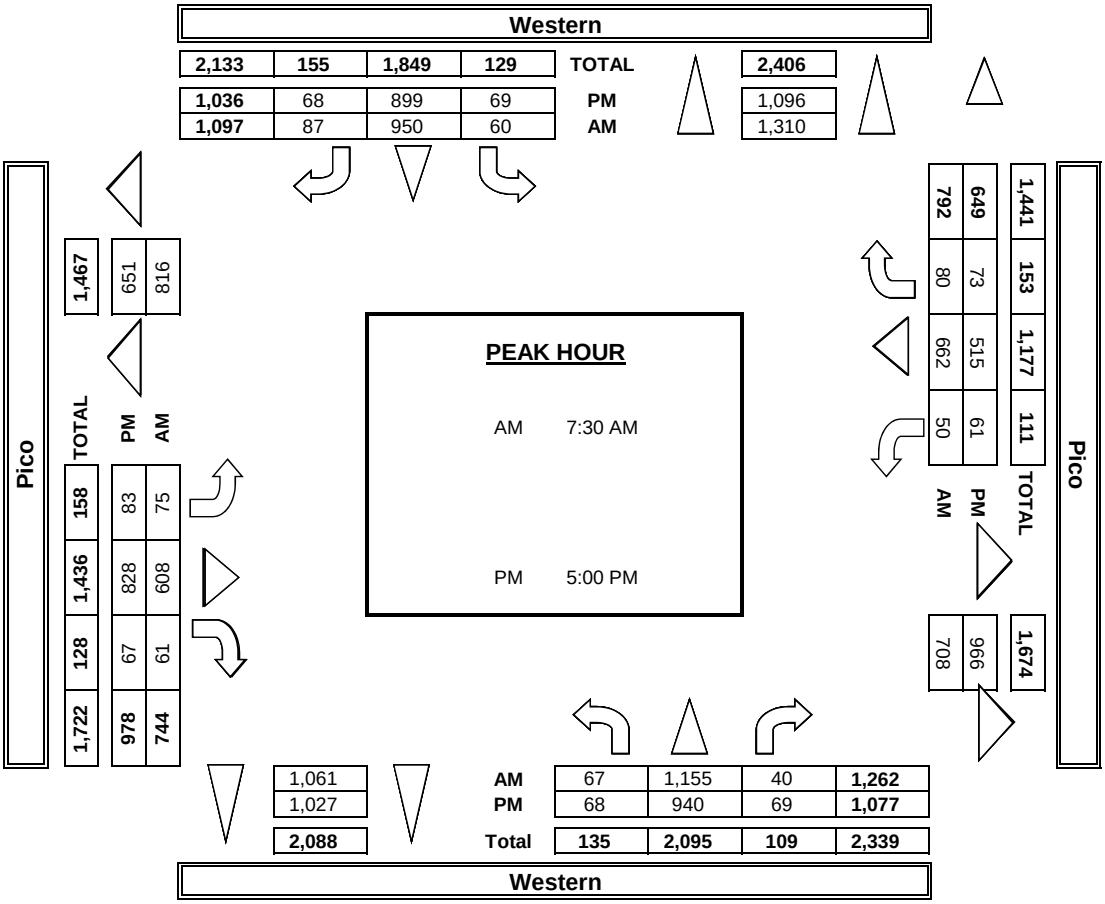
Hours	Lt	Th	Rt	Total
7-8	39	765	84	888
8-9	54	613	55	722
9-10	52	584	65	701
3-4	75	431	76	582
4-5	63	467	66	596
5-6	61	515	73	649
TOTAL	344	3375	419	4138

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1469	78	28	108	44
1978	59	6	80	16
1313	55	5	60	4
1467	75	11	77	9
1509	95	9	103	15
1627	106	5	107	11
9363	468	64	535	99

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T816

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jan 26, 17

LOCATION: Koreatown
NORTH & SOUTH: Western
EAST & WEST: Pico

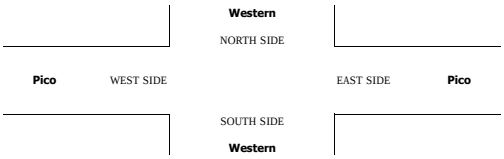
PROJECT #: SC1193
LOCATION #: 10
CONTROL: SIGNAL

NOTES:
Queue SB PM

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

Add U-Turns to Left Turns

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND Pico			WESTBOUND Pico				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	23	245	7	19	190	31	13	87	12	9	245	16	897	0	0	0	0	0
	7:15 AM	18	269	9	10	224	29	16	100	8	13	167	19	882	0	0	0	0	0
	7:30 AM	23	285	8	13	232	13	15	141	11	5	185	23	954	0	0	0	0	0
	7:45 AM	17	299	12	15	245	29	20	144	14	12	168	26	1,001	0	0	0	0	0
	8:00 AM	15	288	11	14	242	25	19	169	12	21	181	15	1,012	0	0	0	0	0
	8:15 AM	12	283	9	18	231	20	21	154	24	12	128	16	928	0	0	0	0	0
	8:30 AM	21	234	13	12	230	13	18	182	24	13	165	10	935	0	0	0	0	0
	8:45 AM	22	263	14	17	200	17	21	119	19	8	139	14	853	0	0	0	0	0
	9:00 AM	22	237	12	11	208	24	21	140	22	10	139	9	855	0	0	0	0	0
	9:15 AM	21	304	15	12	242	21	24	98	20	15	134	16	922	0	0	0	0	0
	9:30 AM	32	248	11	7	238	15	21	117	22	16	176	24	927	0	0	0	0	0
	9:45 AM	23	297	14	14	218	20	18	94	15	11	135	16	875	0	0	0	0	0
	VOLUMES	249	3,252	135	162	2,700	257	227	1,545	203	145	1,962	204	11,041	0	0	0	0	0
	APPROACH %	7%	89%	4%	5%	87%	8%	11%	78%	10%	6%	85%	9%						
	APP/DEPART	3,636	/	3,683	3,119	/	3,048	1,975	/	1,842	2,311	/	2,468	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	67	1,155	40	60	950	87	75	608	61	50	662	80	3,895					
	APPROACH %	5%	92%	3%	5%	87%	8%	10%	82%	8%	6%	84%	10%						
	PEAK HR FACTOR		0.962			0.949			0.930			0.912		0.962					
	APP/DEPART	1,262	/	1,310	1,097	/	1,061	744	/	708	792	/	816	0					
PM	03:00 PM	26	252	13	17	251	27	31	153	22	20	102	21	935	0	0	0	0	0
	3:15 PM	20	210	20	19	217	21	21	160	27	18	96	21	850	0	0	0	0	0
	3:30 PM	13	241	23	18	258	23	26	180	27	18	98	21	946	0	0	0	0	0
	3:45 PM	17	220	8	20	231	21	29	188	21	19	135	13	922	0	0	0	0	0
	4:00 PM	10	196	13	24	244	21	15	182	28	18	114	15	880	0	0	0	0	0
	4:15 PM	20	214	17	20	188	18	28	190	22	16	116	14	863	0	1	0	0	1
	4:30 PM	14	205	19	18	257	16	18	191	24	17	97	18	894	0	0	0	0	0
	4:45 PM	23	196	21	17	210	12	11	182	22	12	140	19	865	0	0	0	0	0
	5:00 PM	22	241	13	17	235	14	17	223	22	13	125	20	962	0	0	0	0	0
	5:15 PM	10	226	20	19	220	13	25	201	12	20	125	18	909	0	0	0	0	0
	5:30 PM	22	238	14	19	210	24	18	207	16	11	115	15	909	0	0	0	0	0
	5:45 PM	14	235	22	14	234	17	23	197	17	17	150	20	960	0	0	0	0	0
	VOLUMES	211	2,674	203	222	2,755	227	262	2,254	260	199	1,413	215	10,895	0	1	0	0	1
	APPROACH %	7%	87%	7%	7%	86%	7%	9%	81%	9%	11%	77%	12%						
	APP/DEPART	3,088	/	3,152	3,204	/	3,214	2,776	/	2,678	1,827	/	1,851	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	68	940	69	69	899	68	83	828	67	61	515	73	3,740					
	APPROACH %	6%	87%	6%	7%	87%	7%	8%	85%	7%	9%	79%	11%						
	PEAK HR FACTOR		0.976			0.974			0.933			0.868		0.972					
	APP/DEPART	1,077	/	1,096	1,036	/	1,027	978	/	966	649	/	651	0					



		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	17	30	17	14	78	14	23	12	13	62	0	1	0	0	1	3	6	5	1	15
	7:15 AM	27	26	18	29	100	21	17	12	19	69	1	3	0	1	5	5	6	6	9	26
	7:30 AM	33	43	40	37	153	23	21	30	23	97	3	1	2	1	7	7	21	8	13	49
	7:45 AM	32	50	81	34	197	26	35	54	23	138	2	2	2	6	12	4	13	25	5	47
	8:00 AM	27	40	50	25	142	23	33	38	21	115	0	1	1	0	2	4	6	11	4	25
	8:15 AM	8	11	23	16	58	7	8	20	15	50	0	0	1	0	1	1	3	2	1	7
	8:30 AM	14	24	12	10	60	14	17	9	9	49	0	2	1	1	4	0	5	2	0	7
	8:45 AM	18	7	15	16	56	16	5	13	14	48	2	1	1	1	5	0	1	1	1	3
	9:00 AM	14	14	14	11	53	12	13	12	8	45	1	0	1	1	3	1	1	1	2	5
	9:15 AM	8	16	22	15	61	7	14	19	14	54	0	0	1	1	2	1	2	2	0	5
	9:30 AM	22	16	15	14	67	18	13	15	14	60	1	1	0	0	2	3	2	0	0	5
	9:45 AM	12	23	16	22	73	12	19	14	19	64	0	0	1	0	1	0	4	1	3	8
	TOTAL	232	300	323	243	1,098	193	218	248	192	851	10	12	11	12	45	29	70	64	39	202
PM	3:00 PM	18	26	23	25	92	16	23	16	21	76	1	2	4	2	9	1	1	3	2	7
	3:15 PM	26	34	25	25	110	26	27	22	20	95	0	0	2	2	4	0	7	1	3	11
	3:30 PM	13	25	23	19	80	12	15	20	14	61	1	6	2	4	13	0	4	1	1	6
	3:45 PM	36	37	23	25	121	24	18	19	20	81	3	2	0	0	5	9	17	4	5	35
	4:00 PM	33	40	47	22	142	27	29	37	20	113	0	1	1	0	2	6	10	9	2	27
	4:15 PM	29	30	31	25	115	24	24	22	21	91	0	0	4	4	8	5	6	5	0	16
	4:30 PM	30	25	20	33	108	25	21	17	26	89	2	1	3	1	7	3	3	0	6	12
	4:45 PM	20	46	30	30	126	18	35	27	28	108	1	2	2	1	6	1	9	1	1	12
	5:00 PM	37	29	43	42	151	31	24	36	38	129	3	3	4	4	14	3	2	3	0	8
	5:15 PM	12	27	27	21	87	10	20	24	19	73	2	1	2	2	7	0	6	1	0	7
	5:30 PM	14	21	23	23	81	13	15	18	20	66	1	5	5	2	13	0	1	0	1	2
	5:45 PM	38	38	38	37	151	38	27	29	29	123	0	2	2	4	8	0	9	7	4	20
	TOTAL	306	378	353	327	1,364	264	278	287	276	1,105	14	25	31	26	96	28	75	35	25	163

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	10
THURSDAY	EAST & WEST:	Pico	CONTROL:	SIGNAL

	NOTES:								
PCE	Class	1	2	3	4	5	6		
Adjusted	Factor	1	1.5	2	3	1.5	1.5		

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND Pico			WESTBOUND Pico				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	24	254	8	19	195	33	14	91	13	9	250	17	923					0
	7:15 AM	18	282	10	10	232	30	17	104	9	14	171	19	913					0
	7:30 AM	25	295	8	13	245	13	16	144	12	5	188	24	986					0
	7:45 AM	17	317	12	16	254	31	21	146	14	13	174	26	1,039					0
	8:00 AM	17	300	11	14	249	26	19	171	12	23	190	15	1,045					0
	8:15 AM	13	293	11	19	243	21	23	161	26	13	130	19	969					0
	8:30 AM	22	241	13	12	237	14	18	185	26	14	168	11	959					0
	8:45 AM	23	270	15	18	205	19	22	122	21	9	143	14	878					0
	9:00 AM	24	250	13	12	216	25	22	143	23	11	144	10	889					0
	9:15 AM	22	315	15	13	252	21	26	101	21	15	138	18	956					0
	9:30 AM	34	256	12	7	246	15	22	121	23	16	181	25	956					0
	9:45 AM	24	304	15	14	225	21	19	98	16	11	138	16	898					0
	VOLUMES	260	3,373	141	166	2,797	267	236	1,584	212	151	2,013	211	11,409	0	0	0	0	0
	APPROACH %	7%	89%	4%	5%	87%	8%	12%	78%	10%	6%	85%	9%						
	APP/DEPART	3,774	/	3,820	3,229	/	3,159	2,032	/	1,891	2,375	/	2,539	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	72	1,204	42	62	991	91	78	621	63	53	681	83	4,038					
	APPROACH %	5%	91%	3%	5%	87%	8%	10%	82%	8%	6%	83%	10%						
	PEAK HR FACTOR		0.953			0.950			0.913			0.900		0.966					
	APP/DEPART	1,317	/	1,364	1,143	/	1,107	762	/	724	817	/	843	0					
PM	03:00 PM	27	260	14	18	263	28	31	158	23	22	105	21	967					0
	3:15 PM	21	216	21	21	226	22	23	164	28	19	99	22	879					0
	3:30 PM	13	245	25	18	269	23	28	187	28	18	101	23	977					0
	3:45 PM	17	225	8	21	240	22	31	194	23	20	138	13	949					0
	4:00 PM	11	202	13	26	257	21	15	187	31	18	116	15	909					0
	4:15 PM	21	217	18	21	197	19	31	198	24	18	121	14	896					0
	4:30 PM	14	211	20	19	266	16	19	198	25	18	98	18	920					0
	4:45 PM	23	199	21	18	220	12	11	189	23	12	145	20	892					0
	5:00 PM	23	248	15	17	246	14	17	229	23	13	128	20	991					0
	5:15 PM	10	231	20	19	229	14	26	206	12	21	127	18	930					0
	5:30 PM	22	242	16	20	215	25	18	211	17	11	118	15	927					0
	5:45 PM	14	239	22	14	239	17	23	201	17	18	152	20	974					0
	VOLUMES	215	2,733	211	229	2,865	231	271	2,319	271	205	1,444	218	11,208	0	0	0	0	0
	APPROACH %	7%	87%	7%	7%	86%	7%	9%	81%	9%	11%	77%	12%						
	APP/DEPART	3,158	/	3,221	3,324	/	3,341	2,861	/	2,758	1,867	/	1,889	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	69	959	72	70	928	69	84	846	69	62	524	73	3,822					
	APPROACH %	6%	87%	7%	7%	87%	6%	8%	85%	7%	9%	79%	11%						
	PEAK HR FACTOR		0.966			0.964			0.927			0.871		0.964					
	APP/DEPART	1,100	/	1,116	1,067	/	1,059	998	/	987	659	/	661	0					

Western

NORTH SIDE

Pico WEST SIDE EAST SIDE **Pico**

SOUTH SIDE

Western

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

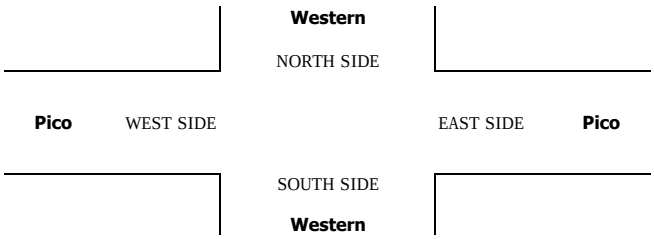
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	10
THURSDAY	EAST & WEST:	Pico	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND Pico			WESTBOUND Pico				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	22	228	5	19	180	28	12	80	11	9	236	15	845	0	0	0	0	0
	7:15 AM	18	243	8	10	209	28	14	93	7	12	159	19	820	0	0	0	0	0
	7:30 AM	20	265	8	13	206	13	14	135	10	5	179	22	890	0	0	0	0	0
	7:45 AM	17	264	12	13	227	26	19	140	14	11	157	26	926	0	0	0	0	0
	8:00 AM	11	265	11	14	229	23	19	166	12	18	164	15	947	0	0	0	0	0
	8:15 AM	10	264	6	17	207	18	18	141	21	10	124	11	847	0	0	0	0	0
	8:30 AM	20	221	13	12	216	12	18	176	21	11	159	9	888	0	0	0	0	0
	8:45 AM	21	249	13	15	190	14	20	113	16	7	131	14	803	0	0	0	0	0
	9:00 AM	19	212	10	10	193	22	20	135	21	9	129	7	787	0	0	0	0	0
	9:15 AM	19	282	15	11	222	21	20	92	19	15	126	13	855	0	0	0	0	0
	9:30 AM	29	233	10	7	222	15	19	109	20	16	166	23	869	0	0	0	0	0
	9:45 AM	22	284	12	14	205	18	16	87	14	11	130	16	829	0	0	0	0	0
	VOLUMES	228	3,010	123	155	2,506	238	209	1,467	186	134	1,860	190	10,306	0	0	0	0	0
	APPROACH %	7%	90%	4%	5%	86%	8%	11%	79%	10%	6%	85%	9%						
	APP/DEPART	3,361	/	3,409	2,899	/	2,826	1,862	/	1,745	2,184	/	2,326	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	58	1,058	37	57	869	80	70	582	57	44	624	74	3,610					
	APPROACH %	5%	92%	3%	6%	86%	8%	10%	82%	8%	6%	84%	10%						
	PEAK HR FACTOR		0.984			0.945			0.900			0.900		0.953					
	APP/DEPART	1,153	/	1,202	1,006	/	970	709	/	676	742	/	762	0					
PM	03:00 PM	25	237	11	16	228	26	31	143	21	17	96	21	872	0	0	0	0	0
	3:15 PM	18	198	19	16	199	19	17	152	26	17	91	20	792	0	0	0	0	0
	3:30 PM	13	233	19	18	236	23	23	166	25	18	93	18	885	0	0	0	0	0
	3:45 PM	17	211	8	19	213	20	26	176	17	18	130	13	868	0	0	0	0	0
	4:00 PM	9	185	13	21	219	21	15	173	23	18	111	15	823	0	0	0	0	0
	4:15 PM	18	208	16	19	170	17	23	175	18	13	107	14	798	0	0	0	0	0
	4:30 PM	14	193	18	17	240	16	17	177	23	15	95	18	843	0	0	0	0	0
	4:45 PM	23	190	21	15	190	12	11	169	21	12	130	18	812	0	0	0	0	0
	5:00 PM	21	228	10	17	214	14	17	211	20	13	119	20	904	0	0	0	0	0
	5:15 PM	10	216	20	19	203	12	24	192	12	19	122	18	867	0	0	0	0	0
	5:30 PM	22	230	11	18	200	23	18	200	15	11	110	15	873	0	0	0	0	0
	5:45 PM	14	228	22	14	224	17	23	190	17	16	147	20	932	0	0	0	0	0
	VOLUMES	204	2,557	188	209	2,536	220	245	2,124	238	187	1,351	210	10,269	0	0	0	0	0
	APPROACH %	7%	87%	6%	7%	86%	7%	9%	81%	9%	11%	77%	12%						
	APP/DEPART	2,949	/	3,012	2,965	/	2,961	2,607	/	2,521	1,748	/	1,775	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	67	902	63	68	841	66	82	793	64	59	498	73	3,576					
	APPROACH %	6%	87%	6%	7%	86%	7%	9%	84%	7%	9%	79%	12%						
	PEAK HR FACTOR		0.977			0.956			0.947			0.861		0.959					
	APP/DEPART	1,032	/	1,057	975	/	964	939	/	924	630	/	631	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

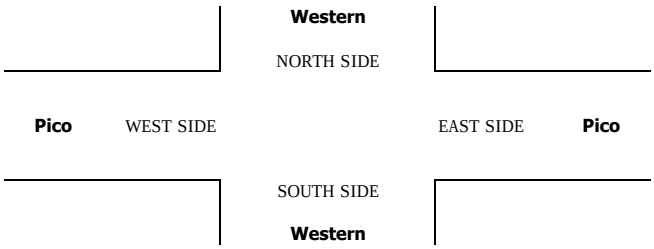
DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	10
THURSDAY	EAST & WEST:	Pico	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Western)			SOUTHBOUND (Western)			EASTBOUND (Pico)			WESTBOUND (Pico)				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	10	1	0	7	0	1	4	1	0	4	1	30	0	0	0	0	0
	7:15 AM	0	19	0	0	10	0	1	4	1	1	7	0	43	0	0	0	0	0
	7:30 AM	3	12	0	0	21	0	0	3	1	0	2	1	43	0	0	0	0	0
	7:45 AM	0	31	0	2	13	2	1	3	0	1	9	0	62	0	0	0	0	0
	8:00 AM	4	18	0	0	9	2	0	1	0	3	14	0	51	0	0	0	0	0
	8:15 AM	2	13	3	1	19	2	3	7	1	2	3	5	61	0	0	0	0	0
	8:30 AM	1	11	0	0	5	1	0	4	3	0	5	1	31	0	0	0	0	0
	8:45 AM	1	11	1	2	7	3	1	4	2	1	5	0	38	0	0	0	0	0
	9:00 AM	3	21	2	1	12	2	1	4	1	1	10	2	60	0	0	0	0	0
	9:15 AM	2	20	0	1	13	0	3	3	1	0	5	3	51	0	0	0	0	0
	9:30 AM	3	12	1	0	13	0	2	6	2	0	10	1	50	0	0	0	0	0
	9:45 AM	1	11	2	0	9	2	2	5	1	0	1	0	34	0	0	0	0	0
	VOLUMES	21	189	10	7	138	14	15	48	14	9	75	14	554	0	0	0	0	0
	APPROACH %	10%	86%	5%	4%	87%	9%	19%	62%	18%	9%	77%	14%						
	APP/DEPART	220	/	218	159	/	161	77	/	65	98	/	110	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	9	74	3	3	62	6	4	14	2	6	28	6	217					
	APPROACH %	10%	86%	3%	4%	87%	8%	20%	70%	10%	15%	70%	15%						
	PEAK HR FACTOR		0.694			0.807			0.455			0.588		0.875					
	APP/DEPART	86	/	84	71	/	70	20	/	20	40	/	43	0					
PM	03:00 PM	1	13	1	1	19	1	0	7	0	3	3	0	49	0	0	0	0	0
	3:15 PM	1	4	1	3	15	1	4	6	1	1	3	1	41	0	0	0	0	0
	3:30 PM	0	5	3	0	18	0	3	11	1	0	3	3	47	0	0	0	0	0
	3:45 PM	0	5	0	1	14	1	2	6	4	1	2	0	36	0	0	0	0	0
	4:00 PM	1	3	0	2	18	0	0	7	5	0	2	0	38	0	0	0	0	0
	4:15 PM	1	5	1	1	14	1	5	12	3	2	5	0	50	0	1	0	0	1
	4:30 PM	0	8	1	1	11	0	1	11	1	2	0	0	36	0	0	0	0	0
	4:45 PM	0	4	0	2	14	0	0	11	1	0	7	1	40	0	0	0	0	0
	5:00 PM	1	9	2	0	13	0	0	8	2	0	3	0	38	0	0	0	0	0
	5:15 PM	0	9	0	0	16	1	1	7	0	1	1	0	36	0	0	0	0	0
	5:30 PM	0	6	3	1	9	1	0	6	1	0	4	0	31	0	0	0	0	0
	5:45 PM	0	5	0	0	3	0	0	4	0	1	0	0	13	0	0	0	0	0
	VOLUMES	5	76	12	12	164	6	16	96	19	11	33	5	455	0	1	0	0	1
	APPROACH %	5%	82%	13%	7%	90%	3%	12%	73%	15%	22%	67%	10%						
	APP/DEPART	93	/	98	182	/	194	131	/	119	49	/	44	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	2	27	5	5	66	3	9	30	6	5	11	4	173					
	APPROACH %	6%	79%	15%	7%	89%	4%	20%	67%	13%	25%	55%	20%						
	PEAK HR FACTOR		0.567			0.881			0.750			0.833		0.883					
	APP/DEPART	34	/	40	74	/	77	45	/	40	20	/	16	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	10
THURSDAY	EAST & WEST:	Pico	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND Pico			WESTBOUND Pico				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Western

NORTH SIDE

Pico WEST SIDE EAST SIDE **Pico**

SOUTH SIDE

Western

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	10
THURSDAY	EAST & WEST:	Pico	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND Pico			WESTBOUND Pico				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Western

NORTH SIDE

Pico WEST SIDE EAST SIDE **Pico**

SOUTH SIDE

Western

INTERSECTION TURNING MOVEMENT COUNTS

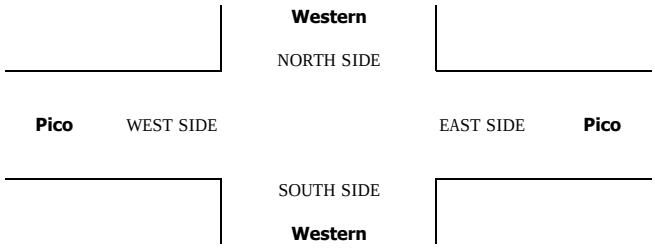
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	10
THURSDAY	EAST & WEST:	Pico	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND Pico			WESTBOUND Pico				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

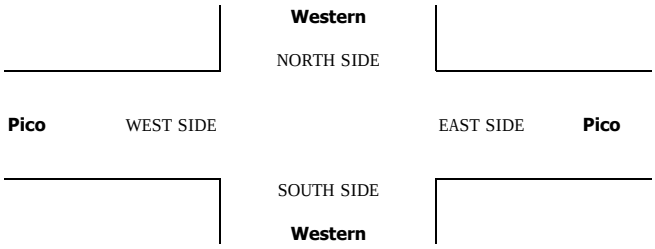
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Koreatown	PROJECT #:	SC1193
1/26/17	NORTH & SOUTH:	Western	LOCATION #:	10
THURSDAY	EAST & WEST:	Pico	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Western			SOUTHBOUND Western			EASTBOUND Pico			WESTBOUND Pico				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	7	1	0	3	3	0	3	0	0	5	0	22	0	0	0	0	0
	7:15 AM	0	7	1	0	5	1	1	3	0	0	1	0	19	0	0	0	0	0
	7:30 AM	0	8	0	0	5	0	1	3	0	0	4	0	21	0	0	0	0	0
	7:45 AM	0	4	0	0	5	1	0	1	0	0	2	0	13	0	0	0	0	0
	8:00 AM	0	5	0	0	4	0	0	2	0	0	3	0	14	0	0	0	0	0
	8:15 AM	0	6	0	0	5	0	0	6	2	0	1	0	20	0	0	0	0	0
	8:30 AM	0	2	0	0	9	0	0	2	0	2	1	0	16	0	0	0	0	0
	8:45 AM	0	3	0	0	3	0	0	2	1	0	3	0	12	0	0	0	0	0
	9:00 AM	0	4	0	0	3	0	0	1	0	0	0	0	8	0	0	0	0	0
	9:15 AM	0	2	0	0	7	0	1	3	0	0	3	0	16	0	0	0	0	0
	9:30 AM	0	3	0	0	3	0	0	2	0	0	0	0	8	0	0	0	0	0
	9:45 AM	0	2	0	0	4	0	0	2	0	0	4	0	12	0	0	0	0	0
	VOLUMES	0	53	2	0	56	5	3	30	3	2	27	0	181	0	0	0	0	0
	APPROACH %	0%	96%	4%	0%	92%	8%	8%	83%	8%	7%	93%	0%						
	APP/DEPART	55	/	56	61	/	61	36	/	32	29	/	32	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	26	2	0	18	5	2	10	0	0	12	0	75					
	APPROACH %	0%	93%	7%	0%	78%	22%	17%	83%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.875			0.958			0.750			0.600		0.852					
	APP/DEPART	28	/	28	23	/	18	12	/	12	12	/	17	0					
PM	03:00 PM	0	2	1	0	4	0	0	3	1	0	3	0	14	0	0	0	0	0
	3:15 PM	1	8	0	0	3	1	0	2	0	0	2	0	17	0	0	0	0	0
	3:30 PM	0	3	1	0	4	0	0	3	1	0	2	0	14	0	0	0	0	0
	3:45 PM	0	4	0	0	4	0	1	6	0	0	3	0	18	0	0	0	0	0
	4:00 PM	0	8	0	1	7	0	0	2	0	0	1	0	19	0	0	0	0	0
	4:15 PM	1	1	0	0	4	0	0	3	1	1	4	0	15	0	0	0	0	0
	4:30 PM	0	4	0	0	6	0	0	3	0	0	2	0	15	0	0	0	0	0
	4:45 PM	0	2	0	0	6	0	0	2	0	0	3	0	13	0	0	0	0	0
	5:00 PM	0	4	1	0	8	0	0	4	0	0	2	0	19	0	0	0	0	0
	5:15 PM	0	1	0	0	1	0	0	2	0	0	2	0	6	0	0	0	0	0
	5:30 PM	0	2	0	0	1	0	0	1	0	0	1	0	5	0	0	0	0	0
	5:45 PM	0	2	0	0	7	0	0	3	0	0	3	0	15	0	0	0	0	0
	VOLUMES	2	41	3	1	55	1	1	34	3	1	28	0	170	0	0	0	0	0
	APPROACH %	4%	89%	7%	2%	96%	2%	3%	89%	8%	3%	97%	0%						
	APP/DEPART	46	/	42	57	/	59	38	/	38	29	/	31	0					
	BEGIN PEAK HR		3:15 PM																
	VOLUMES	1	23	1	1	18	1	1	13	1	0	8	0	68					
	APPROACH %	4%	92%	4%	5%	90%	5%	7%	87%	7%	0%	100%	0%						
	PEAK HR FACTOR		0.694			0.625			0.536			0.667		0.895					
	APP/DEPART	25	/	24	20	/	19	15	/	15	8	/	10	0					



Prepared by: Field Data Services of Arizona

ADT1 Manhattan between Olympic and San Marino.

AM Period	NB		SB		EB		WB			PM Period	NB		SB		EB		WB		
0:30	6		4		0		0			12:00	17		9		0		0		
0:15	4		3		0		0			12:15	12		8		0		0		
0:30	5		1		0		0			12:30	24		10		0		0		
0:45	0	15	0	8	0	0	0	0	23	12:45	20	73	9	36	0	0	0	0	109
1:00	3		1		0		0			13:00	24		9		0		0		
1:15	1		0		0		0			13:15	15		11		0		0		
1:30	1		3		0		0			13:30	21		16		0		0		
1:45	1	6	1	5	0	0	0	0	11	13:45	20	80	10	46	0	0	0	0	126
2:00	5		1		0		0			14:00	19		8		0		0		
2:15	6		1		0		0			14:15	28		8		0		0		
2:30	5		3		0		0			14:30	13		11		0		0		
2:45	2	18	2	7	0	0	0	0	25	14:45	28	88	19	46	0	0	0	0	134
3:00	1		4		0		0			15:00	18		12		0		0		
3:15	5		1		0		0			15:15	17		14		0		0		
3:30	0		2		0		0			15:30	18		14		0		0		
3:45	2	8	1	8	0	0	0	0	16	15:45	25	78	13	53	0	0	0	0	131
4:00	1		0		0		0			16:00	26		17		0		0		
4:15	1		2		0		0			16:15	16		16		0		0		
4:30	0		1		0		0			16:30	17		30		0		0		
4:45	1	3	1	4	0	0	0	0	7	16:45	25	84	36	99	0	0	0	0	183
5:00	0		2		0		0			17:00	22		33		0		0		
5:15	0		7		0		0			17:15	24		28		0		0		
5:30	0		2		0		0			17:30	33		49		0		0		
5:45	1	1	3	14	0	0	0	0	15	17:45	18	97	33	143	0	0	0	0	240
6:00	7		1		0		0			18:00	23		30		0		0		
6:15	7		4		0		0			18:15	32		13		0		0		
6:30	9		6		0		0			18:30	19		12		0		0		
6:45	13	36	3	14	0	0	0	0	50	18:45	21	95	20	75	0	0	0	0	170
7:00	11		7		0		0			19:00	13		16		0		0		
7:15	15		5		0		0			19:15	19		13		0		0		
7:30	8		1		0		0			19:30	14		7		0		0		
7:45	22	56	4	17	0	0	0	0	73	19:45	9	55	14	50	0	0	0	0	105
8:00	16		12		0		0			20:00	13		10		0		0		
8:15	25		9		0		0			20:15	18		8		0		0		
8:30	11		7		0		0			20:30	18		4		0		0		
8:45	19	71	8	36	0	0	0	0	107	20:45	13	62	12	34	0	0	0	0	96
9:00	15		10		0		0			21:00	7		4		0		0		
9:15	15		9		0		0			21:15	8		5		0		0		
9:30	22		10		0		0			21:30	7		5		0		0		
9:45	20	72	5	34	0	0	0	0	106	21:45	11	33	5	19	0	0	0	0	52
10:00	24		7		0		0			22:00	13		7		0		0		
10:15	11		7		0		0			22:15	13		6		0		0		
10:30	21		13		0		0			22:30	7		5		0		0		
10:45	20	76	10	37	0	0	0	0	113	22:45	5	38	4	22	0	0	0	0	60
11:00	13		6		0		0			23:00	4		5		0		0		
11:15	24		7		0		0			23:15	5		4		0		0		
11:30	21		7		0		0			23:30	8		2		0		0		
11:45	19	77	11	31	0	0	0	0	108	23:45	2	19	0	11	0	0	0	0	30
Total Vol.		439		215					**654**			802		634					**1436**

Daily Totals

NB	SB	EB	WB	**Combined**
1241	849			**2090**

	AM					**PM**				
Split %	67.1%	32.9%			**31.3%**	55.8%	44.2%			**68.7%**
Peak Hour	9:15	11:45	0:30	0:30	**11:15**	17:30	16:45			**16:45**
Volume	81	38			**115**	106	146			**250**
P.H.F.	0.84	0.86			**0.93**	0.73	0.74			**0.76**

Prepared by: Field Data Services of Arizona

ADT2 Olympic between Manhattan and St Andrews.

AM Period	NB		SB		EB		WB			PM Period	NB		SB		EB		WB		
0:30	0		0		62		40			12:00	0		0		242		253		
0:15	0		0		59		33			12:15	0		0		263		238		
0:30	0		0		42		35			12:30	0		0		236		232		
0:45	0	0	0	0	50	213	41	149	362	12:45	0	0	0	0	274	1015	225	948	1963
1:00	0		0		45		28			13:00	0		0		233		263		
1:15	0		0		29		22			13:15	0		0		248		211		
1:30	0		0		16		17			13:30	0		0		281		257		
1:45	0	0	0	0	20	110	20	87	197	13:45	0	0	0	0	271	1033	265	996	2029
2:00	0		0		24		24			14:00	0		0		295		251		
2:15	0		0		27		18			14:15	0		0		265		265		
2:30	0		0		18		16			14:30	0		0		292		284		
2:45	0	0	0	0	34	103	11	69	172	14:45	0	0	0	0	283	1135	264	1064	2199
3:00	0		0		28		33			15:00	0		0		325		283		
3:15	0		0		11		25			15:15	0		0		344		279		
3:30	0		0		17		22			15:30	0		0		395		275		
3:45	0	0	0	0	14	70	22	102	172	15:45	0	0	0	0	389	1453	249	1086	2539
4:00	0		0		13		11			16:00	0		0		414		271		
4:15	0		0		14		24			16:15	0		0		395		272		
4:30	0		0		15		32			16:30	0		0		411		303		
4:45	0	0	0	0	27	69	42	109	178	16:45	0	0	0	0	420	1640	293	1139	2779
5:00	0		0		41		32			17:00	0		0		416		348		
5:15	0		0		39		60			17:15	0		0		383		317		
5:30	0		0		40		76			17:30	0		0		409		347		
5:45	0	0	0	0	50	170	120	288	458	17:45	0	0	0	0	407	1615	341	1353	2968
6:00	0		0		72		140			18:00	0		0		421		366		
6:15	0		0		95		291			18:15	0		0		393		330		
6:30	0		0		100		379			18:30	0		0		423		334		
6:45	0	0	0	0	113	380	434	1244	1624	18:45	0	0	0	0	412	1649	346	1376	3025
7:00	0		0		157		503			19:00	0		0		394		316		
7:15	0		0		198		452			19:15	0		0		364		282		
7:30	0		0		282		436			19:30	0		0		319		235		
7:45	0	0	0	0	319	956	395	1786	2742	19:45	0	0	0	0	372	1449	210	1043	2492
8:00	0		0		365		480			20:00	0		0		335		199		
8:15	0		0		383		432			20:15	0		0		283		151		
8:30	0		0		361		368			20:30	0		0		282		140		
8:45	0	0	0	0	385	1494	378	1658	3152	20:45	0	0	0	0	226	1126	153	643	1769
9:00	0		0		310		289			21:00	0		0		181		127		
9:15	0		0		351		338			21:15	0		0		178		137		
9:30	0		0		334		295			21:30	0		0		179		131		
9:45	0	0	0	0	283	1278	290	1212	2490	21:45	0	0	0	0	142	680	116	511	1191
10:00	0		0		253		274			22:00	0		0		144		116		
10:15	0		0		246		275			22:15	0		0		126		113		
10:30	0		0		207		240			22:30	0		0		118		110		
10:45	0	0	0	0	227	933	242	1031	1964	22:45	0	0	0	0	110	498	96	435	933
11:00	0		0		235		202			23:00	0		0		118		77		
11:15	0		0		239		217			23:15	0		0		115		59		
11:30	0		0		223		242			23:30	0		0		61		53		
11:45	0	0	0	0	241	938	215	876	1814	23:45	0	0	0	0	92	386	46	235	621
Total Vol.						6714		8611	**15325**							13679		10829	**24508**

Daily Totals

NB	SB	EB	WB	**Combined**
		20393	19440	**39833**

			AM				**PM**		
Split %			43.8%	56.2%	**38.5%**		55.8%	44.2%	**61.5%**
Peak Hour	0:30	0:30	8:00	6:45	**8:00**		18:00	17:30	**18:00**
Volume			1494	1825	**3152**		1649	1384	**3025**
P.H.F.			0.97	0.91	**0.93**		0.97	0.95	**0.96**

ADT3 Olympic between Manhattan and Western. Prepared by: Field Data Services of Arizona **Prepared by AimTD LLC tel. 714 253 7888**

AM Period	NB		SB		EB		WB			PM Period	NB		SB		EB		WB		
0:30	0		0		59		47			12:00	0		0		232		286		
0:15	0		0		57		38			12:15	0		0		255		259		
0:30	0		0		46		43			12:30	0		0		234		259		
0:45	0	0	0	0	51	213	53	181	394	12:45	0	0	0	0	271	992	245	1049	2041
1:00	0		0		48		35			13:00	0		0		235		287		
1:15	0		0		32		26			13:15	0		0		250		216		
1:30	0		0		17		23			13:30	0		0		274		275		
1:45	0	0	0	0	22	119	29	113	232	13:45	0	0	0	0	273	1032	269	1047	2079
2:00	0		0		26		37			14:00	0		0		290		263		
2:15	0		0		29		35			14:15	0		0		271		293		
2:30	0		0		20		24			14:30	0		0		288		291		
2:45	0	0	0	0	40	115	18	114	229	14:45	0	0	0	0	286	1135	284	1131	2266
3:00	0		0		32		43			15:00	0		0		332		303		
3:15	0		0		14		33			15:15	0		0		329		308		
3:30	0		0		17		28			15:30	0		0		360		348		
3:45	0	0	0	0	15	78	33	137	215	15:45	0	0	0	0	416	1437	282	1241	2678
4:00	0		0		17		19			16:00	0		0		385		277		
4:15	0		0		18		28			16:15	0		0		401		309		
4:30	0		0		16		36			16:30	0		0		371		299		
4:45	0	0	0	0	29	80	48	131	211	16:45	0	0	0	0	449	1606	312	1197	2803
5:00	0		0		43		37			17:00	0		0		382		324		
5:15	0		0		41		58			17:15	0		0		401		341		
5:30	0		0		44		85			17:30	0		0		391		342		
5:45	0	0	0	0	54	182	120	300	482	17:45	0	0	0	0	425	1599	388	1395	2994
6:00	0		0		71		149			18:00	0		0		407		371		
6:15	0		0		92		296			18:15	0		0		385		360		
6:30	0		0		103		384			18:30	0		0		417		354		
6:45	0	0	0	0	120	386	445	1274	1660	18:45	0	0	0	0	403	1612	352	1437	3049
7:00	0		0		183		540			19:00	0		0		391		334		
7:15	0		0		196		430			19:15	0		0		359		292		
7:30	0		0		337		470			19:30	0		0		317		256		
7:45	0	0	0	0	302	1018	376	1816	2834	19:45	0	0	0	0	371	1438	227	1109	2547
8:00	0		0		357		489			20:00	0		0		339		225		
8:15	0		0		364		405			20:15	0		0		285		167		
8:30	0		0		362		399			20:30	0		0		287		155		
8:45	0	0	0	0	358	1441	374	1667	3108	20:45	0	0	0	0	225	1136	159	706	1842
9:00	0		0		310		310			21:00	0		0		189		146		
9:15	0		0		340		346			21:15	0		0		195		149		
9:30	0		0		340		332			21:30	0		0		184		147		
9:45	0	0	0	0	264	1254	299	1287	2541	21:45	0	0	0	0	145	713	124	566	1279
10:00	0		0		249		296			22:00	0		0		148		126		
10:15	0		0		245		278			22:15	0		0		124		127		
10:30	0		0		207		252			22:30	0		0		116		114		
10:45	0	0	0	0	227	928	257	1083	2011	22:45	0	0	0	0	106	494	100	467	961
11:00	0		0		238		228			23:00	0		0		121		86		
11:15	0		0		229		243			23:15	0		0		116		67		
11:30	0		0		230		276			23:30	0		0		62		58		
11:45	0	0	0	0	237	934	251	998	1932	23:45	0	0	0	0	87	386	49	260	646
Total Vol.						6748		9101	**15849**							13580		11605	**25185**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
			20328	20706	**41034**
			AM	**PM**	
Split %			42.6%	57.4% **38.6%**	53.9% 46.1% **61.4%**
Peak Hour	0:30	0:30	8:00	6:45 **8:00**	17:45 17:45 **17:45**
Volume			1441	1885 **3108**	1634 1473 **3107**
P.H.F.			0.99	0.87 **0.92**	0.96 0.95 **0.96**

ADT4 Manhattan between Olympic and 11th. Prepared by: Field Data Services of Arizona **Prepared by AimTD LLC tel. 714 253 7888**

AM Period	NB		SB		EB		WB			PM Period	NB		SB		EB		WB		
0:30	2		10		0		0			12:00	18		53		0		0		
0:15	2		8		0		0			12:15	18		43		0		0		
0:30	5		5		0		0			12:30	24		39		0		0		
0:45	1	10	12	35	0	0	0	0	45	12:45	33	93	45	180	0	0	0	0	273
1:00	3		5		0		0			13:00	30		37		0		0		
1:15	4		4		0		0			13:15	23		22		0		0		
1:30	1		8		0		0			13:30	23		43		0		0		
1:45	3	11	10	27	0	0	0	0	38	13:45	37	113	29	131	0	0	0	0	244
2:00	4		11		0		0			14:00	24		30		0		0		
2:15	2		12		0		0			14:15	26		28		0		0		
2:30	2		6		0		0			14:30	18		27		0		0		
2:45	9	17	10	39	0	0	0	0	56	14:45	26	94	34	119	0	0	0	0	213
3:00	5		14		0		0			15:00	12		44		0		0		
3:15	5		6		0		0			15:15	15		25		0		0		
3:30	3		11		0		0			15:30	22		55		0		0		
3:45	2	15	11	42	0	0	0	0	57	15:45	20	69	41	165	0	0	0	0	234
4:00	4		7		0		0			16:00	25		32		0		0		
4:15	5		6		0		0			16:15	19		48		0		0		
4:30	1		5		0		0			16:30	11		40		0		0		
4:45	1	11	5	23	0	0	0	0	34	16:45	21	76	60	180	0	0	0	0	256
5:00	2		7		0		0			17:00	18		39		0		0		
5:15	3		6		0		0			17:15	8		40		0		0		
5:30	5		12		0		0			17:30	14		50		0		0		
5:45	6	16	4	29	0	0	0	0	45	17:45	10	50	46	175	0	0	0	0	225
6:00	4		8		0		0			18:00	20		46		0		0		
6:15	7		12		0		0			18:15	20		39		0		0		
6:30	9		8		0		0			18:30	8		27		0		0		
6:45	12	32	6	34	0	0	0	0	66	18:45	12	60	26	138	0	0	0	0	198
7:00	16		9		0		0			19:00	16		40		0		0		
7:15	26		11		0		0			19:15	17		26		0		0		
7:30	18		9		0		0			19:30	19		35		0		0		
7:45	34	94	10	39	0	0	0	0	133	19:45	9	61	32	133	0	0	0	0	194
8:00	20		25		0		0			20:00	16		35		0		0		
8:15	26		17		0		0			20:15	17		21		0		0		
8:30	16		21		0		0			20:30	19		15		0		0		
8:45	15	77	24	87	0	0	0	0	164	20:45	15	67	21	92	0	0	0	0	159
9:00	20		18		0		0			21:00	17		25		0		0		
9:15	15		28		0		0			21:15	19		11		0		0		
9:30	24		37		0		0			21:30	11		20		0		0		
9:45	25	84	22	105	0	0	0	0	189	21:45	11	58	10	66	0	0	0	0	124
10:00	14		23		0		0			22:00	12		12		0		0		
10:15	14		14		0		0			22:15	13		22		0		0		
10:30	23		27		0		0			22:30	6		10		0		0		
10:45	13	64	18	82	0	0	0	0	146	22:45	10	41	17	61	0	0	0	0	102
11:00	19		35		0		0			23:00	8		15		0		0		
11:15	14		33		0		0			23:15	3		9		0		0		
11:30	18		31		0		0			23:30	8		6		0		0		
11:45	13	64	45	144	0	0	0	0	208	23:45	6	25	12	42	0	0	0	0	67
Total Vol.		495		686					**1181**			807		1482					**2289**

Daily Totals				
NB	SB	EB	WB	**Combined**
1302	2168			**3470**

	AM					**PM**				
Split %	41.9%	58.1%			**34.0%**	35.3%	64.7%			**66.0%**
Peak Hour	7:15	11:45	0:30	0:30	**11:45**	13:00	16:45			**12:00**
Volume	98	180			**253**	113	189			**273**
P.H.F.	0.72	0.85			**0.89**	0.83	0.79			**0.88**

Appendix C – Level of Service (LOS) Analysis Sheets

Level of Service Worksheet
(Circular 212 Method)

I/S #	North-South Street	Wilton Place	Year of Count	2017	Ambient Growth (%)	1	Conducted by	Michael Baker Intl	Date	2/21/2017
1	East-West Street	9th Street	Projection Year	2020	Peak Hour	AM	Reviewed by	Michael Baker Intl	Project	3323 W Olympic Mixed-Use

		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			2			2				2				2				2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			3			3				3				3				3
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0 0	NB-- 0 SB-- EB-- 0 WB--		0 0	NB-- 0 SB-- EB-- WB--			0 0	NB-- 0 SB-- EB-- WB--			0 0	NB-- 0 SB-- EB-- WB--			0 0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
	Override Capacity			0			0				0				0				0
NORTHBOUND	Left	19	0	19	0	19	19	0	20	0	20	0	20	0	20				0
	Left-Through		1							1				1					
	Through	1162	0	**665**	2	1164	**666**	38	1235	0	**706**	2	1237	0	**707**				**0**
	Through-Right		1							1				1					
	Right	54	0	665	0	54	666	0	56	0	706	0	56	0	707				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
SOUTHBOUND	Left	81	0	81	0	81	81	0	83	0	83	0	83	0	83				0
	Left-Through		1							1				1					
	Through	1017	0	**763**	-1	1016	**762**	47	1095	0	**808**	-1	1094	0	**808**				**0**
	Through-Right		1							1				1					
	Right	22	0	763	0	22	762	0	23	0	808	0	23	0	808				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
EASTBOUND	Left	44	0	44	0	44	44	0	45	0	45	0	45	0	45				0
	Left-Through		1							1				1					
	Through	116	0	**160**	0	116	**160**	0	120	0	**165**	0	120	0	**165**				**0**
	Through-Right		0							0				0					
	Right	41	1	32	0	41	32	0	42	1	32	0	42	1	32				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
WESTBOUND	Left	56	0	56	0	56	56	0	58	0	58	0	58	0	58				0
	Left-Through		1							1				1					
	Through	83	0	**139**	0	83	**139**	0	86	0	**144**	0	86	0	**144**				**0**
	Through-Right		0							0				0					
	Right	54	1	14	0	54	14	0	56	1	15	0	56	1	15				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
	CRITICAL VOLUMES		*North-South:*	1428		*North-South:*	1428		*North-South:*	1514			*North-South:*	1515			*North-South:*		0
			East-West:	299		*East-West:*	299		*East-West:*	309			*East-West:*	309			*East-West:*		0
			SUM:	1727		*SUM:*	1727		*SUM:*	1823			*SUM:*	1824			*SUM:*		0
	VOLUME/CAPACITY *(V/C)* RATIO:			1.151			1.151				1.215				1.216				0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			1.151			1.151				1.215				1.216				0.000
	LEVEL OF SERVICE (LOS):			F			F				F				F				A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.001 — Δ*v/c* after mitigation: -1.215

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #	North-South Street	Wilton Place	Year of Count	2017	Ambient Growth (%)	1	Conducted by	Michael Baker Intl	Date	2/21/2017
1	East-West Street	9th Street	Projection Year	2020	Peak Hour	PM	Reviewed by	Michael Baker Intl	Project	3323 W Olympic Mixed-Use

		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			2			2				2				2				2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			3			3				3				3				3
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0 0	NB-- 0 SB-- EB-- 0 WB--		0 0	NB-- 0 SB-- EB-- WB--			0 0	NB-- 0 SB-- EB-- WB--			0 0	NB-- 0 SB-- EB-- WB--			0 0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
	Override Capacity			0			0				0				0				0
NORTHBOUND	Left	15	0	15	0	15	15	0	15	0	15	0	15	0	15				0
	Left-Through		1							1				1					
	Through	1102	0	**636**	0	1102	**636**	54	1189	0	**680**	0	1189	0	**680**				**0**
	Through-Right		1							1				1					
	Right	79	0	636	0	79	636	0	81	0	680	0	81	0	680				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
SOUTHBOUND	Left	90	0	90	0	90	90	0	93	0	93	0	93	0	93				0
	Left-Through		1							1				1					
	Through	1233	0	**900**	2	1235	**901**	49	1319	0	**952**	2	1321	0	**953**				**0**
	Through-Right		1							1				1					
	Right	26	0	900	0	26	901	0	27	0	952	0	27	0	953				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
EASTBOUND	Left	30	0	30	0	30	30	0	31	0	31	0	31	0	31				0
	Left-Through		1							1				1					
	Through	109	0	**139**	0	109	**139**	0	112	0	**143**	0	112	0	**143**				**0**
	Through-Right		0							0				0					
	Right	22	1	15	0	22	15	0	23	1	16	0	23	1	16				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
WESTBOUND	Left	69	0	69	0	69	69	0	71	0	71	0	71	0	71				0
	Left-Through		1							1				1					
	Through	69	0	**138**	0	69	**138**	0	71	0	**142**	0	71	0	**142**				**0**
	Through-Right		0							0				0					
	Right	54	1	9	0	54	9	0	56	1	10	0	56	1	10				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
	CRITICAL VOLUMES		*North-South:*	1536		*North-South:*	1537		*North-South:*		1632		*North-South:*		1633		*North-South:*		0
			East-West:	277		*East-West:*	277		*East-West:*		285		*East-West:*		285		*East-West:*		0
			SUM:	1813		*SUM:*	1814		*SUM:*		1917		*SUM:*		1918		*SUM:*		0
	VOLUME/CAPACITY *(V/C)* RATIO:			1.209			1.209				1.278				1.279				0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			1.209			1.209				1.278				1.279				0.000
	LEVEL OF SERVICE (LOS):			F			F				F				F				A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.001 — Δ*v/c* after mitigation: -1.278

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Avenue	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Michael Baker Intl	Date:	2/21/2017
2	East-West Street:	9th Street / James M Wood Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:	Michael Baker Intl	Project:	3323 W Olympic Mixed-Use

		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			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			3			3			3				3					3
	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?			0			0			0				0					0
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	26	1	26	0	26	26	0	27	1	27	0	27	1	27				0
	Left-Through		0							0				0					
	Through	1081	1	**586**	10	1091	**591**	104	1218	1	**656**	10	1228	1	**661**				**0**
	Through-Right		1							1				1					
	Right	90	0	90	0	90	90	0	93	0	93	0	93	0	93				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
SOUTHBOUND	Left	65	1	65	0	65	65	0	67	1	67	0	67	1	67				0
	Left-Through		0							0				0					
	Through	1056	1	**535**	-3	1053	**534**	218	1306	1	**660**	-3	1303	1	**659**				**0**
	Through-Right		1							1				1					
	Right	14	0	14	0	14	14	0	14	0	14	0	14	0	14				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
EASTBOUND	Left	23	0	23	0	23	23	0	24	0	24	0	24	0	24				0
	Left-Through		1							1				1					
	Through	179	0	**202**	0	179	**202**	0	184	0	**208**	0	184	0	**208**				**0**
	Through-Right		0							0				0					
	Right	53	1	40	0	53	40	0	55	1	42	0	55	1	42				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
WESTBOUND	Left	76	0	76	0	76	76	0	78	0	78	0	78	0	78				0
	Left-Through		1							1				1					
	Through	136	0	**212**	0	136	**212**	0	140	0	**218**	0	140	0	**218**				**0**
	Through-Right		0							0				0					
	Right	46	1	14	0	46	14	0	47	1	14	0	47	1	14				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
	CRITICAL VOLUMES	*North-South:*		1121	*North-South:*		1125	*North-South:*		1316		*North-South:*		1320		*North-South:*			0
		East-West:		414	*East-West:*		414	*East-West:*		426		*East-West:*		426		*East-West:*			0
		SUM:		1535	*SUM:*		1539	*SUM:*		1742		*SUM:*		1746		*SUM:*			0
	VOLUME/CAPACITY *(V/C)* RATIO:			1.023			1.026			1.161				1.164					0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			1.023			1.026			1.161				1.164					0.000
	LEVEL OF SERVICE (LOS):			F			F			F				F					A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.003 — Δ*v/c* after mitigation: -1.161

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Avenue	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Michael Baker Intl	Date:	2/21/2017
2	East-West Street:	9th Street / James M Wood Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:	Michael Baker Intl	Project:	3323 W Olympic Mixed-Use

	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
NORTHBOUND																		
Left	51	1	51	0	51	51	0	53	1	53	0	53	1	53				0
Left-Through		0							0				0					
Through	940	1	**509**	-1	939	**508**	271	1239	1	**659**	-1	1238	1	**659**				**0**
Through-Right		1							1				1					
Right	77	0	77	0	77	77	0	79	0	79	0	79	0	79				0
Left-Through-Right		0							0				0					
Left-Right		0							0				0					
SOUTHBOUND																		
Left	107	1	107	0	107	107	0	110	1	110	0	110	1	110				0
Left-Through		0							0				0					
Through	1078	1	**556**	8	1086	**560**	173	1284	1	**659**	8	1292	1	**663**				**0**
Through-Right		1							1				1					
Right	33	0	33	0	33	33	0	34	0	34	0	34	0	34				0
Left-Through-Right		0							0				0					
Left-Right		0							0				0					
EASTBOUND																		
Left	29	0	29	0	29	29	0	30	0	30	0	30	0	30				0
Left-Through		1							1				1					
Through	255	0	**284**	0	255	**284**	0	263	0	**293**	0	263	0	**293**				**0**
Through-Right		0							0				0					
Right	45	1	20	0	45	20	0	46	1	20	0	46	1	20				0
Left-Through-Right		0							0				0					
Left-Right		0							0				0					
WESTBOUND																		
Left	71	0	71	0	71	71	0	73	0	73	0	73	0	73				0
Left-Through		1							1				1					
Through	177	0	**248**	0	177	**248**	0	182	0	**255**	0	182	0	**255**				**0**
Through-Right		0							0				0					
Right	69	1	16	0	69	16	0	71	1	16	0	71	1	16				0
Left-Through-Right		0							0				0					
Left-Right		0							0				0					
CRITICAL VOLUMES	*North-South:*		1065	*North-South:*		1068	*North-South:*			1318	*North-South:*			1322	*North-South:*			0
	East-West:		532	*East-West:*		532	*East-West:*			548	*East-West:*			548	*East-West:*			0
	SUM:		1597	*SUM:*		1600	*SUM:*			1866	*SUM:*			1870	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:			1.065			1.067				1.244				1.247				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.065			1.067				1.244				1.247				0.000
LEVEL OF SERVICE (LOS):			F			F				F				F				A

	NB--	EB--	SB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?			0	0
Override Capacity			0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.003 **Δ*v/c* after mitigation:** -1.244

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Avenue	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Michael Baker Intl	Date:	2/21/2017
3	East-West Street:	San Marino St	Projection Year:	2020	Peak Hour:	AM	Reviewed by:	Michael Baker Intl	Project:	3323 W Olympic Mixed-Use

	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			2			2			2				2					2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			3			3			3				3					3
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?			0			0			0				0					0
Override Capacity			0			0			0				0					0
NORTHBOUND																		
Left	13	1	13	0	13	13	0	13	1	13	0	13	1	13				0
Left-Through		0							0				0					
Through	1160	1	**586**	6	1166	**589**	96	1291	1	**654**	6	1297	1	**657**				**0**
Through-Right		1							1				1					
Right	12	0	12	0	12	12	4	16	0	16	0	16	0	16				0
Left-Through-Right		0							0				0					
Left-Right		0							0				0					
SOUTHBOUND																		
Left	35	1	35	0	35	35	2	38	1	38	0	38	1	38				0
Left-Through		0							0				0					
Through	1065	1	**540**	-2	1063	**539**	216	1313	1	**665**	-2	1311	1	**663**				**0**
Through-Right		1							1				1					
Right	15	0	15	-1	14	14	1	16	0	16	-1	15	0	15				0
Left-Through-Right		0							0				0					
Left-Right		0							0				0					
EASTBOUND																		
Left	38	0	38	3	41	41	0	39	0	39	3	42	0	42				0
Left-Through		1							1				1					
Through	46	0	**84**	0	46	**87**	0	47	0	**86**	0	47	0	**89**				**0**
Through-Right		0							0				0					
Right	65	1	59	0	65	59	0	67	1	61	0	67	1	61				0
Left-Through-Right		0							0				0					
Left-Right		0							0				0					
WESTBOUND																		
Left	39	0	0	0	39	0	20	60	0	0	0	60	0	0				0
Left-Through		0							0				0					
Through	32	0	0	0	32	0	0	33	0	0	0	33	0	0				**0**
Through-Right		0							0				0					
Right	27	1	**10**	0	27	**10**	8	36	1	**17**	0	36	1	**17**				0
Left-Through-Right		0							0				0					
Left-Right		0							0				0					
CRITICAL VOLUMES	*North-South:*		1126	*North-South:*		1128	*North-South:*		1319		*North-South:*		1320		*North-South:*			0
	East-West:		94	*East-West:*		97	*East-West:*		103		*East-West:*		106		*East-West:*			0
	SUM:		1220	*SUM:*		1225	*SUM:*		1422		*SUM:*		1426		*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:			0.813			0.817			0.948				0.951					0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.813			0.817			0.948				0.951					0.000
LEVEL OF SERVICE (LOS):			D			D			E				E					A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.003 — Δ*v/c* after mitigation: -0.948

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Avenue	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Michael Baker Intl	Date:	2/21/2017
3	East-West Street:	San Marino St	Projection Year:	2020	Peak Hour:	PM	Reviewed by:	Michael Baker Intl	Project:	3323 W Olympic Mixed-Use

		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			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			3			3			3				3					3
	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?			0			0			0				0					0
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	30	1	30	0	30	30	0	31	1	31	0	31	1	31				0
	Left-Through		0							0				0					
	Through	1004	1	**540**	-1	1003	**540**	267	1301	1	**698**	-1	1300	1	**697**				**0**
	Through-Right		1							1				1					
	Right	76	0	76	0	76	76	16	94	0	94	0	94	0	94				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
SOUTHBOUND	Left	47	1	47	0	47	47	7	55	1	55	0	55	1	55				0
	Left-Through		0							0				0					
	Through	1113	1	**570**	5	1118	**574**	166	1313	1	**671**	5	1318	1	**675**				**0**
	Through-Right		1							1				1					
	Right	27	0	27	3	30	30	1	29	0	29	3	32	0	32				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
EASTBOUND	Left	23	0	23	0	23	23	1	25	0	25	0	25	0	25				0
	Left-Through		1							1				1					
	Through	163	0	**186**	0	163	**186**	0	168	0	**193**	0	168	0	**193**				**0**
	Through-Right		0							0				0					
	Right	51	1	36	0	51	36	0	53	1	38	0	53	1	38				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
WESTBOUND	Left	69	0	0	0	69	0	7	78	0	0	0	78	0	0				0
	Left-Through		0							0				0					
	Through	96	0	0	0	96	0	0	99	0	0	0	99	0	0				**0**
	Through-Right		0							0				0					
	Right	74	1	**51**	0	74	**51**	3	79	1	**52**	0	79	1	**52**				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
	CRITICAL VOLUMES		*North-South:*	1110		*North-South:*	1114		*North-South:*	1369			*North-South:*	1372			*North-South:*		0
			East-West:	237		*East-West:*	237		*East-West:*	245			*East-West:*	245			*East-West:*		0
			SUM:	1347		*SUM:*	1351		*SUM:*	1614			*SUM:*	1617			*SUM:*		0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.898			0.901			1.076				1.078					0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.898			0.901			1.076				1.078					0.000
	LEVEL OF SERVICE (LOS):			D			E			F				F					A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: -1.076

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilton Place-Arlington Avenue	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Michael Baker Intl	Date:	2/21/2017
4	East-West Street:	Olympic Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:	Michael Baker Intl	Project:	3323 W Olympic Mixed-Use

		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			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			3			3			3				3					3
	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?			0			0			0				0					0
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	180	1	180	0	180	180	0	185	1	185	0	185	1	185				0
	Left-Through		0							0				0					
	Through	1020	2	**510**	0	1020	**510**	32	1083	2	**542**	0	1083	2	**542**				**0**
	Through-Right		0							0				0					
	Right	53	1	19	-1	52	17	3	58	1	20	-1	57	1	18				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
SOUTHBOUND	Left	124	1	124	-1	123	123	3	131	1	131	-1	130	1	130				0
	Left-Through		0							0				0					
	Through	835	2	**418**	0	835	**418**	45	905	2	**453**	0	905	2	**453**				**0**
	Through-Right		0							0				0					
	Right	139	1	98	0	139	98	0	143	1	100	0	143	1	100				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
EASTBOUND	Left	83	1	83	0	83	83	0	86	1	86	0	86	1	86				0
	Left-Through		0							0				0					
	Through	1313	2	**463**	-3	1310	**462**	77	1430	2	**503**	-3	1427	2	**502**				**0**
	Through-Right		1							1				1					
	Right	77	0	77	0	77	77	0	79	0	79	0	79	0	79				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
WESTBOUND	Left	68	1	68	2	70	70	6	76	1	76	2	78	1	78				0
	Left-Through		0							0				0					
	Through	1542	2	**523**	11	1553	**527**	132	1721	2	**585**	11	1732	2	**589**				**0**
	Through-Right		1							1				1					
	Right	27	0	27	2	29	29	6	34	0	34	2	36	0	36				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
	CRITICAL VOLUMES	*North-South:*		928	*North-South:*		928	*North-South:*		995		*North-South:*		995		*North-South:*			0
		East-West:		986	*East-West:*		989	*East-West:*		1088		*East-West:*		1091		*East-West:*			0
		SUM:		1914	*SUM:*		1917	*SUM:*		2083		*SUM:*		2086		*SUM:*			0
	VOLUME/CAPACITY *(V/C)* RATIO:			1.276			1.278			1.389				1.391					0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			1.276			1.278			1.389				1.391					0.000
	LEVEL OF SERVICE (LOS):			F			F			F				F					A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: -1.389

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilton Place-Arlington Avenue	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Michael Baker Intl	Date:	2/21/2017
4	East-West Street:	Olympic Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:	Michael Baker Intl	Project:	3323 W Olympic Mixed-Use

No. of Phases				2				2				2				2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3				3				3				3				3			
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?				0				0				0				0				0			
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	140	1	140	0	140	140	0	144	1	144	0	144	1	144				0
	Left-Through		0							0				0					
	Through	1062	2	**531**	0	1062	**531**	48	1142	2	**571**	0	1142	2	**571**				**0**
	Through-Right		0							0				0					
	Right	84	1	54	2	86	56	7	94	1	60	2	96	1	62				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
SOUTHBOUND	Left	103	1	103	2	105	105	7	113	1	113	2	115	1	115				0
	Left-Through		0							0				0					
	Through	1027	2	**514**	0	1027	**514**	42	1100	2	**550**	0	1100	2	**550**				**0**
	Through-Right		0							0				0					
	Right	130	1	83	0	130	83	0	134	1	85	0	134	1	85				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
EASTBOUND	Left	95	1	95	0	95	95	0	98	1	98	0	98	1	98				0
	Left-Through		0							0				0					
	Through	1537	2	**548**	9	1546	**551**	188	1772	2	**627**	9	1781	2	**630**				**0**
	Through-Right		1							1				1					
	Right	106	0	106	0	106	106	0	109	0	109	0	109	0	109				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
WESTBOUND	Left	61	1	61	0	61	61	6	69	1	69	0	69	1	69				0
	Left-Through		0							0				0					
	Through	1185	2	**402**	-2	1183	**401**	141	1362	2	**463**	-2	1360	2	**462**				**0**
	Through-Right		1							1				1					
	Right	20	0	20	0	20	20	6	27	0	27	0	27	0	27				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
CRITICAL VOLUMES			*North-South:*	1045		*North-South:*	1045		*North-South:*	1121			*North-South:*	1121			*North-South:*		0
			East-West:	950		*East-West:*	952		*East-West:*	1090			*East-West:*	1092			*East-West:*		0
			SUM:	1995		*SUM:*	1997		*SUM:*	2211			*SUM:*	2213			*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				1.330			1.331				1.474				1.475				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.330			1.331				1.474				1.475				0.000
LEVEL OF SERVICE (LOS):				F			F				F				F				A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	-1.474
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	St Andrews Place	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Michael Baker Intl	Date:	2/21/2017
5	East-West Street:	Olympic Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:	Michael Baker Intl	Project:	10375 W Washington Blvd

		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			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			3			3			3				3					3
	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?			0			0			0				0					0
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	59	0	59	0	59	59	0	61	0	61	0	61	0	61				0
	Left-Through		1							1				1					
	Through	70	0	**129**	0	70	**129**	0	72	0	**133**	0	72	0	**133**				**0**
	Through-Right		0							0				0					
	Right	12	1	7	0	12	7	0	12	1	0	0	12	1	0				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
SOUTHBOUND	Left	85	0	85	0	85	85	0	88	0	88	0	88	0	88				0
	Left-Through		1							1				1					
	Through	52	0	**137**	0	52	**137**	0	54	1	**142**	0	54	0	**142**				**0**
	Through-Right		0							0				0					
	Right	62	1	44	0	62	44	0	64	1	45	0	64	1	45				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
EASTBOUND	Left	37	1	37	0	37	37	0	38	1	38	0	38	1	38				0
	Left-Through		0							0				0					
	Through	1433	2	**482**	-4	1429	**480**	71	1547	2	**520**	-4	1543	2	**518**				**0**
	Through-Right		1							1				1					
	Right	12	0	12	0	12	12	0	12	0	12	0	12	0	12				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
WESTBOUND	Left	11	1	11	0	11	11	14	25	1	25	0	25	1	25				0
	Left-Through		0							0				0					
	Through	1639	2	**558**	16	1655	**564**	141	1830	2	**622**	16	1846	2	**628**				**0**
	Through-Right		1							1				1					
	Right	36	0	36	0	36	36	0	37	0	37	0	37	0	37				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
	CRITICAL VOLUMES		*North-South:*	266		*North-South:*	266		*North-South:*	275			*North-South:*	275			*North-South:*		0
			East-West:	1040		*East-West:*	1044		*East-West:*	1142			*East-West:*	1146			*East-West:*		0
			SUM:	1306		*SUM:*	1310		*SUM:*	1417			*SUM:*	1421			*SUM:*		0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.871			0.873			0.945				0.947					0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.871			0.873			0.945				0.947					0.000
	LEVEL OF SERVICE (LOS):			D			D			E				E					A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: -0.945

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	St Andrews Place	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Michael Baker Intl	Date:	2/21/2017
5	East-West Street:	Olympic Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:	Michael Baker Intl	Project:	10375 W Washington Blvd

		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			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			3			3			3				3					3
	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?			0			0			0				0					0
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	54	0	54	0	54	54	0	56	0	56	0	56	0	56				0
	Left-Through		1							1				1					
	Through	114	0	**168**	0	114	**168**	0	117	0	**173**	0	117	0	**173**				**0**
	Through-Right		0							0				0					
	Right	20	1	3	0	20	3	0	21	1	8	0	21	1	8				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
SOUTHBOUND	Left	76	0	76	0	76	76	0	78	0	78	0	78	0	78				0
	Left-Through		1							1				1					
	Through	123	0	**199**	0	123	**199**	0	127	0	**205**	0	127	0	**205**				**0**
	Through-Right		0							0				0					
	Right	92	1	64	0	92	64	0	95	1	66	0	95	1	66				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
EASTBOUND	Left	56	1	56	0	56	56	0	58	1	58	0	58	1	58				0
	Left-Through		0							0				0					
	Through	1540	2	**520**	13	1553	**524**	209	1796	2	**605**	13	1809	2	**610**				**0**
	Through-Right		1							1				1					
	Right	19	0	19	0	19	19	0	20	0	20	0	20	0	20				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
WESTBOUND	Left	35	1	35	0	35	35	-9	27	1	27	0	27	1	27				0
	Left-Through		0							0				0					
	Through	1254	2	**445**	-2	1252	**444**	159	1451	2	**511**	-2	1449	2	**511**				**0**
	Through-Right		1							1				1					
	Right	81	0	81	0	81	81	0	83	0	83	0	83	0	83				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
	CRITICAL VOLUMES		*North-South:*	367		*North-South:*	367		*North-South:*	378			*North-South:*	378			*North-South:*		0
			East-West:	965		*East-West:*	968		*East-West:*	1116			*East-West:*	1121			*East-West:*		0
			SUM:	1332		*SUM:*	1335		*SUM:*	1494			*SUM:*	1499			*SUM:*		0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.888			0.890			0.996				0.999					0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.888			0.890			0.996				0.999					0.000
	LEVEL OF SERVICE (LOS):			D			D			E				E					A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.003 — Δ*v/c* after mitigation: -0.996

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Avenue	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Michael Baker Intl	Date:	2/21/2017
6	East-West Street:	Olympic Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:	Michael Baker Intl	Project:	10375 W Washington Blvd

		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-- 3 SB--		3	NB-- 3 SB--		3	NB-- 3 SB--		3		NB-- 3 SB--		3		NB-- 3 SB--		3	
		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?			0			0			0				0					0
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	167	1	167	-3	164	164	2	174	1	174	-3	171	1	171				**0**
	Left-Through		0							0				0					
	Through	1087	2	**544**	0	1087	**544**	74	1194	2	**597**	0	1194	2	**597**				0
	Through-Right		0							0				0					
	Right	78	1	17	0	78	17	3	83	1	8	0	83	1	8				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
SOUTHBOUND	Left	159	1	**159**	0	159	**159**	11	175	1	**175**	0	175	1	**175**				0
	Left-Through		0							0				0					
	Through	936	2	468	0	936	468	217	1181	2	591	0	1181	2	591				**0**
	Through-Right		0							0				0					
	Right	88	1	31	-2	86	23	8	99	1	39	-2	97	1	31				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
EASTBOUND	Left	57	1	**57**	6	63	**63**	1	60	1	**60**	6	66	1	**66**				0
	Left-Through		0							0				0					
	Through	1265	2	440	13	1278	448	75	1378	2	479	13	1391	2	486				**0**
	Through-Right		1							1				1					
	Right	56	0	56	10	66	66	0	58	0	58	10	68	0	68				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
WESTBOUND	Left	61	1	61	0	61	61	12	75	1	75	0	75	1	75				**0**
	Left-Through		0							0				0					
	Through	1513	2	**533**	-4	1509	**531**	141	1700	2	**604**	-4	1696	2	**603**				0
	Through-Right		1							1				1					
	Right	85	0	85	0	85	85	25	113	0	113	0	113	0	113				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
	CRITICAL VOLUMES	*North-South:*		703	*North-South:*		703	*North-South:*			772	*North-South:*			772	*North-South:*			0
		East-West:		590	*East-West:*		594	*East-West:*			664	*East-West:*			669	*East-West:*			0
		SUM:		1293	*SUM:*		1297	*SUM:*			1436	*SUM:*			1441	*SUM:*			0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.940			0.943				1.044				1.048				0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.940			0.943				1.044				1.048				0.000
	LEVEL OF SERVICE (LOS):			E			E				F				F				A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.004 — Δ*v/c* after mitigation: -1.044

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Avenue	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Michael Baker Intl	Date:	2/21/2017
6	East-West Street:	Olympic Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:	Michael Baker Intl	Project:	10375 W Washington Blvd

		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-- 3 SB--		3	NB-- 3 SB--		3	NB-- 3 SB--		3		NB-- 3 SB--		3		NB-- 3 SB--		3	
		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?			0			0			0				0					0
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	164	1	164	8	172	172	2	171	1	171	8	179	1	179				**0**
	Left-Through		0							0				0					
	Through	910	2	**455**	0	910	**455**	256	1194	2	**597**	0	1194	2	**597**				0
	Through-Right		0							0				0					
	Right	101	1	12	0	101	12	13	117	1	18	0	117	1	18				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
SOUTHBOUND	Left	198	1	**198**	0	198	**198**	27	231	1	**231**	0	231	1	**231**				0
	Left-Through		0							0				0					
	Through	886	2	443	0	886	443	142	1055	2	528	0	1055	2	528				**0**
	Through-Right		0							0				0					
	Right	91	1	9	5	96	15	4	98	1	6	5	103	1	12				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
EASTBOUND	Left	82	1	82	-1	81	81	8	92	1	92	-1	91	1	91				0
	Left-Through		0							0				0					
	Through	1473	2	**512**	-2	1471	**511**	198	1716	2	**595**	-2	1714	2	**594**				**0**
	Through-Right		1							1				1					
	Right	63	0	63	-1	62	62	4	69	0	69	-1	68	0	68				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
WESTBOUND	Left	89	1	**89**	0	89	**89**	7	99	1	**99**	0	99	1	**99**				**0**
	Left-Through		0							0				0					
	Through	1179	2	432	11	1190	436	143	1358	2	499	11	1369	2	503				0
	Through-Right		1							1				1					
	Right	117	0	117	0	117	117	19	140	0	140	0	140	0	140				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
	CRITICAL VOLUMES		*North-South:*	653		*North-South:*	653		*North-South:*	828			*North-South:*	828			*North-South:*		0
			East-West:	601		*East-West:*	600		*East-West:*	694			*East-West:*	693			*East-West:*		0
			SUM:	1254		*SUM:*	1253		*SUM:*	1522			*SUM:*	1521			*SUM:*		0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.912			0.911			1.107				1.106					0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.912			0.911			1.107				1.106					0.000
	LEVEL OF SERVICE (LOS):			E			E			F				F					A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: -0.001 | Δ*v/c* after mitigation: -1.107

Significant impacted? NO | Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Harvard Boulevard	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Michael Baker Intl	Date:	2/21/2017
7	East-West Street:	Olympic Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:	Michael Baker Intl	Project:	3323 W Olympic Mixed-Use

No. of Phases				2				2				2				2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3				3				3				3				3			
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?				0				0				0				0				0			
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	64	0	64	0	64	64	0	66	0	66	0	66	0	66				0
	Left-Through		1							1				1					
	Through	158	0	**222**	0	158	**222**	0	163	0	**229**	0	163	0	**229**				**0**
	Through-Right		0							0				0					
	Right	46	1	24	0	46	19	0	47	1	18	0	47	1	13				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
SOUTHBOUND	Left	86	0	86	0	86	86	4	93	0	93	0	93	0	93				0
	Left-Through		1							1				1					
	Through	114	0	**200**	0	114	**200**	0	117	0	**210**	0	117	0	**210**				**0**
	Through-Right		0							0				0					
	Right	72	1	48	0	72	48	0	74	1	50	0	74	1	50				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
EASTBOUND	Left	48	1	48	0	48	48	0	49	1	49	0	49	1	49				0
	Left-Through		0							0				0					
	Through	1520	2	**514**	0	1520	**514**	97	1663	2	**562**	0	1663	2	**562**				**0**
	Through-Right		1							1				1					
	Right	22	0	22	0	22	22	0	23	0	23	0	23	0	23				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
WESTBOUND	Left	44	1	44	10	54	54	14	59	1	59	10	69	1	69				0
	Left-Through		0							0				0					
	Through	1592	2	**550**	0	1592	**550**	100	1740	2	**601**	0	1740	2	**601**				**0**
	Through-Right		1							1				1					
	Right	59	0	59	0	59	59	1	62	0	62	0	62	0	62				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
CRITICAL VOLUMES			*North-South:*	422		*North-South:*	422		*North-South:*	439			*North-South:*	439				*North-South:*	0
			East-West:	1064		*East-West:*	1064		*East-West:*	1163			*East-West:*	1163				*East-West:*	0
			SUM:	1486		*SUM:*	1486		*SUM:*	1602			*SUM:*	1602				*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.991			0.991				1.068				1.068				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.991			0.991				1.068				1.068				0.000
LEVEL OF SERVICE (LOS):				**E**			**E**				**F**				**F**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 | $\Delta v/c$ after mitigation: -1.068

Significant impacted? NO | Fully mitigated? N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Harvard Boulevard	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Michael Baker Intl	Date:	2/21/2017
7	East-West Street:	Olympic Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:	Michael Baker Intl	Project:	3323 W Olympic Mixed-Use

	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			2			2			2				2					2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			3			3			3				3					3
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?			0			0			0				0					0
Override Capacity			0			0			0				0					0
NORTHBOUND																		
Left	63	0	63	0	63	63	0	65	0	65	0	65	0	65				0
Left-Through		1							1				1					
Through	228	0	**291**	0	228	**291**	0	235	0	**300**	0	235	0	**300**				**0**
Through-Right		0							0				0					
Right	65	1	39	0	65	35	0	67	1	45	0	67	1	40				0
Left-Through-Right		0							0				0					
Left-Right		0							0				0					
SOUTHBOUND																		
Left	106	0	106	0	106	106	1	110	0	110	0	110	0	110				0
Left-Through		1							1				1					
Through	272	0	**378**	0	272	**378**	0	280	0	**390**	0	280	0	**390**				**0**
Through-Right		0							0				0					
Right	78	1	42	0	78	42	0	80	1	43	0	80	1	43				0
Left-Through-Right		0							0				0					
Left-Right		0							0				0					
EASTBOUND																		
Left	72	1	72	0	72	72	0	74	1	74	0	74	1	74				0
Left-Through		0							0				0					
Through	1671	2	**571**	0	1671	**571**	177	1899	2	**647**	0	1899	2	**647**				**0**
Through-Right		1							1				1					
Right	42	0	42	0	42	42	0	43	0	43	0	43	0	43				0
Left-Through-Right		0							0				0					
Left-Right		0							0				0					
WESTBOUND																		
Left	52	1	52	9	61	61	-9	45	1	45	9	54	1	54				0
Left-Through		0							0				0					
Through	1465	2	**506**	0	1465	**506**	168	1677	2	**578**	0	1677	2	**578**				**0**
Through-Right		1							1				1					
Right	52	0	52	0	52	52	3	57	0	57	0	57	0	57				0
Left-Through-Right		0							0				0					
Left-Right		0							0				0					
CRITICAL VOLUMES	*North-South:*		669	*North-South:*		669	*North-South:*		690		*North-South:*		690		*North-South:*			0
	East-West:		1077	*East-West:*		1077	*East-West:*		1225		*East-West:*		1225		*East-West:*			0
	SUM:		1746	*SUM:*		1746	*SUM:*		1915		*SUM:*		1915		*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:			1.164			1.164			1.277				1.277					0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.164			1.164			1.277				1.277					0.000
LEVEL OF SERVICE (LOS):			F			F			F				F					A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — Δ*v/c* after mitigation: -1.277

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arlington Avenue	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Michael Baker Intl	Date:	2/21/2017
8	East-West Street:	Country Club Drive	Projection Year:	2020	Peak Hour:	AM	Reviewed by:	Michael Baker Intl	Project:	3323 W Olympic Mixed-Use

	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			2			2			2				2					2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			3			3			3				3					3
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?			0			0			0				0					0
Override Capacity			0			0			0				0					0
NORTHBOUND																		
Left	168	1	168	0	168	168	0	173	1	173	0	173	1	173				0
Left-Through		0							0				0					
Through	1226	1	**619**	-1	1225	**619**	35	1298	1	**655**	-1	1297	1	**655**				**0**
Through-Right		1							1				1					
Right	12	0	12	0	12	12	0	12	0	12	0	12	0	12				0
Left-Through-Right		0							0				0					
Left-Right		0							0				0					
SOUTHBOUND																		
Left	34	1	34	0	34	34	0	35	1	35	0	35	1	35				0
Left-Through		0							0				0					
Through	980	1	**512**	2	982	**513**	50	1060	1	**553**	2	1062	1	**554**				**0**
Through-Right		1							1				1					
Right	44	0	44	0	44	44	0	45	0	45	0	45	0	45				0
Left-Through-Right		0							0				0					
Left-Right		0							0				0					
EASTBOUND																		
Left	62	0	62	0	62	62	0	64	0	64	0	64	0	64				0
Left-Through		1							1				1					
Through	32	0	**94**	0	32	**94**	0	33	0	**97**	0	33	0	**97**				**0**
Through-Right		0							0				0					
Right	40	1	0	0	40	0	0	41	1	0	0	41	1	0				0
Left-Through-Right		0							0				0					
Left-Right		0							0				0					
WESTBOUND																		
Left	16	0	16	0	16	16	0	16	0	16	0	16	0	16				0
Left-Through		1							1				1					
Through	92	0	**108**	0	92	**108**	0	95	0	**111**	0	95	0	**111**				**0**
Through-Right		0							0				0					
Right	27	1	10	0	27	10	0	28	1	11	0	28	1	11				0
Left-Through-Right		0							0				0					
Left-Right		0							0				0					
CRITICAL VOLUMES	*North-South:*		1131	*North-South:*		1132	*North-South:*		1208		*North-South:*		1209		*North-South:*			0
	East-West:		202	*East-West:*		202	*East-West:*		208		*East-West:*		208		*East-West:*			0
	SUM:		1333	*SUM:*		1334	*SUM:*		1416		*SUM:*		1417		*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:			0.889			0.889			0.944				0.945					0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.889			0.889			0.944				0.945					0.000
LEVEL OF SERVICE (LOS):			D			D			E				E					A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.001 — Δ*v/c* after mitigation: -0.944

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arlington Avenue	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Michael Baker Intl	Date:	2/21/2017
8	East-West Street:	Country Club Drive	Projection Year:	2020	Peak Hour:	PM	Reviewed by:	Michael Baker Intl	Project:	3323 W Olympic Mixed-Use

		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			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			3			3			3				3					3
	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?			0			0			0				0					0
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	94	1	94	0	94	94	0	97	1	97	0	97	1	97				0
	Left-Through		0							0				0					
	Through	1239	1	**636**	2	1241	**637**	55	1332	1	**683**	2	1334	1	**684**				**0**
	Through-Right		1							1				1					
	Right	33	0	33	0	33	33	0	34	0	34	0	34	0	34				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
SOUTHBOUND	Left	82	1	82	0	82	82	0	84	1	84	0	84	1	84				0
	Left-Through		0							0				0					
	Through	998	1	**555**	0	998	**555**	48	1076	1	**595**	0	1076	1	**595**				**0**
	Through-Right		1							1				1					
	Right	111	0	111	0	111	111	0	114	0	114	0	114	0	114				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
EASTBOUND	Left	45	0	45	0	45	45	0	46	0	46	0	46	0	46				0
	Left-Through		1							1				1					
	Through	107	0	**152**	0	107	**152**	0	110	0	**156**	0	110	0	**156**				**0**
	Through-Right		0							0				0					
	Right	48	1	1	0	48	1	0	49	1	1	0	49	1	1				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
WESTBOUND	Left	39	0	39	0	39	39	0	40	0	40	0	40	0	40				0
	Left-Through		1							1				1					
	Through	76	0	**115**	0	76	**115**	0	78	0	**118**	0	78	0	**118**				**0**
	Through-Right		0							0				0					
	Right	17	1	0	0	17	0	0	18	1	0	0	18	1	0				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
	CRITICAL VOLUMES	*North-South:*		1191	*North-South:*		1192	*North-South:*		1278		*North-South:*		1279		*North-South:*			0
		East-West:		267	*East-West:*		267	*East-West:*		274		*East-West:*		274		*East-West:*			0
		SUM:		1458	*SUM:*		1459	*SUM:*		1552		*SUM:*		1553		*SUM:*			0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.972			0.973			1.035				1.035					0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.972			0.973			1.035				1.035					0.000
	LEVEL OF SERVICE (LOS):			**E**			**E**			**F**				**F**					**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	-1.035
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Avenue	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Michael Baker Intl	Date:	2/21/2017
9	East-West Street:	11th Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:	Michael Baker Intl	Project:	3323 W Olympic Mixed-Use

	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			2			2			2				2					2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			3			3			3				3					3
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
Override Capacity			0			0				0				0				0
NORTHBOUND																		
Left	18	0	18	0	18	18	0	19	0	19	0	19	0	19				0
Left-Through		1							1				1					
Through	1301	0	**719**	-3	1298	**717**	79	1419	0	**783**	-3	1416	0	**781**				**0**
Through-Right		1							1				1					
Right	28	0	719	0	28	717	3	32	0	783	0	32	0	781				0
Left-Through-Right		0							0				0					
Left-Right		0							0				0					
SOUTHBOUND																		
Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10				0
Left-Through		1							1				1					
Through	1029	0	**559**	10	1039	**564**	228	1288	0	**689**	10	1298	0	**694**				**0**
Through-Right		1							1				1					
Right	28	0	559	0	28	564	0	29	0	689	0	29	0	694				0
Left-Through-Right		0							0				0					
Left-Right		0							0				0					
EASTBOUND																		
Left	31	0	31	0	31	31	0	32	0	32	0	32	0	32				0
Left-Through		1							1				1					
Through	40	0	**71**	0	40	**71**	0	41	0	**73**	0	41	0	**73**				**0**
Through-Right		0							0				0					
Right	33	1	24	0	33	24	0	34	1	25	0	34	1	25				0
Left-Through-Right		0							0				0					
Left-Right		0							0				0					
WESTBOUND																		
Left	69	0	69	0	69	69	12	83	0	83	0	83	0	83				0
Left-Through		1							1				1					
Through	86	0	**155**	0	86	**155**	0	89	0	**172**	0	89	0	**172**				**0**
Through-Right		0							0				0					
Right	41	1	36	0	41	36	0	42	1	37	0	42	1	37				0
Left-Through-Right		0							0				0					
Left-Right		0							0				0					
CRITICAL VOLUMES	*North-South:*		1278	*North-South:*		1281	*North-South:*			1472	*North-South:*			1475	*North-South:*			0
	East-West:		226	*East-West:*		226	*East-West:*			245	*East-West:*			245	*East-West:*			0
	SUM:		1504	*SUM:*		1507	*SUM:*			1717	*SUM:*			1720	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:			1.003			1.005				1.145				1.147				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.003			1.005				1.145				1.147				0.000
LEVEL OF SERVICE (LOS):			F			F				F				F				A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: -1.145

Significant impacted? NO — Fully mitigated? N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Avenue	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Michael Baker Intl	Date:	2/21/2017
9	East-West Street:	11th Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:	Michael Baker Intl	Project:	3323 W Olympic Mixed-Use

	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			2			2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			3			3				3				3				3
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?			0			0				0				0				0
Override Capacity			0			0				0				0				0
NORTHBOUND																		
Left	42	0	42	0	42	42	0	43	0	43	0	43	0	43				0
Left-Through		1							1				1					
Through	1044	0	**675**	8	1052	**679**	270	1346	0	**836**	8	1354	0	**840**				**0**
Through-Right		1							1				1					
Right	53	0	675	0	53	679	13	68	0	836	0	68	0	840				0
Left-Through-Right		0							0				0					
Left-Right		0							0				0					
SOUTHBOUND																		
Left	26	0	26	0	26	26	0	27	0	27	0	27	0	27				0
Left-Through		1							1				1					
Through	971	0	**590**	-1	970	**589**	153	1153	0	**685**	-1	1152	0	**684**				**0**
Through-Right		1							1				1					
Right	52	0	590	0	52	589	0	54	0	685	0	54	0	684				0
Left-Through-Right		0							0				0					
Left-Right		0							0				0					
EASTBOUND																		
Left	31	0	31	0	31	31	0	32	0	32	0	32	0	32				0
Left-Through		1							1				1					
Through	159	0	**190**	0	159	**190**	0	164	0	**196**	0	164	0	**196**				**0**
Through-Right		0							0				0					
Right	49	1	28	0	49	28	0	50	1	29	0	50	1	29				0
Left-Through-Right		0							0				0					
Left-Right		0							0				0					
WESTBOUND																		
Left	55	0	55	0	55	55	7	64	0	64	0	64	0	64				0
Left-Through		1							1				1					
Through	132	0	**187**	0	132	**187**	0	136	0	**200**	0	136	0	**200**				**0**
Through-Right		0							0				0					
Right	54	1	41	0	54	41	0	56	1	43	0	56	1	43				0
Left-Through-Right		0							0				0					
Left-Right		0							0				0					
CRITICAL VOLUMES	*North-South:*		1265	*North-South:*		1268	*North-South:*			1521	*North-South:*			1524	*North-South:*			0
	East-West:		377	*East-West:*		377	*East-West:*			396	*East-West:*			396	*East-West:*			0
	SUM:		1642	*SUM:*		1645	*SUM:*			1917	*SUM:*			1920	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:			1.095			1.097				1.278				1.280				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.095			1.097				1.278				1.280				0.000
LEVEL OF SERVICE (LOS):			F			F				F				F				A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: -1.278

Significant impacted? NO — Fully mitigated? N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Avenue	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Michael Baker Intl	Date:	2/21/2017
10	East-West Street:	Pico Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:	Michael Baker Intl	Project:	3323 W Olympic Mixed-Use

No. of Phases				2				2				2				2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3				3				3				3				3			
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?				0				0				0				0				0			
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	72	1	72	0	72	72	0	74	1	74	0	74	1	74				0
	Left-Through		0							0				0					
	Through	1204	1	**623**	-3	1201	**622**	82	1322	1	**683**	-3	1319	1	**681**				**0**
	Through-Right		1							1				1					
	Right	42	0	42	0	42	42	0	43	0	43	0	43	0	43				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
SOUTHBOUND	Left	62	1	62	0	62	62	0	64	1	64	0	64	1	64				0
	Left-Through		0							0				0					
	Through	991	1	**541**	10	1001	**546**	240	1261	1	**678**	10	1271	1	**683**				**0**
	Through-Right		1							1				1					
	Right	91	0	91	0	91	91	0	94	0	94	0	94	0	94				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
EASTBOUND	Left	78	1	78	0	78	78	0	80	1	80	0	80	1	80				0
	Left-Through		0							0				0					
	Through	621	1	**342**	0	621	**342**	7	647	1	**356**	0	647	1	**356**				**0**
	Through-Right		1							1				1					
	Right	63	0	63	0	63	63	0	65	0	65	0	65	0	65				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
WESTBOUND	Left	53	1	53	0	53	53	0	55	1	55	0	55	1	55				0
	Left-Through		0							0				0					
	Through	681	1	**382**	0	681	**382**	9	711	1	**399**	0	711	1	**399**				**0**
	Through-Right		1							1				1					
	Right	83	0	83	0	83	83	0	86	0	86	0	86	0	86				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
CRITICAL VOLUMES			*North-South:*	1164		*North-South:*	1168		*North-South:*		1361		*North-South:*		1364		*North-South:*		0
			East-West:	724		*East-West:*	724		*East-West:*		755		*East-West:*		755		*East-West:*		0
			SUM:	1888		*SUM:*	1892		*SUM:*		2116		*SUM:*		2119		*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				1.259			1.261				1.411				1.413				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.259			1.261				1.411				1.413				0.000
LEVEL OF SERVICE (LOS):				F			F				F				F				A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	-1.411
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Avenue	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Michael Baker Intl	Date:	2/21/2017
10	East-West Street:	Pico Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:	Michael Baker Intl	Project:	3323 W Olympic Mixed-Use

		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			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			3			3			3				3					3
	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?			0			0			0				0					0
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	69	1	69	0	69	69	0	71	1	71	0	71	1	71				0
	Left-Through		0							0				0					
	Through	959	1	**516**	8	967	**520**	283	1271	1	**673**	8	1279	1	**677**				**0**
	Through-Right		1							1				1					
	Right	72	0	72	0	72	72	0	74	0	74	0	74	0	74				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
SOUTHBOUND	Left	70	1	70	0	70	70	0	72	1	72	0	72	1	72				0
	Left-Through		0							0				0					
	Through	928	1	**499**	-1	927	**498**	161	1117	1	**594**	-1	1116	1	**594**				**0**
	Through-Right		1							1				1					
	Right	69	0	69	0	69	69	0	71	0	71	0	71	0	71				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
EASTBOUND	Left	84	1	84	0	84	84	0	87	1	87	0	87	1	87				0
	Left-Through		0							0				0					
	Through	846	1	**458**	0	846	**458**	5	877	1	**474**	0	877	1	**474**				**0**
	Through-Right		1							1				1					
	Right	69	0	69	0	69	69	0	71	0	71	0	71	0	71				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
WESTBOUND	Left	62	1	62	0	62	62	0	64	1	64	0	64	1	64				0
	Left-Through		0							0				0					
	Through	524	1	**299**	0	524	**299**	3	543	1	**309**	0	543	1	**309**				**0**
	Through-Right		1							1				1					
	Right	73	0	73	0	73	73	0	75	0	75	0	75	0	75				0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
	CRITICAL VOLUMES		*North-South:*	1015		*North-South:*	1018		*North-South:*	1267			*North-South:*	1271			*North-South:*		0
			East-West:	757		*East-West:*	757		*East-West:*	783			*East-West:*	783			*East-West:*		0
			SUM:	1772		*SUM:*	1775		*SUM:*	2050			*SUM:*	2054			*SUM:*		0
	VOLUME/CAPACITY *(V/C)* RATIO:			1.181			1.183			1.367				1.369					0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			1.181			1.183			1.367				1.369					0.000
	LEVEL OF SERVICE (LOS):			F			F			F				F					A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: -1.367

Significant impacted? NO — Fully mitigated? N/A

Appendix D – Signal Warrant Analysis Sheets

Table 4C-103 (CA)

TRAFFIC SIGNAL WARRANTS WORKSHEET

(Based on Estimated Average Daily Traffic - See Note)

URBAN X **RURAL**

Condition A - Minimum Vehicular Traffic

Satisfied ____ Not Satisfied **X**

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1	1
2 or more	1
2 or more	2 or more
1	2 or more

Minimum Requirements EADT

Olympic Boulevard		Manhattan Place	
Vehicles per day on major Street **(total of both approaches)**		Vehicles per day on higher-volume minor street approach **(one direction only)**	
Major Street Volume		**Minor Street Volume**	
41,099		**1,302**	
Urban	**Rural**	**Urban**	**Rural**
8,000	5,600	2,400	1,680
9,600	6,720	2,400	1,680
9,600	6,720	3,200	2,240
8,000	5,600	3,200	2,240

Major Street: 2 or more — **100%**

Minor Street: 1 — **54%**

Condition B - Interuption of Continuous Traffic

Satisfied **X** Not Satisfied ____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1	1
2 or more	1
2 or more	2 or more
1	2 or more

Olympic Boulevard		Manhattan Place	
Vehicles per day on major Street **(total of both approaches)**		Vehicles per day on higher-volume minor street approach **(one direction only)**	
Major Street Volume		**Minor Street Volume**	
41,099		**1,302**	
Urban	**Rural**	**Urban**	**Rural**
12,000	8,400	1,200	850
14,400	10,080	1,200	850
14,400	10,080	1,600	1,120
12,000	8,400	1,600	1,120

Major Street: 2 or more — **100%**

Minor Street: 1 — **100%**

Combination of CONDITIONS A + B

Satisfied ____ Not Satisfied **X**

No one condition satisfied, but the following conditions fulfilled 80% or more.....

NO	NO
A	B

Olympic Boulevard	Manhattan Place
2 Conditions 80%	**2 Conditions 80%**

NOTE : To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes

Existing Conditions
Olympic Boulevard / Manhattan Place

Table 4C-103 (CA)

TRAFFIC SIGNAL WARRANTS WORKSHEET

(Based on Estimated Average Daily Traffic - See Note)

URBAN X **RURAL**

Condition A - Minimum Vehicular Traffic

Satisfied Not Satisfied **X**

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1	1
2 or more **100%**	1 **54%**
2 or more	2 or more
1	2 or more

Condition B - Interuption of Continuous Traffic

Satisfied **X** Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1	1
2 or more **100%**	1 **100%**
2 or more	2 or more
1	2 or more

Combination of CONDITIONS A + B

Satisfied Not Satisfied **X**

No one condition satisfied, but the following conditions fulfilled 80% or more..... **NO** A **NO** B

Minimum Requirements
EADT

	Olympic Boulevard		Manhattan Place	
	Vehicles per day on major Street **(total of both approaches)**		Vehicles per day on higher-volume minor street approach **(one direction only)**	
	Major Street Volume		**Minor Street Volume**	
	41,290		**1,302**	
	Urban	**Rural**	**Urban**	**Rural**
1 1	8,000	5,600	2,400	1,680
2 or more 1	9,600	6,720	2,400	1,680
2 or more 2 or more	9,600	6,720	3,200	2,240
1 2 or more	8,000	5,600	3,200	2,240

	Olympic Boulevard		Manhattan Place	
	Vehicles per day on major Street **(total of both approaches)**		Vehicles per day on higher-volume minor street approach **(one direction only)**	
	Major Street Volume		**Minor Street Volume**	
	41,290		**1,302**	
	Urban	**Rural**	**Urban**	**Rural**
1 1	12,000	8,400	1,200	850
2 or more 1	14,400	10,080	1,200	850
2 or more 2 or more	14,400	10,080	1,600	1,120
1 2 or more	12,000	8,400	1,600	1,120

	2 Conditions 80%	**2 Conditions 80%**

NOTE : To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes

Forecast Existing Plus Project Conditions
Olympic Boulevard / Manhattan Place

Table 4C-103 (CA)

TRAFFIC SIGNAL WARRANTS WORKSHEET

(Based on Estimated Average Daily Traffic - See Note)

				Minimum Requirements EADT	
URBAN	**X**	**RURAL**			
Condition A - Minimum Vehicular Traffic				**Olympic Boulevard**	**Manhattan Place**
Satisfied		Not Satisfied	**X**	Vehicles per day on major Street **(total of both approaches)**	Vehicles per day on higher-volume minor street approach **(one direction only)**
Number of lanes for moving traffic on each approach				**Major Street Volume**	**Minor Street Volume**
				46,510	**1,341**
	Major Street		Minor Street	**Urban** / **Rural**	**Urban** / **Rural**
1		1		8,000 / 5,600	2,400 / 1,680
2 or more	**100%**	1	**56%**	9,600 / 6,720	2,400 / 1,680
2 or more		2 or more		9,600 / 6,720	3,200 / 2,240
1		2 or more		8,000 / 5,600	3,200 / 2,240
Condition B - Interuption of Continuous Traffic				Vehicles per day on major Street **(total of both approaches)**	Vehicles per day on higher-volume minor street approach **(one direction only)**
Satisfied	**X**	Not Satisfied			
Number of lanes for moving traffic on each approach				**Major Street Volume**	**Minor Street Volume**
				46,510	**1,341**
	Major Street		Minor Street	**Urban** / **Rural**	**Urban** / **Rural**
1		1		12,000 / 8,400	1,200 / 850
2 or more	**100%**	1	**100%**	14,400 / 10,080	1,200 / 850
2 or more		2 or more		14,400 / 10,080	1,600 / 1,120
1		2 or more		12,000 / 8,400	1,600 / 1,120
Combination of CONDITIONS A + B					
Satisfied		Not Satisfied	**X**	**2 Conditions 80%**	**2 Conditions 80%**
No one condition satisfied, but the following conditions fulfilled 80% or more.....	**NO** A		**NO** B		

NOTE : To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes

Table 4C-103 (CA)

TRAFFIC SIGNAL WARRANTS WORKSHEET

(Based on Estimated Average Daily Traffic - See Note)

URBAN X **RURAL**

Condition A - Minimum Vehicular Traffic

Satisfied Not Satisfied **X**

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1	1
2 or more **100%**	1 **56%**
2 or more	2 or more
1	2 or more

Condition B - Interuption of Continuous Traffic

Satisfied **X** Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1	1
2 or more **100%**	1 **100%**
2 or more	2 or more
1	2 or more

Combination of CONDITIONS A + B

Satisfied Not Satisfied **X**

No one condition satisfied, but the following conditions fulfilled 80% or more..... **NO** A **NO** B

Minimum Requirements
EADT

	Olympic Boulevard		**Manhattan Place**	
	Vehicles per day on major Street **(total of both approaches)**		Vehicles per day on higher-volume minor street approach **(one direction only)**	
	Major Street Volume		**Minor Street Volume**	
	46,701		**1,341**	
	Urban	**Rural**	**Urban**	**Rural**
1 / 1	8,000	5,600	2,400	1,680
2 or more / 1	9,600	6,720	2,400	1,680
2 or more / 2 or more	9,600	6,720	3,200	2,240
1 / 2 or more	8,000	5,600	3,200	2,240

	Olympic Boulevard		**Manhattan Place**	
	Vehicles per day on major Street **(total of both approaches)**		Vehicles per day on higher-volume minor street approach **(one direction only)**	
	Major Street Volume		**Minor Street Volume**	
	46,701		**1,341**	
	Urban	**Rural**	**Urban**	**Rural**
1 / 1	12,000	8,400	1,200	850
2 or more / 1	14,400	10,080	1,200	850
2 or more / 2 or more	14,400	10,080	1,600	1,120
1 / 2 or more	12,000	8,400	1,600	1,120

Olympic Boulevard	**Manhattan Place**
2 Conditions 80%	**2 Conditions 80%**

NOTE : To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes

APPENDIX B

Acoustical Analysis

Michael Baker
INTERNATIONAL

ACOUSTICAL ANALYSIS

FOR THE

3323 W. OLYMPIC BOULEVARD MIXED USE PROJECT

CITY OF LOS ANGELES, CALIFORNIA

OCTOBER 2018

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1.0 INTRODUCTION

1.0 INTRODUCTION

This report documents the results of an acoustical analysis completed for the 3323 West Olympic Boulevard Mixed-Use Project, a 1.4-acre redevelopment project spanning the addresses of 3323 West Olympic Boulevard and 975, 976, 980, 981, and 987 South Manhattan Place in Los Angeles, California. This report describes the existing noise environment in the project area and evaluates potential short- and long-term noise and groundborne vibration impacts associated with project development.

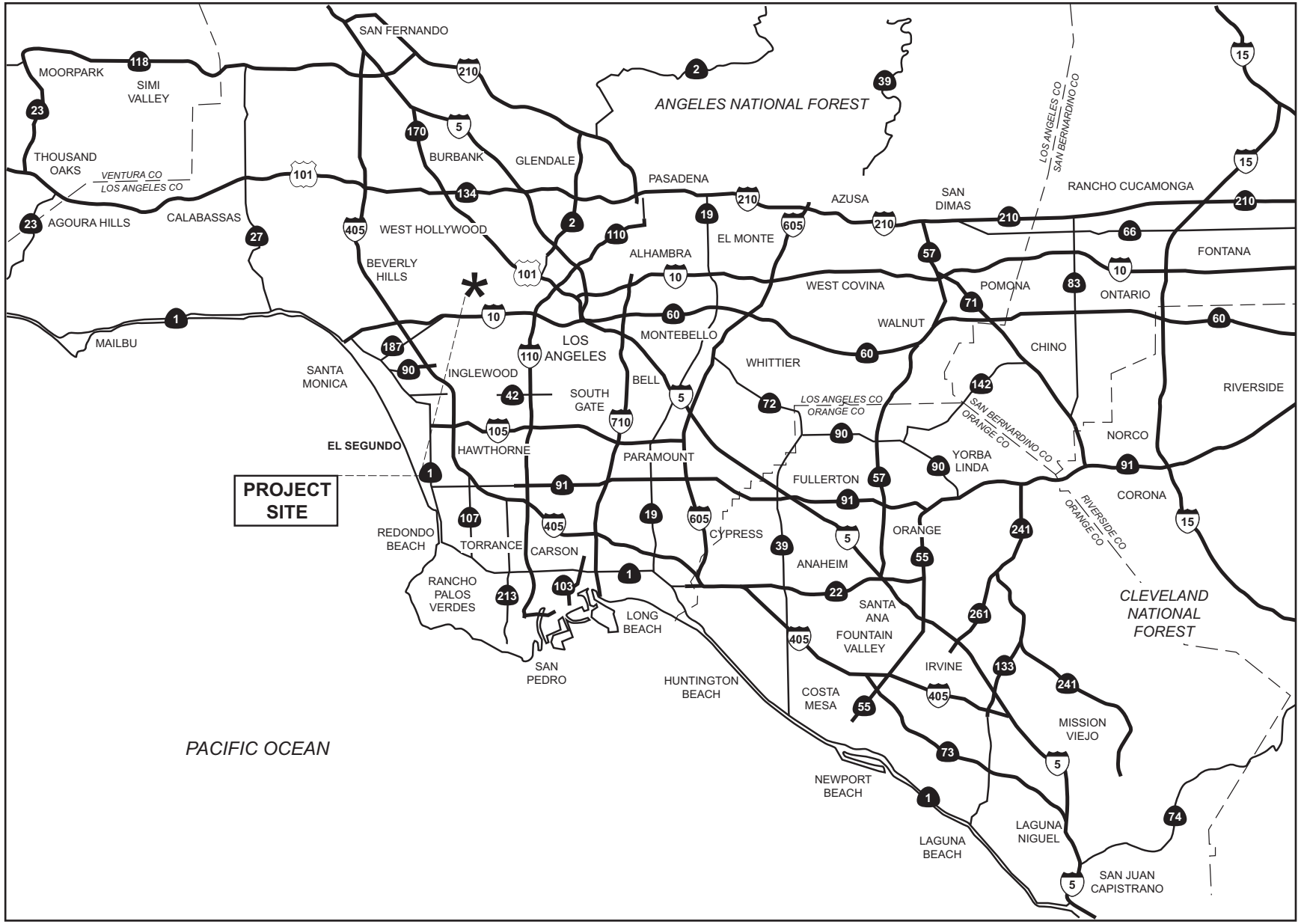
1.1 PROJECT LOCATION

The 3323 West Olympic Boulevard Mixed-Use Project site in Los Angeles, California located approximately 140 feet west of the South Western Avenue/West Olympic Boulevard intersection. The site fronts Olympic Boulevard and spans both the eastern and western sides of South Manhattan Place. The project site is surrounded by commercial land uses to the south, west, and east. Existing residences border the project site to the north. Major transportation facilities in the vicinity of the proposed project site include Interstate 10 located approximately one mile to the south and West Olympic Boulevard fronting the site; refer to Exhibit 1, *Regional Vicinity*, and Exhibit 2, *Site Vicinity*.

1.2 PROJECT DESCRIPTION

The 3323 West Olympic Boulevard Mixed-Use Project proposes to demolish 11,566 square feet of medical office space and 1,276 square feet of building space used as a pharmacy in order to make way for the construction of 208 condominium units and 3,500 square feet of retail space. The project would provide for 365 parking stalls within a proposed below-grade parking structure on the project site; refer to Exhibit 3, *Site Plan*.

The ground floor retail component of the proposed project would be located along the project site frontage on Olympic Boulevard east of Manhattan Place, with 116 condominium dwelling units located above the ground floor retail on the project site east of Manhattan Place, and 92 condominium dwelling units located on the project site west of Manhattan Place. The proposed project is planned to open in 2020.



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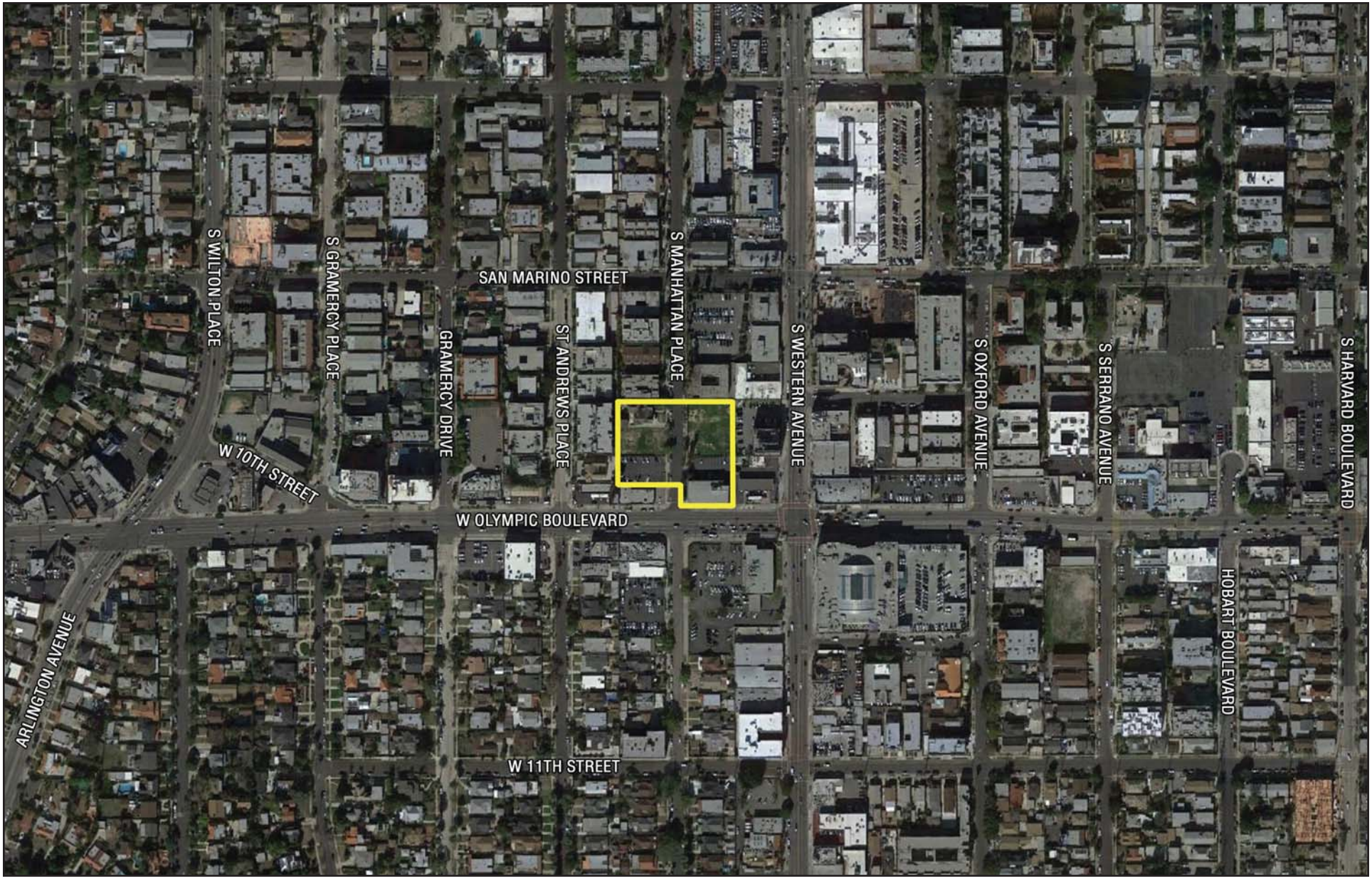
ACOUSTICAL ASSESSMENT
3323 WEST OLYMPIC BOULEVARD MIXED-USE PROJECT

Regional Vicinity

Exhibit 1



Source: Goolge Earth, 2017.
- Project Site

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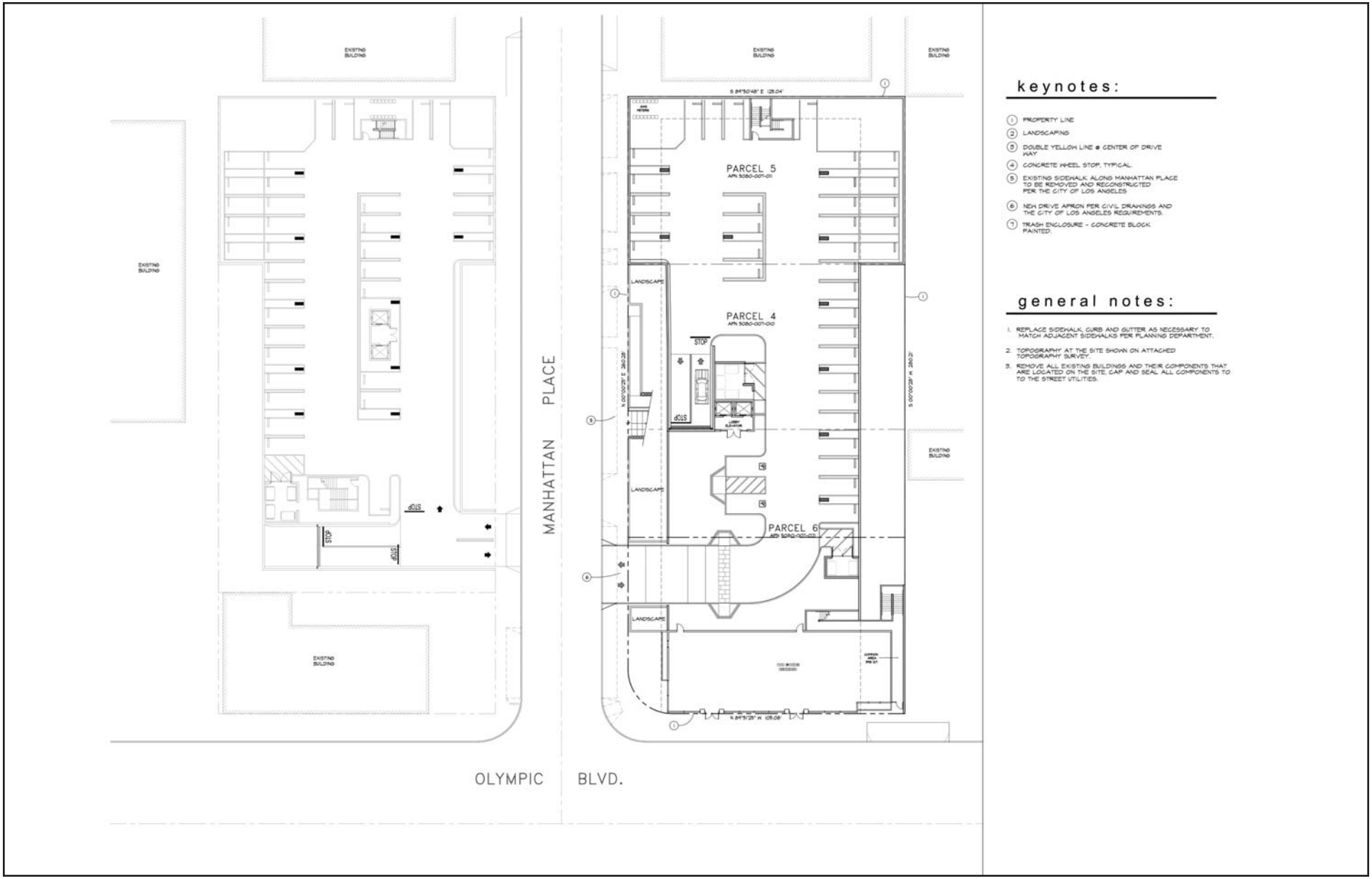
ACOUSTICAL ASSESSMENT
3323 WEST OLYMPIC BOULEVARD MIXED-USE PROJECT

Site Vicinity

Exhibit 2



Source: PK:Architecture, dated June 8, 2016.

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ACOUSTICAL ASSESSMENT
3323 WEST OLYMPIC BOULEVARD MIXED-USE PROJECT

Site Plan

Exhibit 3

2.0 ACOUSTICAL ANALYSIS

2.0 ACOUSTICAL ANALYSIS

2.1 FUNDAMENTALS OF SOUND AND ENVIRONMENTAL NOISE

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as airborne sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. A typical noise environment consists of a base of steady background noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These sources can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person.

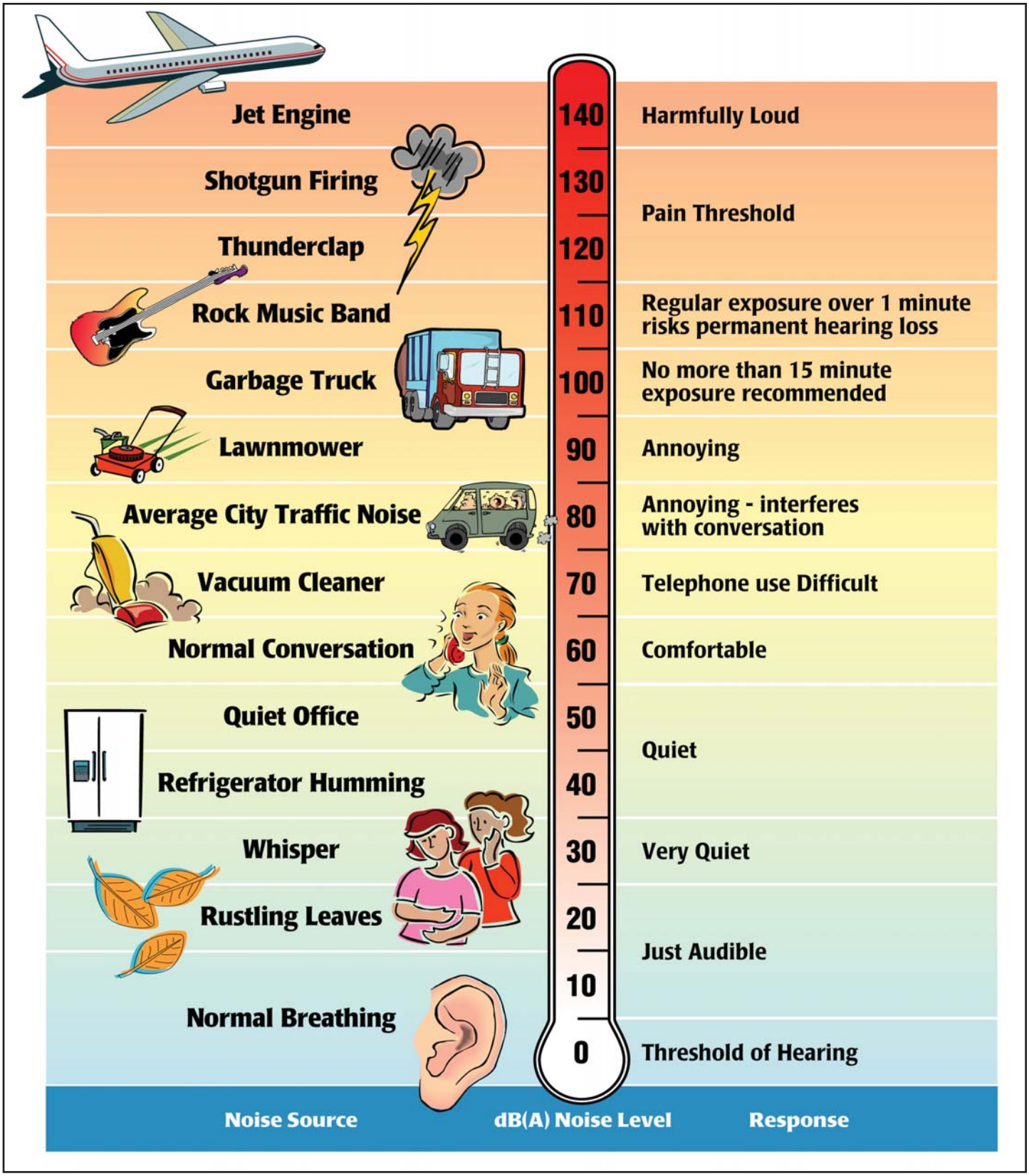
Measuring sound directly in terms of pressure would require a large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals) as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent on many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels, but are expressed as dB, unless otherwise noted.

Addition of Decibels

The decibel scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound and twice as loud as a 60 dBA sound. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions (FTA 2006). Under the decibel scale, three sources of equal loudness together would produce an increase of 5 dB.

Typical noise levels associated with common noise sources are depicted in Exhibit 4, *Common Environmental Noise Levels*.



Source: Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety* (EPA/ONAC 550/9-74-004), March 1974.

Common Environmental Noise Levels

Sound Propagation and Attenuation

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics (FHWA 2011). No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. For line sources, an overall attenuation rate of 3 dB per doubling of distance is assumed (FHWA 2011).

Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA (FHWA 2006). The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units is generally 30 dBA or more.

Noise Descriptors

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The L_{eq} is a measure of ambient noise, while the L_{dn} and CNEL are measures of community noise. Each is applicable to this analysis and defined in Table 1, *Definitions of Acoustical Terms*.

The A-weighted decibel sound level scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends on the distance between the receptor and the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

TABLE 1
DEFINITIONS OF ACOUSTICAL TERMS

Term	Definitions
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micropascals (or 20 micronewtons per square meter), where 1 pascal is the pressure resulting from a force of 1 newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 micropascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, L_{eq}	The average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
L_{max}, L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
L_{01}, L_{10}, L_{50}, L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day/Night Noise Level, L_{dn} or DNL	A 24-hour average L_{eq} with a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
Community Noise Equivalent Level, CNEL	A 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60 to 70 dBA range, and high above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in A-weighted noise levels (dBA), the following relationships should be noted in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference.
- A change in level of at least 5 dBA is required before any noticeable change in community response would be expected. An increase of 5 dBA is typically considered substantial.
- A 10 dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Effects of Noise on People

Hearing Loss

While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise, but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise.

The Occupational Safety and Health Administration (OSHA) has a noise exposure standard that is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over 8 hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

Annoyance

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. For ground vehicles, a noise level of about 55 dBA L_{dn} is the threshold at which a substantial percentage of people begin to report annoyance.

2.2 FUNDAMENTALS OF ENVIRONMENTAL GROUNDBORNE VIBRATION

Sources of earthborne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions).

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

Table 2, *Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibration Levels*, displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in the table should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where groundborne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

Ground vibration can be a concern in instances where buildings shake and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. Common sources for groundborne vibration are planes, trains, and construction activities such as earth-moving which requires the use of heavy-duty earth moving equipment. For the purposes of this analysis, a PPV descriptor with units of inches per section (in/sec) is used to evaluate construction-generated vibration for building damage and human complaints.

TABLE 2
HUMAN REACTION AND DAMAGE TO BUILDINGS FOR CONTINUOUS OR FREQUENT INTERMITTENT VIBRATION LEVELS

Peak Particle Velocity (inches/second)	Approximate Vibration Velocity Level (VdB)	Human Reaction	Effect on Buildings
0.006–0.019	64–74	Range of threshold of perception	Vibrations unlikely to cause damage of any type
0.08	87	Vibrations readily perceptible	Recommended upper level to which ruins and ancient monuments should be subjected
0.1	92	Level at which continuous vibrations may begin to annoy people, particularly those involved in vibration sensitive activities	Virtually no risk of architectural damage to normal buildings
0.2	94	Vibrations may begin to annoy people in buildings	Threshold at which there is a risk of architectural damage to normal dwellings
0.4–0.6	98–104	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Architectural damage and possibly minor structural damage

Source: Caltrans 2004

2.3 NOISE-SENSITIVE RECEPTORS

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

The nearest sensitive receptors to the project site are the apartments located adjacent to the project site's northern boundary. The nearest existing entrance (i.e., living area) of the apartment complex is located approximately 10 feet from the project site.

2.4 EXISTING NOISE CONDITIONS

Los Angeles is impacted by various noise sources. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in most communities. Other sources of noise are the various land uses (i.e., residential, commercial, institutional, and recreational and parks activities) throughout the city that generate stationary-source noise. There are five airports within or in the vicinity of Los Angeles. However, a review of the City General Plan Noise Element

(1999), shows the project site located outside of any airport land use plan. Furthermore, the project site is located beyond two miles from any airport.

Existing Ambient Noise Measurements

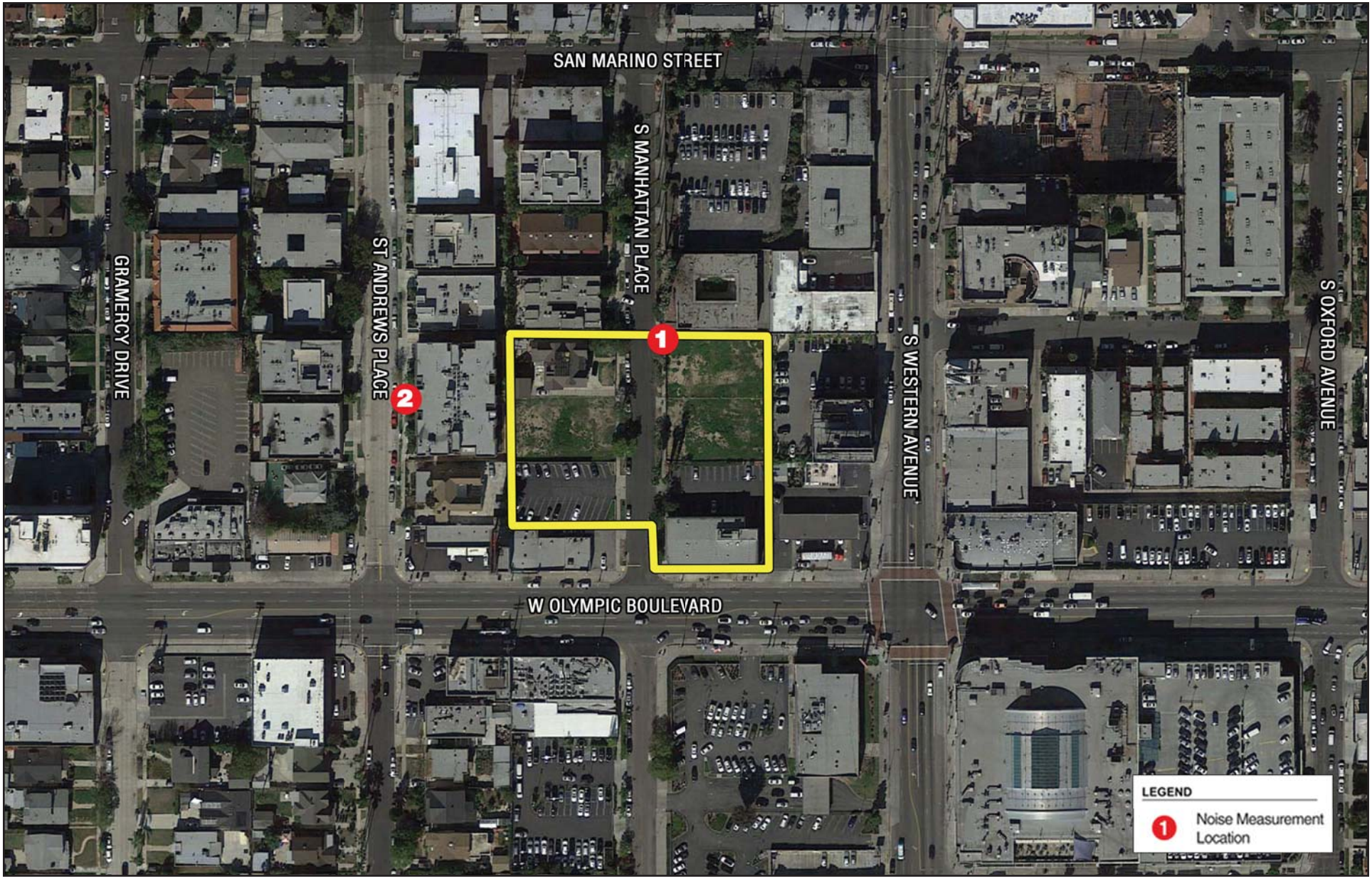
The project site currently consists of 11,566 square feet of medical office space, 1,276 square feet of building space used as a pharmacy, associated paved parking areas spanning approximately 17,600 square feet, and vacant land. The site is relatively flat and is surrounded by dense urban development that characterizes Los Angeles. A mix of residential, office, and retail land uses dominate the area. In order to quantify existing ambient noise levels in the project area, Michael Baker International conducted two short-term noise measurements on February 8, 2017. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site (see Exhibit 5, *Noise Measurement Locations*). The 10-minute measurements were taken between 1:50 and 2:20 p.m. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the day. The average noise levels and sources of noise measured at each location are listed in Table 3, *Existing Noise Measurements*.

TABLE 3
EXISTING NOISE MEASUREMENTS

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Time
1	Along the east side of South Manhattan Place, approximately 330 feet north of West Olympic Boulevard	56.9	49.4	80.4	1:53 p.m.
2	Along the east side of St. Andrews Place, approximately 190 feet north of West Olympic Boulevard	61.9	47.1	80.9	2:06 p.m.

Source: Michael Baker International. See Appendix A, Existing Ambient Noise Measurements for noise measurement outputs.

As shown in Table 3, the ambient recorded noise levels ranged from 56.9 dBA to 61.9 dBA near the project site. (See Exhibit 5 for noise measurement locations.) The noise most commonly in the project vicinity is produced by automotive vehicles (cars, trucks, buses, motorcycles). Traffic moving along streets and freeways produces a sound level that remains relatively constant and is part of the city's minimum ambient noise level. Vehicular noise varies with the volume, speed and type of traffic. Slower traffic produces less noise than fast moving traffic. Trucks typically generate more noise than cars. Infrequent or intermittent noise also is associated with vehicles, including sirens, vehicle alarms, slamming of doors, garbage and construction vehicle activity and honking of horns. These noises add to urban noise and are regulated by a variety of agencies.



Source: Goolge Earth, 2017.
- Project Site

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02/17 | JN 158498

ACOUSTICAL ASSESSMENT
3323 WEST OLYMPIC BOULEVARD MIXED-USE PROJECT

Noise Measurement Locations

Exhibit 5

Existing Roadway Noise Levels

Existing roadway noise levels were calculated for the roadway segments in the project vicinity. This task was accomplished using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and traffic volumes from the project transportation impact analysis (see Appendix B, *Traffic Noise Model Output Files*). The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by the California Department of Transportation (Caltrans). The Caltrans data shows that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. The average daily noise levels along these roadway segments are presented in Table 4, *Existing Traffic Noise Levels*.

TABLE 4
EXISTING TRAFFIC NOISE LEVELS

Roadway Segment	Surrounding Uses	$CNEL_n$ at 75 Feet from Centerline of Roadway
Olympic Boulevard		
West of Arlington Avenue	Commercial	69.1
Arlington Avenue to St. Andrews Place	Commercial and Residential	68.9
St. Andrews Place to Western Avenue	Commercial	68.9
Western Avenue to Harvard Boulevard	Commercial and School	69.4
East of Harvard Boulevard	Commercial	69.4
Western Avenue		
North of 9th Street/James M Wood Boulevard	Commercial	67.6
9th Street/James M Wood Boulevard to San Marino Street	Commercial and Lodging	67.7
San Marino Street to Olympic Boulevard	Commercial	67.8
Olympic Boulevard to 11th Street	Commercial and Residential	67.5
11th Street to Pico Boulevard	Commercial and Residential	67.5
South of Pico Boulevard	Commercial and Residential	67.4
Arlington Avenue		
9th Street/James M Wood Boulevard to Olympic Boulevard	Residential	68.1
Olympic Boulevard to Country Club Drive	Residential	68.0
St. Andrews Place		
North of Olympic Boulevard	Commercial and Residential	57.6
South of Olympic Boulevard	Commercial and Residential	55.9

Note: Traffic noise levels were calculated using the FHWA roadway noise prediction model. Refer to Appendix B for noise modeling assumptions and results.

As shown, the existing traffic-generated noise level on project-vicinity roadways currently ranges from 55.9 to 69.4 dBA CNEL. As previously described, CNEL is 24-hour average noise level with a 5 dBA "weighting" during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

2.5 NOISE IMPACT ASSESSMENT

Thresholds of Significance

California Environmental Quality Act

Appendix G of the CEQA Guidelines as amended contain analysis guidelines related to the assessment of noise. A project would result in a significant impact if it would:

- Cause 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.
- Cause exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels.
- Cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- Cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
- For a project located within an airport land-use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in exposure of people residing or working in the project area to excessive noise levels.
- For a project within the vicinity of a private airstrip, result in exposure of people residing or working in the project area to excessive noise levels.

Criteria for determining the significance of noise impacts were developed based on information contained in the City's noise standards and guidelines.

City of Los Angeles General Plan Noise Element

California Government Code Section 65302(g) requires that a Noise Element be included in the General Plan of each county and city in the State. The City's General Plan Noise Element (1999) identifies sources of noise and provides objectives and policies that ensure that noise from various sources does not create an unacceptable noise environment. The Noise Element describes the noise environment (including noise sources) in the City, addresses noise mitigation, regulations, strategies, and programs as well as delineating federal, state, and City jurisdiction relative to rail, automotive, aircraft, and nuisance noise. The City's noise standards are correlated with land use zoning classifications in order to maintain identified ambient noise levels and to limit, mitigate, or eliminate intrusive noise that exceeds the ambient noise levels within a specified zone. The City has adopted local guidelines based, in part, on the community noise compatibility guidelines established by the California Department of Health Services for use in assessing the compatibility of various land use types with a range of noise levels. These guidelines are set forth in the Noise

Element and the Los Angeles CEQA Thresholds Guide in terms of the CNEL.[1] The noise/land use compatibility guidelines for land uses within the City are presented in Table 5, *General Plan Land Use Compatibility Standards*.

TABLE 5
GENERAL PLAN LAND USE COMPATIBILITY STANDARDS

Land Use	Normally Acceptable[1]	Conditionally Acceptable[2]	Normally Unacceptable[3]	Clearly Unacceptable[4]
Single-Family, duplex, Mobile Homes	50 – 60	55 – 70	70 – 75	Above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	Above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	Above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	Above 75
Auditoriums, Concert Halls, Amphitheaters	--	50 - 70	--	Above 70
Sports Arena, Outdoor Spectator Sports	--	50 - 75	--	Above 75
Playgrounds, Neighborhood Parks	50 - 70	--	65 - 75	Above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	--	70 - 80	Above 80
Office Buildings, Business and Professional Commercial	50 - 70	65 -75	Above 75	--
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	Above 75	--

Source: Office of Planning and Research, State of California General Plan Guidelines, 2003; City of Los Angeles, 1999.

Notes:

1 *Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any building involved are of normal conventional construction without any special noise insulation requirements.*

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

3 *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.*

4 *Clearly Unacceptable: New construction or development should generally not be undertaken.*

In accordance with the Noise Element, a noise exposure of 60 dBA CNEL or less is considered to be the most desirable target for the exterior of noise-sensitive land uses, or sensitive receptors, such as homes, schools, churches, libraries, etc. It is also recognized that such a level may not always be possible in areas with substantial traffic noise. Exposures up to 70 dBA CNEL for noise-sensitive uses are considered to be conditionally acceptable if all measures to reduce such exposure have been taken. Noise levels above 70 dBA CNEL are normally unacceptable for sensitive receptors.

[1] CNEL is defined as a 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

City of Los Angeles General Plan Municipal Code

The City has numerous ordinances and enforcement practices that apply to intrusive noise and that guide new construction. The City's comprehensive noise ordinance, found in Chapter XI of the Los Angeles Municipal Code ("LAMC"), sets forth sound measurement and criteria, minimum ambient noise levels for different land use zoning classifications, sound emission levels for specific uses, hours of operation for certain uses, standards for determining when noise is deemed to be a disturbance, and legal remedies for violations. Key provisions of Chapter XI of the LAMC are discussed below.

Section 112.05 of the LAMC prohibits the operation of any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet from the source of the noise between the hours of 7:00 A.M. and 10:00 P.M. when the source is located within 500 feet of a residential zone:

- 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;

- 75 dBA for powered equipment of 20 horsepower or less intended for infrequent use in residential areas, including chain saws, log chippers, and powered hand tools; or

- 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.

The noise limitations above do not apply where compliance is technically infeasible, which means that the 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. The limitations apply only to land uses in or within 500 feet of residential zones.

In accordance with the LAMC, a noise level increase of 5 dB over the existing average ambient noise level at an adjacent property line is considered a noise violation. This standard applies to:

(1) radios, television sets, and similar devices defined in LAMC Section 112.01;

(2) air conditioning, refrigeration, heating, pumping, and filtering equipment defined in LAMC Section 112.02;

(3) powered equipment intended for repetitive use in residential areas and other machinery, equipment, and devices defined in LAMC Section 112.04; and

(4) motor vehicles driven on-site as defined in LAMC Section 114.02.

Section 41.40 of the LAMC also 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 Saturday. All such activities are also prohibited on Sundays and all federal holidays.

Furthermore, projects are subject to the following requirements:

- Compliance with the City's Noise Ordinance Nos. 144,331 and 161,574, which prohibit the emission or creation of noise beyond applicable levels (as described above) at adjacent uses unless technically infeasible.

- Restricting the construction and demolition activities to the hours indicated in Section 41.40 of the LAMC (i.e., between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday. All such activities are also prohibited on Sundays and all federal holidays).

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

- Compliance with Section 112.02 of the LAMC for all new mechanical equipment, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than 5 dBA.

City of Los Angeles CEQA Thresholds Guide

As set forth in the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on noise levels from construction 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 anytime on Sunday.

In addition, a project would normally have a significant impact on noise levels from project operations if:

- The project causes 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 identified in Table 4 of this acoustical analysis, or any 5 dBA or greater noise increase.

Methodology

This analysis of the existing and future noise environments is based on noise prediction modeling and empirical observations. Predicted noise levels were calculated utilizing the Federal Highway

Administration's Roadway Construction Model (2006). The traffic noise levels in the project vicinity Street were calculated using the FHWA Highway Noise Prediction Model (FHWA-RD-77-108).

Groundborne vibration levels associated with construction-related activities for the project were evaluated utilizing typical groundborne vibration levels associated with construction equipment, obtained from the Caltrans guidelines set forth above. Potential groundborne vibration impacts related to structural damage and human annoyance were evaluated, taking into account the distance from construction activities to nearby land uses and typically applied criteria for structural damage and human annoyance.

Impact Assessment

Result in a Substantial Temporary or Periodic Increase in Ambient Noise Levels in the Project Vicinity above Levels Existing without the Project and above City Standards

Short-Term Construction-Generated Noise

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods in the vicinity of the construction site. At the nearest project construction would occur at 10 feet from an existing entrance to an apartment complex. However, it is acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the sensitive receptors. Demolition activities would occur at the southern portion of the site.

Construction activities would include demolition, site preparation, grading, building construction, paving, and architectural coating. Such activities would require jackhammers and tractors during demolition; graders, scrapers, and tractors during site preparation; graders, dozers, and tractors during grading; cranes, forklifts, generators, tractors, and welders during building construction; cement and mortar mixers, pavers, rollers, paving equipment, and tractors during paving; and air compressors during architectural coating. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). These estimations of noise levels take into account the distance to the receptor, attenuation from molecular absorption, and anomalous excess attenuation. During these activities, exterior noise levels could affect sensitive receptors in the project vicinity.

As previously described, Section 112.05 of the LAMC prohibits the operation of any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA within or adjacent to a residential zone. In addition, Section 41.40 of the LAMC also prohibits construction activity (including demolition) and repair work between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday. All such activities are also prohibited on Sundays and all federal holidays. Lastly, the City of Los Angeles CEQA Thresholds Guide states that construction activities lasting more than 10 days in a three-month period, such as in the case of the proposed project, would be considered a substantial noise impact if such activities exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use.

Noise source control is the most effective method of controlling construction noise. Source controls, which limit noise, are the easiest to oversee on a construction project. Noise path controls are the second method in controlling noise. Barriers or enclosures can provide a substantial reduction in the nuisance effect in some cases. Path control measures include moving equipment farther away from the receiver; enclosing especially noisy activities or stationary equipment; erecting noise enclosures, barriers, or curtains; and using landscaping as a shield and dissipater. Noise barriers or enclosures can provide a sound reduction 35 dBA or greater (WEAL 2000). To be effective, a noise enclosure/barrier must physically fit in the available space, must completely break the line of sight between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Noise barriers must be sizable enough to cover the entire noise source, and extend length-wise and vertically as far as feasibly possible to be most effective. The limiting factor for a noise barrier is not the component of noise transmitted through the material, but rather the amount of noise flanking around and over the barrier. In these cases, the enclosure/barrier system must either be very tall or have some form of roofed enclosure to protect upper-story receptors. As part of the project design, features have been incorporated into the construction documents to ensure that adequate attenuation has been incorporated to ensure that the project would comply with the LAMC and CEQA Thresholds Guide. These project design features include:

NOI-1: The project improvement and building plans will include the following requirements for construction activities:

- Construction contracts will specify that all construction equipment, fixed or mobile, will be equipped with properly operating and maintained mufflers and other state-required noise attenuation devices.

- A sign, legible at a distance of 50 feet, will be posted at the project construction site providing a contact name and a telephone number where residents can inquire about the construction process and register complaints. This sign will indicate the dates and duration of construction activities. In conjunction with this required posting, a noise disturbance coordinator will be identified to address construction noise concerns received. The coordinator will be responsible for responding to any local complaints about construction noise. When a complaint is received, the disturbance coordinator will notify the City within 24 hours of the complaint and determine the cause of the noise complaint (starting too early, malfunctioning muffler, etc.) and will implement reasonable measures to resolve the complaint, as deemed acceptable by the City. All signs posted at the construction site will include the contact name and the telephone number for the noise disturbance coordinator.

- Identification of construction noise reduction methods. These reduction methods will include shutting off idling equipment (5 minutes), installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and using electric air compressors and similar power tools.

- During construction, stationary construction equipment will be placed such that emitted noise is directed away from sensitive noise receivers.

- Per Section 41.40 of the LAMC, construction will be limited to the hours between 7:00 a.m. and 9:00 p.m., Monday through Friday, and between 8:00 a.m. and

6:00 p.m. on Saturday. All construction activities will be prohibited on Sundays and all federal holidays.

NOI-2: In order to reduce construction noise, during the site preparation and grading/excavation phases, a temporary noise barrier or enclosure will be used along all property lines to break the line of sight between the construction equipment and the adjacent residences. The temporary noise barrier will have a sound transmission class (STC) of 35 or greater in accordance with American Society for Testing and Materials Test Method E90, or at least 2 pounds per square foot to ensure adequate transmission loss characteristics. In order to achieve this, the barrier will consist of 3-inch steel tubular framing, welded joints, a layer of 18-ounce tarp, a 2-inch-thick fiberglass blanket, a half-inch-thick weatherwood asphalt sheathing, and 7/16-inch sturdy board siding with a heavy duct seal around the perimeter. The length, height, and location of noise control barrier walls will be adequate to assure proper acoustical performance. In addition, to avoid objectionable noise reflections, the source side of the noise barrier will be lined with an acoustic absorption material meeting a noise reduction coefficient rating of 0.70 or greater in accordance with American Society for Testing and Materials Test Method C423. All noise control barrier walls will be designed to preclude structural failure due to such factors as winds, shear, shallow soil failure, earthquakes, and erosion.

Project design features **NOI-1** and **NOI-2** will be included as Conditions of Approval to be reviewed and approved by the City during the development review process for the project. As such, construction noise levels at adjacent residential receptors have been modeled with implementation of project design features **NOI-1** and **NOI-2**; refer to Table 6, *Construction Noise Levels at Adjacent Residential Receptors*. In order to estimate the worst-case construction noise levels that may occur at a noise-sensitive receptor, the combined construction equipment noise levels were calculated for the demolition, site preparation, grading, paving, building, and coating phases. The anticipated short-term construction noise levels generated during demolition, grading, paving, building, and coating activities are presented in Table 6, *Construction Noise Levels at Adjacent Residential Receptors*. As depicted in Table 6, construction noise levels would not exceed the City's construction noise standard of 75 dBA.

As stated above, Michael Baker International conducted two short-term noise measurements in the project area on February 8, 2017. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site (see Exhibit 5). As shown in Table 3, the ambient recorded noise levels ranged from 56.9 dBA to 61.9 dBA near the project site. Measurement Location #1 in Table 3 was taken directly in front of the nearest sensitive receptor to the project site and is therefore a representative baseline for comparison. A noise level of 56.9 dBA was measured at this location. A comparison of the 56.9 dBA ambient noise level to the modeled construction-generated noise estimates contained in Table 6 shows a potential noise level increase of up to 10.7 dBA during the site preparation phase. Therefore, project construction activities would not expose persons to and generate noise levels in excess of City standards, and this impact would be less than significant.

TABLE 6
CONSTRUCTION NOISE LEVELS AT ADJACENT RESIDENTIAL RECEPTORS

Description	Typical Estimated Exterior Construction Noise Level (dBA L_{eq})	Project Estimated Exterior Construction Noise Level (dBA L_{eq})[1]	Construction Noise Standard (dBA L_{eq})	Exceeds Standards?
Demolition	74.5	39.5	75	No
Site Preparation	81.2	46.2	75	No
Grading	81.0	46.0	75	No
Building Construction	80.5	45.5	75	No
Paving	78.0	43.0	75	No
Painting	73.7	38.7	75	No

Source: FHWA 2006 (see Appendix C, Construction Noise Model Output Files).

Notes: Construction equipment used during each phase derived from CalEEMod 2016.3.1.
L_{eq} = the equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
1. Project estimated exterior construction noise levels include a sound reduction of 35 dBA from project design feature NOI-2.

Result in the Exposure of Persons to or Generation of Excessive Groundborne Vibration or Groundborne Noise Levels

Once operational, the project would not be a source of groundborne vibration. Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with short-term construction-related activities. Construction on the project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.20 inch/second) appears to be conservative. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances

beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. The vibration produced by construction equipment is illustrated in Table 7, *Typical Construction Equipment Vibration Levels*.

TABLE 7
TYPICAL CONSTRUCTION EQUIPMENT VIBRATION LEVELS

Equipment	Peak Particle Velocity at 30 Feet (inches per second)	Peak Particle Velocity at 25 Feet (inches per second)	Peak Particle Velocity at 15 Feet (inches per second)[1]
Large Bulldozer	0.068	0.089	0.192
Caisson Drilling	0..68	0.089	0.192
Loaded Trucks	0.076	0.076	0.164
Small Bulldozer	0.002	0.003	0.006
Jackhammer	0.027	0.035	0.075
Vibratory Compactor/Roller	0.160	0.210	0.452

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, May 2006. Table 12-2.

Notes:

1. Calculated using the following formula:

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

where: PPV (equip) = the peak particle velocity in inch per second of the equipment adjusted for the distance
PPV (ref) = the reference vibration level in inch per second from Table 12-2 of the FTA *Transit Noise and Vibration Impact Assessment Guidelines*
D = the distance from the equipment to the receiver

The nearest structures to the project site include the existing residences approximately 15 feet to the north. It should be noted that heavy duty equipment would not operate immediately along the property line or for extended periods of time along the property lines. Caisson drilling would also occur at least 15 feet from the property lines. As indicated in Table 7, based on Federal Transit Administration (FTA) data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.210 inch-per-second peak particle velocity (PPV) at 25 feet from the source of activity, and would range from 0.006 to 0.452 inch-per-second PPV at 15 feet (distance to the existing residences, east of the project site). As depicted in Table 7, only the vibratory compactor/roller has the potential to exceed the 0.2 inch-per-second PPV threshold at 15 feet. However, the project would include project design feature **NOI-3** prohibiting the use of vibratory compactor/rollers on the project site within 30 feet of an occupied residence:

NOI-3: Prior to the issuance of grading permits, the City Engineer will confirm that all project plans and specifications prohibit vibratory compactor/rollers from being operated on the project site within 30 feet of an occupied residence.

Project design feature **NOI-3** will be included as a Condition of Approval to be reviewed and approved by the City during the development review process for the project. As such, construction vibration levels would not exceed the FTA's 0.2 inch-per-second PPV threshold at the

residences to the north. Impacts associated with the project would be less than significant in this regard.

Result in a Substantial Permanent Increase in Ambient Noise Levels in the Project Vicinity above Levels Existing without the Project and above City Standards

Operational Noise

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels.

The residential component of the project itself would also be considered a sensitive receptor once constructed. In accordance with the Noise Element, a noise exposure of 60 dBA CNEL or less is considered to be the most desirable target for the exterior of noise-sensitive land uses, or sensitive receptors, such as the homes proposed by the project. It is also recognized that such a level may not always be possible in areas with substantial traffic noise. Exposures up to 70 dBA CNEL for noise-sensitive uses are considered to be conditionally acceptable if all measures to reduce such exposure have been taken. Noise levels above 70 dBA CNEL are normally unacceptable for sensitive receptors. As shown in Table 3, the ambient recorded noise levels ranged from 56.9 dBA to 61.9 dBA near the project site, noise levels ranging from the acceptable to conditionally acceptable. Therefore, the proposed project, as a sensitive receptor, would be located in a noise-compatible area.

Stationary Noise. The nearest sensitive receptors to the project site are the apartments located adjacent to the project site's northern boundary. The nearest existing entrance (i.e., living area) of this apartment complex is located approximately 10 feet from the project site. The project would construct no major stationary sources of noise (such as industrial generators). Potential stationary noise sources related to long-term operation of residential development in the project site would include mechanical equipment. Mechanical equipment (e.g., HVAC equipment) typically generates noise levels of approximately 50–60 dBA at 50 feet. Operation of mechanical equipment would not be anticipated to increase ambient noise levels beyond the acceptable compatible land use noise levels. Therefore, the proposed project would result in a less than significant impact related to stationary noise levels.

Parking Noise. The proposed project would accommodate the need for parking. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. While the instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys may be an annoyance to adjacent noise-sensitive receptors, the project proposes a below-grade parking structure. Therefore, parking lot/structure noise associated with the proposed project would be contained and no impact would occur concerning this noise source.

Traffic Noise. Long-term increases in noise levels would be primarily associated with increased vehicle traffic along off-site area roadways. Off-site traffic noise could impact the existing sensitive receptors. The City of Los Angeles considers projects that increase noise levels at the property line of an affected use by 5 dBA over the existing ambient noise environment to be significant. However, if the affected land use already experiences "normally unacceptable" or "clearly

unacceptable" ambient noise levels without the project, an increase of 3 dBA is consider significant.

Traffic noise levels for roadways primarily affected by the proposed project were calculated using the Federal Highway Administration's (FHWA) Highway Noise Prediction Model (FHWA-RD-77-108). Traffic noise modeling was conducted for conditions with and without the project, based on traffic volumes obtained from the project's traffic analysis (Michael Baker International 2017). Predicted traffic noise levels are summarized in Table 8, *Existing Plus Project Conditions Predicted Traffic Noise Levels*.

TABLE 8
EXISTING PLUS PROJECT CONDITIONS PREDICTED TRAFFIC NOISE LEVELS

Roadway Segment	Surrounding Uses	CNEL at 75 Feet from Centerline of Roadway		Change	Noise Standard (dBA CNEL)	Exceed Standard / Significant Impact?
		Existing Conditions	Existing + Project Conditions			
Olympic Boulevard						
West of Arlington Avenue	Commercial	69.1	69.1	0.0	5.0 dBA Increase	No
Arlington Avenue to St. Andrews Place	Commercial and Residential	68.9	68.9	0.0	5.0 dBA Increase	No
St. Andrews Place to Western Avenue	Commercial	68.9	69.0	0.1	5.0 dBA Increase	No
Western Avenue to Harvard Boulevard	Commercial and School	69.4	69.4	0.0	5.0 dBA Increase	No
East of Harvard Boulevard	Commercial	69.4	69.4	0.0	5.0 dBA Increase	No
Western Avenue						
North of 9th Street/James M Wood Boulevard	Commercial	67.6	67.6	0.0	5.0 dBA Increase	No
9th Street/James M Wood Boulevard to San Marino Street	Commercial and Lodging	67.7	67.7	0.0	5.0 dBA Increase	No
San Marino Street to Olympic Boulevard	Commercial	67.8	67.8	0.0	5.0 dBA Increase	No
Olympic Boulevard to 11th Street	Commercial and Residential	67.5	67.5	0.0	5.0 dBA Increase	No
11th Street to Pico Boulevard	Commercial and Residential	67.5	67.5	0.0	5.0 dBA Increase	No
South of Pico Boulevard	Commercial and Residential	67.4	67.4	0.0	5.0 dBA Increase	No
Arlington Avenue						
9th Street/James M Wood Boulevard to Olympic Boulevard	Residential	68.1	68.1	0.0	5.0 dBA Increase	No
Olympic Boulevard to Country Club Drive	Residential	68.0	68.0	0.0	5.0 dBA Increase	No

TABLE 8 (CONTINUED)
EXISTING PLUS PROJECT CONDITIONS PREDICTED TRAFFIC NOISE LEVELS

Roadway Segment	Surrounding Uses	CNEL at 75 Feet from Centerline of Roadway		Change	Noise Standard (dBA CNEL)	Exceed Standard / Significant Impact?
		Existing Conditions	Existing + Project Conditions			
St. Andrews Place						
North of Olympic Boulevard	Commercial and Residential	57.6	57.6	0.0	5.0 dBA Increase	No
South of Olympic Boulevard	Commercial and Residential	55.9	55.9	0.0	5.0 dBA Increase	No

Note: Traffic noise levels were calculated using the FHWA roadway noise prediction model. Refer to Appendix B for noise modeling assumptions and results.

As shown in Table 8, predicted increases in traffic noise levels associated with the project would increase local traffic noise levels by a maximum of 0.1 dBA CNEL. This noise increase would occur on Olympic Boulevard between St. Andrews Place and Western Avenue. Since the increase in local noise levels at all of the roadway segments would be less than 3 dBA and 5 dBA CNEL, traffic noise impacts for all scenarios would be less than significant.

Result in the Exposure of People to Excessive Airport Noise

There are five airports within or in the vicinity of Los Angeles. However, a review of the City General Plan Noise Element (1999), shows the project site located outside of any airport land use plan. Furthermore, the project site is located beyond two miles from any airport. Therefore, there is no impact surrounding the proposed project concerning airport noise, including from a private airstrip.

Cumulative Noise

Cumulative Construction Noise

Construction activities associated with the proposed project and cumulative projects may overlap, resulting in construction noise in the area. However, construction noise impacts primarily affect the areas immediately adjacent to the construction site. Construction noise for the proposed project was determined to be less than significant following compliance with the County Municipal Code and implementation of project design features **NOI-1** and **NOI-2**. Cumulative development in the vicinity of the Project site could result in elevated construction noise levels at sensitive receptors in the Project area. However, each project would be required to comply with the applicable City of Los Angeles Municipal Code limitations on allowable hours of construction and construction noise limits. Therefore, the project would not contribute to cumulative impacts and impacts in this regard are not cumulatively considerable.

Cumulative Operational Noise

Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the proposed project and other projects in the vicinity. Therefore, cumulative traffic-generated noise impacts have been assessed based on the contribution of project area buildout to the future cumulative base traffic volumes in the project area and the vicinity. The noise levels associated with cumulative base traffic volumes without the project and cumulative base traffic volumes with the project are identified in Table 9, *Cumulative Plus Project Conditions Predicted Traffic Noise Levels*.

TABLE 9
CUMULATIVE PLUS PROJECT CONDITIONS PREDICTED TRAFFIC NOISE LEVELS

Roadway Segment	Surrounding Uses	CNEL at 75 Feet from Centerline of Roadway		Change	Noise Standard (dBA CNEL)	Exceed Standard / Significant Impact?
		Cumulative No Project Conditions	Cumulative + Project Conditions			
Olympic Boulevard						
West of Arlington Avenue	Commercial	69.8	69.8	0.0	5.0 dBA Increase	No
Arlington Avenue to St. Andrews Place	Commercial and Residential	69.6	69.6	0.0	5.0 dBA Increase	No
St. Andrews Place to Western Avenue	Commercial	69.6	69.7	0.1	5.0 dBA Increase	No
Western Avenue to Harvard Boulevard	Commercial and School	70.1	70.1	0.0	5.0 dBA Increase	No
East of Harvard Boulevard	Commercial	69.9	69.9	0.0	5.0 dBA Increase	No
Western Avenue						
North of 9th Street/James M Wood Boulevard	Commercial	68.3	68.3	0.0	5.0 dBA Increase	No
9th Street/James M Wood Boulevard to San Marino Street	Commercial and Lodging	68.4	68.4	0.0	5.0 dBA Increase	No
San Marino Street to Olympic Boulevard	Commercial	68.5	68.5	0.0	5.0 dBA Increase	No
Olympic Boulevard to 11th Street	Commercial and Residential	68.2	68.2	0.0	5.0 dBA Increase	No
11th Street to Pico Boulevard	Commercial and Residential	68.4	68.4	0.0	5.0 dBA Increase	No
South of Pico Boulevard	Commercial and Residential	68.2	68.2	0.0	5.0 dBA Increase	No
Arlington Avenue						
9th Street/James M Wood Boulevard to Olympic Boulevard	Residential	68.3	68.3	0.0	5.0 dBA Increase	No
Olympic Boulevard to Country Club Drive	Residential	68.1	68.1	0.0	5.0 dBA Increase	No

TABLE 9 (CONTINUED)
CUMULATIVE PLUS PROJECT CONDITIONS PREDICTED TRAFFIC NOISE LEVELS

Roadway Segment	Surrounding Uses	CNEL at 75 Feet from Centerline of Roadway		Change	Noise Standard (dBA CNEL)	Exceed Standard / Significant Impact?
		Cumulative No Project Conditions	Cumulative + Project Conditions			
St. Andrews Place						
North of Olympic Boulevard	Commercial and Residential	57.4	57.4	0.0	5.0 dBA Increase	No
South of Olympic Boulevard	Commercial and Residential	55.6	55.6	0.0	5.0 dBA Increase	No

Note: Traffic noise levels were calculated using the FHWA roadway noise prediction model. Refer to Appendix B for noise modeling assumptions and results.

As shown in Table 9, predicted increases in cumulative traffic noise levels associated with the project would increase local traffic noise levels by a maximum of 0.1 dBA CNEL. This noise increase would occur on four separate roadway segments. Since the increase in local noise levels at all of the roadway segments would be less than 3 dBA and 5 dBA CNEL, cumulative traffic noise impacts for all scenarios would be less than significant.

Conclusion

Criteria for determining the significance of noise impacts associated with the proposed project were developed based on Appendix G of the CEQA Guidelines in combination with the City of Los Angeles CEQA Thresholds Guide.

For instance, project-generated construction noise was analyzed for its potential to cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. This was done by modeling project construction noise and comparing the results to the 75 dBA noise level threshold promulgated through Section 112.05 of the LAMC, as well as the threshold of a 5 dBA increase over existing ambient noise levels promulgated through the City's CEQA Threshold Guide. As previously described, implementation of project design features **NOI-1** and **NOI-2** will reduce construction noise levels below the 75 dBA standard, and will limit the increase of noise levels above the existing ambient noise levels to below 5 dBA. Construction-generated noise is therefore considered less than significant.

Once operational, the project would not be a source of groundborne vibration. Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with short-term construction-related activities. Potential construction-related vibration impacts were analyzed in comparison to the FTA's 0.2 inches per second PPV standard. The nearest structure to the project construction site is 15 feet distant and based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.06 to 0.452 inch-per-second PPV at 15 feet from the source of activity. Only vibratory compactors/rollers would exceed the 0.2 inches per second PPV standard. However, project design feature **NOI-3** will prohibit operation of vibratory compactors/rollers within 30 feet of adjacent residences and reduce construction-generated vibration to less than significant levels.

Project operational noise was analyzed for its potential to cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, as well as its potential to expose people to noise levels in excess of City standards. As described, the proposed project, as a sensitive receptor, would be located in a noise-compatible area. Additionally, the project itself would not result in a substantial permanent increase in noise levels off-site.

Lastly, there is no impact surrounding the proposed project concerning airport noise, including from a private airstrip.

3.0 REFERENCES

3.0 REFERENCES

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APPENDICES

APPENDIX A: EXISTING AMBIENT NOISE MEASUREMENTS

Site Number: 1			
Recorded By: Achilles Malisos			
Job Number: 158498			
Date: 02/09/17			
Time: 1:53 PM			
Location: Along the east side of South Manhattan Place, approximately 330 feet north of West Olympic Boulevard			
Source of Peak Noise: traffic along Olympic			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
56.9	49.4	80.4	88.1

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Larson Davis	820	1428	1/4/2016	
	Microphone	Larson Davis	2561	1012	1/4/2016	
	Preamp	Larson Davis	PRM828	2533	1/4/2016	
	Calibrator	Larson Davis	CA250	0216	1/4/2016	

Weather Data			
Est.	Duration: 10 minutes		Sky: Sunny
	Note: dBA Offset = 0.00		Sensor Height (ft): 5 ft
	Wind Ave Speed (mph / m/s)	Temperature (degrees Fahrenheit)	Barometer Pressure (hPa)
	< 5 MPH	73°	29.99 in

Photo of Measurement Location

Site Number: 2			
Recorded By: Achilles Malisos			
Job Number: 158498			
Date: 02/09/17			
Time: 2:06 PM			
Location: Along the east side of St. Andrews Place, approximately 190 feet north of West Olympic Boulevard			
Source of Peak Noise: traffic along Olympic			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
61.9	47.1	80.9	101.8

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Larson Davis	820	1428	1/4/2016	
	Microphone	Larson Davis	2561	1012	1/4/2016	
	Preamp	Larson Davis	PRM828	2533	1/4/2016	
	Calibrator	Larson Davis	CA250	0216	1/4/2016	

Weather Data			
Est.	Duration: 10 minutes		Sky: Sunny
	Note: dBA Offset = 0.00		Sensor Height (ft): 5 ft
	Wind Ave Speed (mph / m/s)	Temperature (degrees Fahrenheit)	Barometer Pressure (hPa)
	< 5 MPH	73°	29.99 in

Photo of Measurement Location

APPENDIX B: TRAFFIC NOISE

Existing Conditions

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 1A
Project Name: 3323 W. Olympic Boulevard Mixed Use Project

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Michael Baker International (2017)
Community Noise Descriptor: L_{dn}: _____ CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition				Design		Vehicle Mix		Distance from Centerline of Roadway					
		Median	ADT	Speed	Alpha	Medium	Heavy	CNEL at	Distance to Contour				Calc
Roadway, Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	75 Feet	70 CNEL	65 CNEL	60 CNEL	55 CNEL	Dist
Olympic Boulevard													
West of Arlington Avenue	4	0	38,320	45	0.5	1.8%	0.7%	69.1	66	141	304	655	75
Arlington Ave to St. Andrews Place	4	0	36,180	45	0.5	1.8%	0.7%	68.9	63	136	293	631	75
St. Andrews Place to Western Ave	4	0	36,620	45	0.5	1.8%	0.7%	68.9	64	137	295	636	75
Western Ave to Harvard Boulevard	4	0	40,690	45	0.5	1.8%	0.7%	69.4	68	147	317	682	75
East of Harvard Boulevard	4	0	40,930	45	0.5	1.8%	0.7%	69.4	68	148	318	685	75
Western Avenue													
North of 9th St/James Wood Boulevard	4	0	27,070	45	0.5	1.8%	0.7%	67.6	52	112	241	520	75
9th St/James Wood Blvd to San Marino St	4	0	27,460	45	0.5	1.8%	0.7%	67.7	52	113	244	525	75
San Marino St to Olympic Boulevard	4	0	28,120	45	0.5	1.8%	0.7%	67.8	53	115	247	533	75
Olympic Boulevard to 11th St	4	0	26,560	45	0.5	1.8%	0.7%	67.5	51	111	238	513	75
11th St to Pico Boulevard	4	0	26,570	45	0.5	1.8%	0.7%	67.5	51	111	238	513	75
South of Pico Boulevard	4	0	25,910	45	0.5	1.8%	0.7%	67.4	50	109	234	505	75
Arlington Avenue													
9th St/James Wood Blvd to Olympic Blvd	4	0	30,240	45	0.5	1.8%	0.7%	68.1	56	121	260	560	75
Olympic Boulevard to Country Club Drive	4	0	29,900	45	0.5	1.8%	0.7%	68.0	56	120	258	555	75
St. Andrews Place													
North of Olympic Boulevard	2	0	6,500	30	0.5	1.8%	0.7%	57.6	-	-	52	112	75
South of Olympic Boulevard	2	0	4,380	30	0.5	1.8%	0.7%	55.9	-	-	40	86	75

Existing Plus Project Conditions

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 1B
Project Name: 3323 W. Olympic Boulevard Mix-Use Project

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Michael Baker International (2017)
Community Noise Descriptor: L_{dn}: _____ CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition				Design		Vehicle Mix		Distance from Centerline of Roadway					
		Median	ADT	Speed	Alpha	Medium	Heavy	CNEL at	Distance to Contour				Calc
Roadway, Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	75 Feet	70 CNEL	65 CNEL	60 CNEL	55 CNEL	Dist
Olympic Boulevard													
West of Arlington Avenue	4	0	38,410	45	0.5	1.8%	0.7%	69.1	66	141	305	656	75
Arlington Ave to St. Andrews Place	4	0	36,320	45	0.5	1.8%	0.7%	68.9	63	136	293	632	75
St. Andrews Place to Western Ave	4	0	36,870	45	0.5	1.8%	0.7%	69.0	64	138	296	639	75
Western Ave to Harvard Boulevard	4	0	40,800	45	0.5	1.8%	0.7%	69.4	68	147	317	683	75
East of Harvard Boulevard	4	0	41,040	45	0.5	1.8%	0.7%	69.4	69	148	318	686	75
Western Avenue													
North of 9th St/James Wood Boulevard	4	0	27,150	45	0.5	1.8%	0.7%	67.6	52	112	242	521	75
9th St/James Wood Blvd to San Marino St	4	0	27,540	45	0.5	1.8%	0.7%	67.7	53	113	244	526	75
San Marino St to Olympic Boulevard	4	0	28,170	45	0.5	1.8%	0.7%	67.8	53	115	248	534	75
Olympic Boulevard to 11th St	4	0	26,640	45	0.5	1.8%	0.7%	67.5	51	111	239	514	75
11th St to Pico Boulevard	4	0	26,650	45	0.5	1.8%	0.7%	67.5	51	111	239	514	75
South of Pico Boulevard	4	0	25,990	45	0.5	1.8%	0.7%	67.4	51	109	235	506	75
Arlington Avenue													
9th St/James Wood Blvd to Olympic Blvd	4	0	30,260	45	0.5	1.8%	0.7%	68.1	56	121	260	560	75
Olympic Boulevard to Country Club Drive	4	0	29,920	45	0.5	1.8%	0.7%	68.0	56	120	258	556	75
St. Andrews Place													
North of Olympic Boulevard	2	0	6,500	30	0.5	1.8%	0.7%	57.6	-	-	52	112	75
South of Olympic Boulevard	2	0	4,380	30	0.5	1.8%	0.7%	55.9	-	-	40	86	75

Cumulative No Project Conditions

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 2A
Project Name: 3323 W. Olympic Boulevard Mixed Use Project

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Michael Baker International (2017)
Community Noise Descriptor: L_{dn}: _____ CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition				Design		Vehicle Mix		Distance from Centerline of Roadway					
Roadway, Segment	Lanes	Median Width	ADT Volume	Speed (mph)	Alpha Factor	Medium Trucks	Heavy Trucks	CNEL at 75 Feet	Distance to Contour 70 CNEL	65 CNEL	60 CNEL	55 CNEL	Calc Dist
Olympic Boulevard													
West of Arlington Avenue	4	10	43,250	45	0.5	1.8%	0.7%	69.8	72	156	336	724	75
Arlington Avenue to St. Andrews Place	4	10	41,450	45	0.5	1.8%	0.7%	69.6	70	152	327	704	75
St. Andrews Place to Western Ave	4	10	41,900	45	0.5	1.8%	0.7%	69.6	71	153	329	709	75
Western Ave to Harvard Boulevard	4	10	46,540	45	0.5	1.8%	0.7%	70.1	76	164	353	761	75
East of Harvard Boulevard	4	0	46,160	45	0.5	1.8%	0.7%	69.9	74	160	344	742	75
Western Avenue													
North of 9th St/James Wood Boulevard	4	0	31,850	45	0.5	1.8%	0.7%	68.3	58	125	269	579	75
9th St/James Wood Blvd to San Marino St	4	0	32,250	45	0.5	1.8%	0.7%	68.4	58	126	271	584	75
San Marino St to Olympic Boulevard	4	4	33,070	45	0.5	1.8%	0.7%	68.5	60	129	278	598	75
Olympic Boulevard to 11th St	4	0	31,110	45	0.5	1.8%	0.7%	68.2	57	123	265	570	75
11th St to Pico Boulevard	4	10	31,350	45	0.5	1.8%	0.7%	68.4	58	126	271	585	75
South of Pico Boulevard	4	0	30,660	45	0.5	1.8%	0.7%	68.2	56	122	262	565	75
Arlington Avenue													
9th St /James Wood Blvd to Olympic Blvd	4	0	32,290	45	0.5	1.8%	0.7%	68.3	58	126	271	584	76
Olympic Boulevard to Country Club Drive	4	0	31,780	45	0.5	1.8%	0.7%	68.1	58	124	268	577	77
St. Andrews Place									-				
North of Olympic Boulevard	2	0	6,700	30	0.5	1.8%	0.7%	57.4	-	-	53	114	79
South of Olympic Boulevard	2	0	4,510	30	0.5	1.8%	0.7%	55.6	-	-	41	88	80

Cumulative Plus Project Conditions

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 2A
Project Name: 3323 W. Olympic Boulevard Mixed Use Project

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Michael Baker International (2017)
Community Noise Descriptor: L_{dn}: _____ CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition				Design		Vehicle Mix		Distance from Centerline of Roadway					
		Median	ADT	Speed	Alpha	Medium	Heavy	CNEL at	Distance to Contour				Calc
Roadway, Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	75 Feet	70 CNEL	65 CNEL	60 CNEL	55 CNEL	Dist
Olympic Boulevard													
West of Arlington Avenue	4	10	43,340	45	0.5	1.8%	0.7%	69.8	73	156	337	725	75
Arlington Avenue to St. Andrews Place	4	10	41,580	45	0.5	1.8%	0.7%	69.6	71	152	328	706	75
St. Andrews Place to Western Ave	4	10	42,140	45	0.5	1.8%	0.7%	69.7	71	153	330	712	75
Western Ave to Harvard Boulevard	4	10	46,650	45	0.5	1.8%	0.7%	70.1	76	164	354	762	75
East of Harvard Boulevard	4	0	46,270	45	0.5	1.8%	0.7%	69.9	74	160	345	743	75
Western Avenue													
North of 9th St/James Wood Boulevard	4	0	31,940	45	0.5	1.8%	0.7%	68.3	58	125	269	580	75
9th St/James Wood Blvd to San Marino St	4	0	32,340	45	0.5	1.8%	0.7%	68.4	59	126	272	585	75
San Marino St to Olympic Boulevard	4	4	33,120	45	0.5	1.8%	0.7%	68.5	60	129	278	599	75
Olympic Boulevard to 11th St	4	0	31,190	45	0.5	1.8%	0.7%	68.2	57	123	265	571	75
11th St to Pico Boulevard	4	10	31,430	45	0.5	1.8%	0.7%	68.4	59	126	272	586	75
South of Pico Boulevard	4	0	30,750	45	0.5	1.8%	0.7%	68.2	57	122	263	566	75
Arlington Avenue													
9th St /James Wood Blvd to Olympic Blvd	4	0	32,310	45	0.5	1.8%	0.7%	68.3	58	126	271	584	76
Olympic Boulevard to Country Club Drive	4	0	31,800	45	0.5	1.8%	0.7%	68.1	58	124	268	578	77
St. Andrews Place									-				
North of Olympic Boulevard	2	0	6,700	30	0.5	1.8%	0.7%	57.4	-	-	53	114	79
South of Olympic Boulevard	2	0	4,510	30	0.5	1.8%	0.7%	55.6	-	-	41	88	80

APPENDIX C: CONSTRUCTION NOISE

07-Appendix C-Demolition Noise.txt
Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 02/24/2017
Case Description: 3323 Olympic Boulevard - Demolition Noise

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Adjacent Residences	Residential	1.0	1.0	1.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	220.0	0.0
Tractor	No	40	84.0		220.0	0.0
Tractor	No	40	84.0		220.0	0.0
Tractor	No	40	84.0		220.0	0.0
Dozer	No	40		81.7	220.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Concrete Saw	76.7	69.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	71.1	67.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	71.1	67.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	71.1	67.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Dozer			68.8	64.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Total			76.7	74.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

08-Appendix C - Site Prep Noise.txt
Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 02/24/2017
Case Description: 3323 Olympic Blvd - Site Preparation

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Adjacent Residences	Residential	1.0	1.0	1.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85.0		51.5	0.0
Dozer	No	40		81.7	144.5	0.0
Tractor	No	40	84.0		238.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Grader	84.7	80.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	72.5	68.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	70.4	66.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	84.7	81.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

09-Appendix C - Grading Noise.txt
Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 02/24/2017
Case Description: 3323 Olympic Blvd - Grading Noise

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Adjacent Residences	Residential	1.0	1.0	1.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85.0		51.5	0.0
Dozer	No	40		81.7	144.5	0.0
Backhoe	No	40		77.6	238.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Grader	84.7	80.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	72.5	68.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	64.0	60.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	84.7	81.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 02/24/2017
Case Description: 3323 Olympic Blvd - Building Construction Noise

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Adjacent Residences	Residential	1.0	1.0	1.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	140.0	0.0
Gradall	No	40		83.4	144.5	0.0
Welder / Torch	No	40		74.0	238.0	0.0
Welder / Torch	No	40		74.0	238.0	0.0
Generator	No	50		80.6	250.0	0.0
Tractor	No	40	84.0		51.5	0.0
Welder / Torch	No	40		74.0	238.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Calculated (dBA) Day Evening Night

Equipment	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Crane	71.6	63.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Gradall	74.2	70.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	60.4	56.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Welder / Torch			60.4	56.5		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator			66.7	63.6		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor			83.7	79.8		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch			60.4	56.5		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total			83.7	80.5		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

11- Appendix C Paving Noise.txt
Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 02/24/2017
Case Description: 3323 Olympic Blvd - Paving Noise

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Adjacent Residences	Residential	1.0	1.0	1.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	40.0	0.0
Concrete Mixer Truck	No	40		78.8	110.0	0.0
Roller	No	20		80.0	180.0	0.0
All Other Equipment > 5 HP	No	50	85.0		170.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Paver	79.2	76.1			N/A	N/A	N/A	N/A				

N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A				
Concrete Mixer Truck				72.0	68.0	N/A	N/A	N/A	N/A		
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A				
Roller				68.9	61.9	N/A	N/A	N/A	N/A		
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A				
All Other Equipment > 5 HP				74.4	71.4	N/A	N/A	N/A	N/A		
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A				
		Total		79.2	78.0	N/A	N/A	N/A	N/A		
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A				

12- Appendix C Painting Noise.txt
Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 02/22/2017
Case Description: 3323 Olympic Blvd - Architectural Coating Noise

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Adjacent Residences	Residential	1.0	1.0	1.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	50.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Compressor (air)	77.7	73.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	77.7	73.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

APPENDIX C

Air Quality and Greenhouse Gas Emissions Assessment

Michael Baker
INTERNATIONAL

AIR QUALITY & GREENHOUSE GAS EMISSIONS ASSESSMENT

FOR THE

3323 W. OLYMPIC BOULEVARD MIXED-USE PROJECT

CITY OF LOS ANGELES, CALIFORNIA

APRIL 2017

1.0 Introduction

This report documents the results of an air quality and greenhouse gas (GHG) emissions assessment completed for the 3323 West Olympic Boulevard Mixed-Use Project, a 1.4-acre redevelopment project spanning the addresses of 3323 West Olympic Boulevard and 975, 976, 980, 981, and 987 South Manhattan Place in Los Angeles, California. The purpose of this assessment is to estimate project-generated criteria air pollutant and GHG emissions and to determine the level of impact the project would have on the environment.

1.1 PROJECT LOCATION

The 3323 West Olympic Boulevard Mixed-Use Project site in Los Angeles, California located approximately 140 feet west of the South Western Avenue/West Olympic Boulevard intersection. The site fronts Olympic Boulevard and spans both the eastern and western sides of South Manhattan Place. The project site is surrounded by commercial land uses to the south, west, and east. Existing residences border the project site to the north. Major transportation facilities in the vicinity of the proposed project site include Interstate 10 located approximately one mile to the south and West Olympic Boulevard fronting the site; refer to Exhibit 1, *Regional Vicinity*, and Exhibit 2, *Site Vicinity*.

1.2 PROJECT DESCRIPTION

The 3323 West Olympic Boulevard Mixed-Use Project proposes to demolish 11,566 square feet of medical office space and 1,276 square feet of building space used as a pharmacy in order to make way for the construction of 208 condominium units and 3,500 square feet of retail space. An existing vacant dwelling unit on the project site west of Manhattan Place would also be displaced by the proposed redevelopment project. The project would provide for 365 parking stalls within a proposed below-grade parking structure on the project site; refer to Exhibit 3, *Site Plan*.

The ground floor retail component of the proposed project would be located along the project site frontage on Olympic Boulevard east of Manhattan Place, with 116 condominium dwelling units located above the ground floor retail on the project site east of Manhattan Place, and 92 condominium dwelling units located on the project site west of Manhattan Place. The proposed project is planned to open in 2020.

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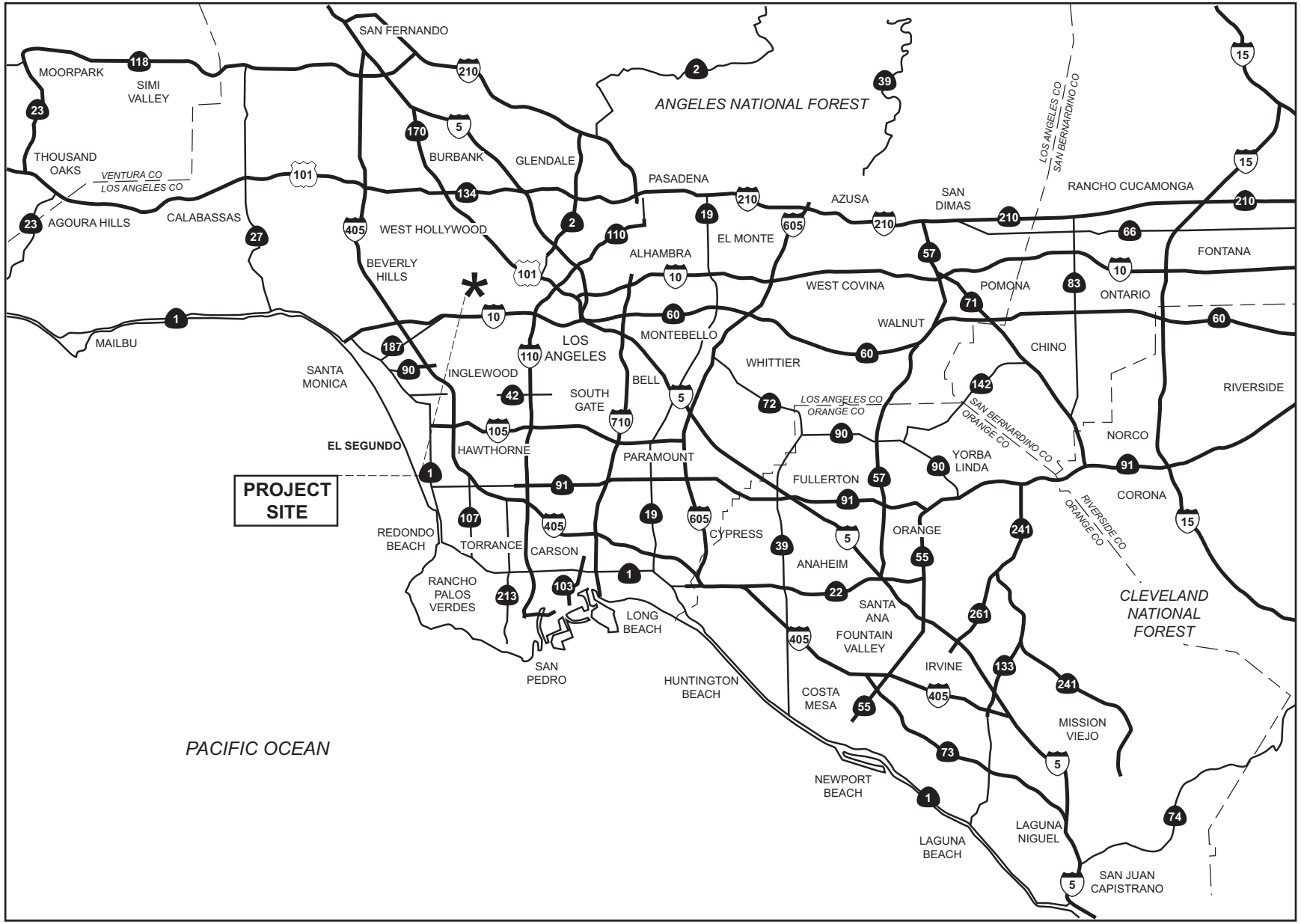

NOT TO SCALE

Michael Baker INTERNATIONAL

02/17 | JN 158498

AIR QUALITY / GREENHOUSE GAS ASSESSMENT
3323 WEST OLYMPIC BOULEVARD MIXED-USE PROJECT

Regional Vicinity

Exhibit 1

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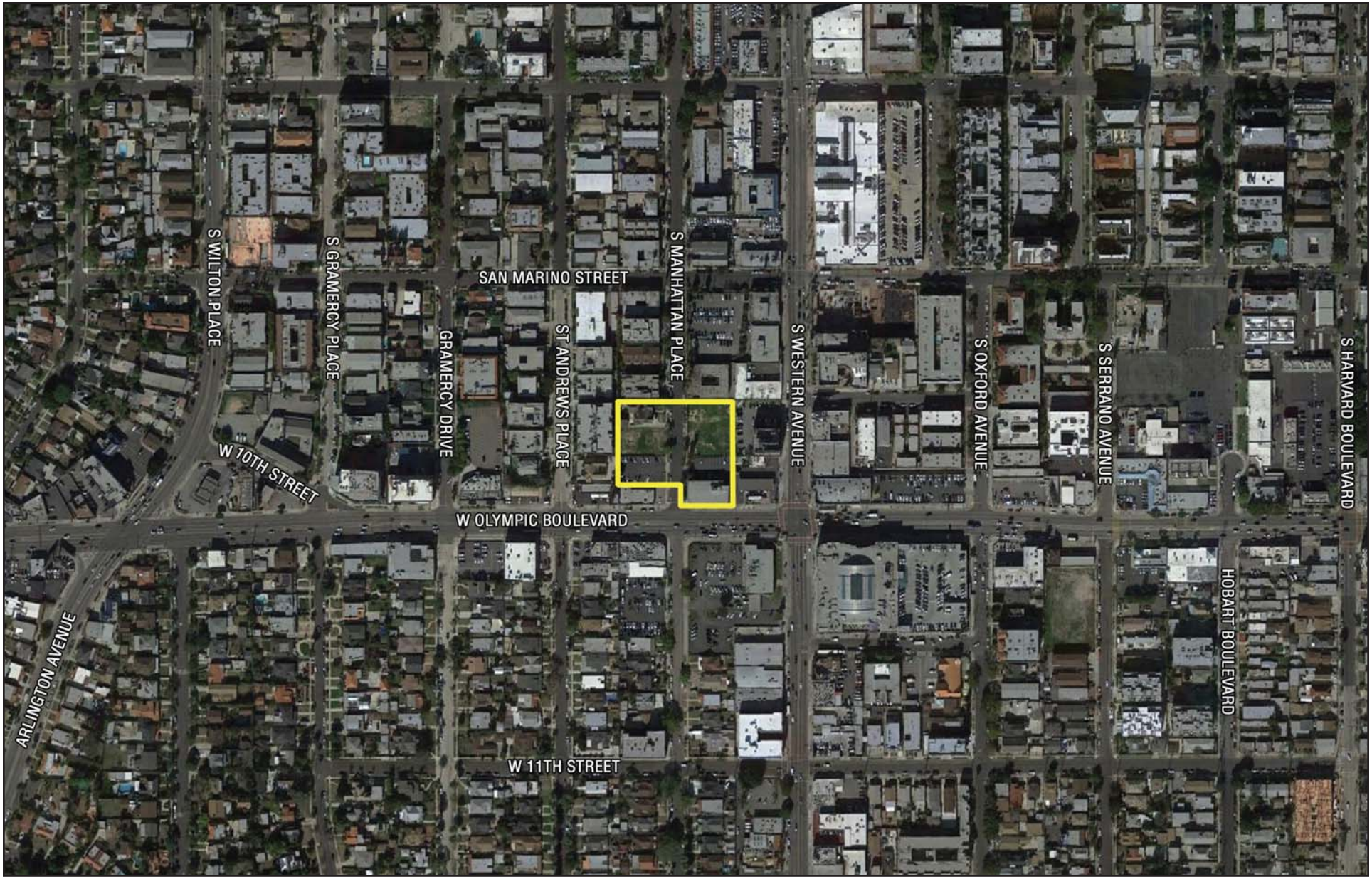

Source: Goolge Earth, 2017.
- Project Site

NOT TO SCALE

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AIR QUALITY / GREENHOUSE GAS ASSESSMENT
3323 WEST OLYMPIC BOULEVARD MIXED-USE PROJECT

Site Vicinity

Exhibit 2

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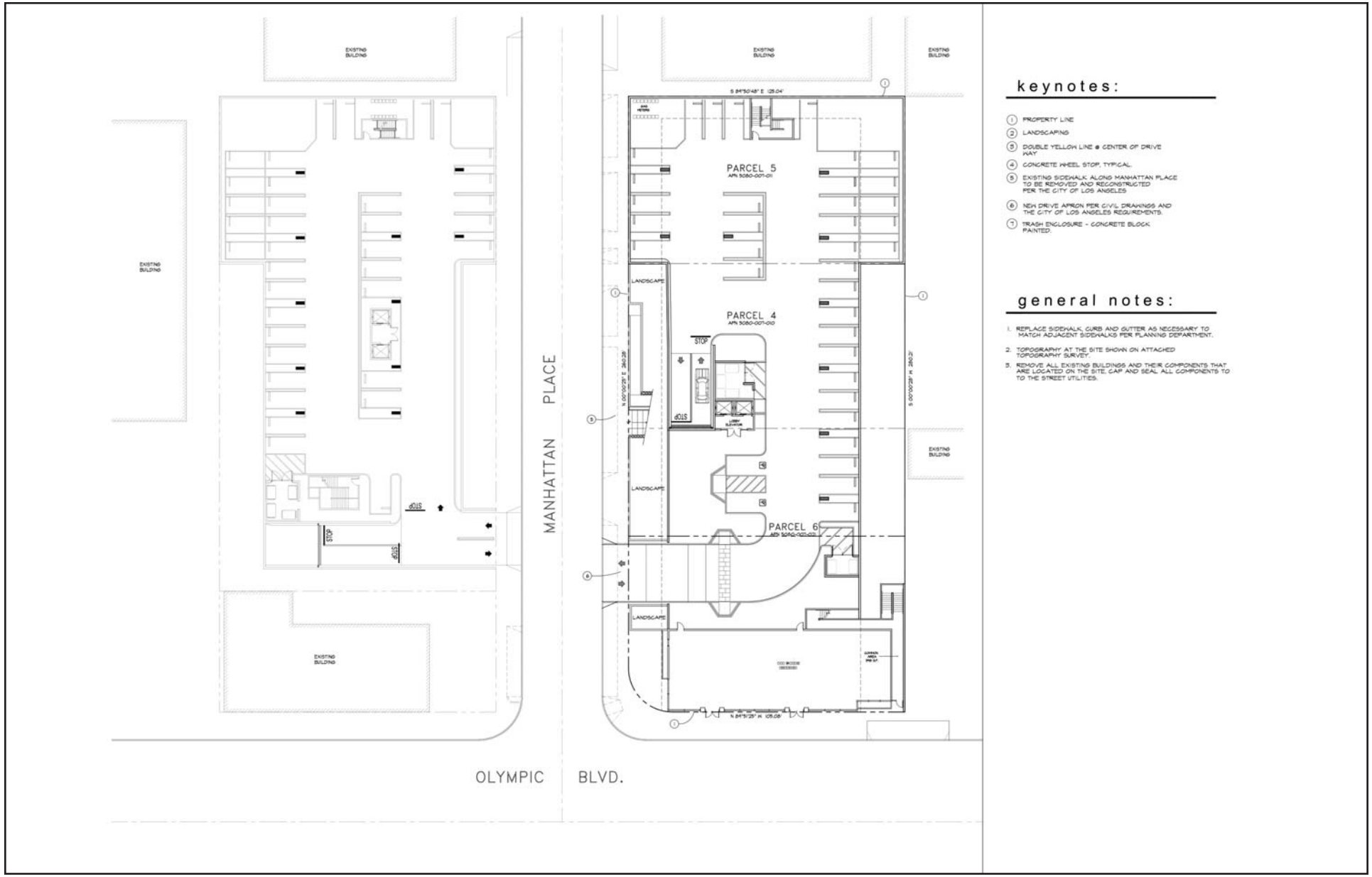

Source: PK:Architecture, dated June 8, 2016.

NOT TO SCALE

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02/17 | JN 158498

AIR QUALITY / GREENHOUSE GAS ASSESSMENT
3323 WEST OLYMPIC BOULEVARD MIXED-USE PROJECT

Site Plan

Exhibit 3

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2.0 AIR QUALITY

2.1 AIR QUALITY SETTING

Air quality in a region is determined by the region's topography, meteorology, and existing air pollutant sources. These factors are discussed below, along with the current regulatory structure that applies to the South Coast Air Basin (SoCAB), which encompasses the project site.

AIR BASIN CHARACTERISTICS

South Coast Air Basin

The California Air Resources Board (CARB) divides the state into air basins that share similar meteorological and topographical features. Los Angeles lies in the SoCAB, which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. The air basin is on a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean on the southwest, with high mountains forming the remainder of the perimeter (SCAQMD 1993).

Temperature and Precipitation

The air basin is part of a semi-permanent high pressure zone in the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds. The annual average temperature varies little throughout the 6,645-square-mile SoCAB, ranging from the low 60s to the high 80s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas (SCAQMD 1993).

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rains fall between November and April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast, with slightly heavier shower activity in the east and over the mountains.

Humidity

Although the SoCAB has a semiarid climate, the air near the earth's surface is typically moist because of the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the SoCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog, especially along the coast, are frequent, and low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SoCAB (SCAQMD 1993).

Wind

Wind patterns across the south coastal region are characterized by westerly or southwesterly onshore winds during the day and by easterly or northeasterly breezes at night. Wind speed is higher during the dry summer months than during the rainy winter.

Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall, surface high-pressure systems over the SoCAB, combined with other

meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions (SCAQMD 1993).

Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two similarly distinct types of temperature inversions control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is known as the "mixing height." The combination of winds and inversions is a critical determinant leading to highly degraded air quality in the summer and generally good air quality in the winter in Los Angeles (SCAQMD 1993).

AIR POLLUTANTS OF CONCERN

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state laws. These regulated air pollutants are known as "criteria air pollutants" and are categorized into primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_X), sulfur dioxide (SO_2), coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), lead, and fugitive dust are primary air pollutants. Of these, CO, SO_2, PM_{10}, and $PM_{2.5}$ are criteria pollutants. ROG and NO_X are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere (for example, ozone (O_3) is formed by a chemical reaction between ROG and NOx in the presence of sunlight). O_3 and nitrogen dioxide (NO_2) are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in Table 1, *Criteria Air Pollutants Summary of Common Sources and Effects*.

TABLE 1
CRITERIA AIR POLLUTANTS SUMMARY OF COMMON SOURCES AND EFFECTS

Pollutant	Major Man-Made Sources	Human Health & Welfare Effects
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO_2)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to ozone and acid rain. Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Ozone (O_3)	Formed by a chemical reaction between volatile organic compounds (VOC) and nitrous oxides (NOx) in the presence of sunlight. VOCs are also commonly referred to as reactive organic gases (ROGs). Common sources of these precursor pollutants include motor vehicle exhaust, industrial emissions, gasoline storage and transport, solvents, paints, and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield. Damages rubber, some textiles, and dyes.
Particulate Matter (PM_{10} & $PM_{2.5}$)	Produced by power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles, and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze).
Sulfur Dioxide (SO_2)	A colorless, nonflammable gas formed when fuel containing sulfur is burned; when gasoline is extracted from oil; or when metal is extracted from ore. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.

Source: CAPCOA 2013

AMBIENT AIR QUALITY

Criteria Air Pollutant Monitoring Data

Ambient air quality in Los Angeles can be inferred from ambient air quality measurements conducted at nearby air quality monitoring stations. Existing levels of ambient air quality and historical trends and projections in the vicinity of Los Angeles are documented by measurements made by the South Coast Air Quality Management District (SCAQMD), the air pollution regulatory agency in the SoCAB that maintains air quality monitoring stations which process ambient air quality measurements.

Ozone and particulate matter (PM_{10} and $PM_{2.5}$) are pollutants of particular concern in the SoCAB. The Los Angeles–North Main Street air quality monitoring station (1630 North Main Street, Los Angeles CA 90012) is the closest station to the project site at approximately 4.29 miles to the east. This station monitors ambient concentrations of ozone, PM_{10}, and $PM_{2.5}$. The ambient emission concentrations will vary due to localized variations in emission sources and climate and should be considered "generally" representative of ambient concentrations in Los Angeles.

Table 2, *Summary of Ambient Air Quality Data*, summarizes the published data since 2013 from the Los Angeles–North Main Street monitoring station for each year that the monitoring data is provided.

TABLE 2
SUMMARY OF AMBIENT AIR QUALITY DATA

Pollutant Standards	2013	2014	2015
Ozone			
Max 1-hour concentration (ppm)	0.081	0.113	0.104
Max 8-hour concentration (ppm) (state/federal)	0.070 / 0.069	0.095 / 0.094	0.074 / 0.074
Number of days above state 1-hr standard	0	3	2
Number of days above state/federal 8-hour standard	0 / 0	7 / 6	6 / 6
Respirable Particulate Matter (PM_{10})			
Max 24-hour concentration (µg/m3) (state/federal)	74.5 / 57.0	86.8 / 66.0	88.5 / 73.0
Number of days above state/federal standard	21.4 / 0	18.7 / 0	13.8 / 0
Fine Particulate Matter ($PM_{2.5}$)			
Max 24-hour concentration (µg/m3) (state/federal)	54.8 / 43.1	65.0 / 59.9	70.3 / 56.4
Number of days above federal standard	1.1	*	8.4

Source: CARB 2016b

Notes: µg/m3 = micrograms per cubic meter; ppm = parts per million

** Insufficient data to determine the value*

The attainment status for the SoCAB is included in Table 3, *Attainment Status of Criteria Pollutants in the South Coast Air Basin*. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. Areas for which there is insufficient data available are designated unclassified. The region is designated as a nonattainment area for the federal ozone standard and is also a nonattainment area for the state standards for state ozone, PM_{10}, and $PM_{2.5}$ standards (CARB 2016a).

TABLE 3
ATTAINMENT STATUS OF CRITERIA POLLUTANTS IN THE SOUTH COAST AIR BASIN

Pollutant	State Designation	Federal Designation
Ozone (O_3)	Nonattainment	Nonattainment
Coarse Particulate Matter (PM_{10})	Attainment/Serious Maintenance	Nonattainment
Fine Particulate Matter ($PM_{2.5}$)	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment/Maintenance	Unclassified/Attainment
Nitrogen Dioxide (NO_2)	Attainment/Maintenance	Unclassified/Attainment
Sulfur Dioxide (SO_2)	Unclassified/Attainment	Attainment

Source: CARB 2016a and US EPA 2017

Toxic Air Contaminants

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are considered either carcinogenic or noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For regulatory purposes, carcinogenic TACs are assumed to have no safe threshold below which health impacts would not occur, and cancer risk is expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes, such as petroleum refining and chrome-plating operations; commercial operations, such as gasoline stations and dry cleaners; and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as from accidental releases of hazardous materials during upset conditions. The health effects associated with TACs are quite diverse and generally are assessed locally, rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage, or short-term acute affects such as eye watering, respiratory irritation (a cough), running nose, throat pain, and headaches.

To date, CARB has designated 244 compounds as TACs (CARB 1999). Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to a relatively few compounds.

CARB identified diesel particulate matter (DPM) as a toxic air contaminant. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel

exhaust particle mass is 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases.

Residential areas are considered to be sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Children are considered more susceptible to health effects of air pollution due to their immature immune systems and developing organs. As such, schools are also considered sensitive receptors, as children are present for extended durations and engage in regular outdoor activities. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation.

2.2 REGULATORY FRAMEWORK

Federal

Clean Air Act

The Clean Air Act (CAA) of 1970 and the CAA Amendments of 1971 required the US Environmental Protection Agency (EPA) to establish NAAQS, with states retaining the option to adopt more stringent standards or to include other specific pollutants. On April 2, 2007, the Supreme Court found that carbon dioxide is an air pollutant covered by the CAA; however, no NAAQS have been established for carbon dioxide.

These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those "sensitive receptors" most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

The EPA has classified air basins (or portions thereof) as being in attainment, nonattainment, or unclassified for each criteria air pollutant, based on whether or not the NAAQS have been achieved. If an area is designated unclassified, it is because inadequate air quality data were available as a basis for a nonattainment or attainment designation. Table 3 lists the federal attainment status of the SoCAB for the criteria pollutants.

National Emissions Standards for Hazardous Air Pollutants Program

Under federal law, 188 substances are listed as hazardous air pollutants (HAPs). Major sources of specific HAPs are subject to the requirements of the National Emissions Standards for Hazardous Air Pollutants (NESHAPS) program. The EPA is establishing regulatory schemes for specific source categories and requires implementation of Maximum Achievable Control Technologies (MACTs) for major sources of HAPs in each source category. State law has established the framework for

California's TAC identification and control program, which is generally more stringent than the federal program and is aimed at HAPs that are a problem in California. The state has formally identified 244 substances as TACs and is adopting appropriate control measures for each. Once adopted at the state level, each air district will be required to adopt a measure that is equally or more stringent.

State

California Air Toxics "Hot Spots" Information and Assessment Act (AB 2588)

The California Air Toxics "Hot Spots" Information and Assessment Act (AB 2588) is a state-wide program enacted in 1987. AB 2588 requires facilities that exceed recommended Office of Environmental Health Hazard Assessment (OEHHA) levels to reduce risks to acceptable levels. AB 2588 requires hundreds of facilities in San Diego County to quantify the emissions of TACs, and in some cases conduct a health risk assessment, and notify the public, while developing risk reduction strategies.

Typically, land development projects generate diesel emissions from construction vehicles during the construction phase, as well as some diesel emissions from small trucks during the operational phase. Diesel exhaust is mainly composed of particulate matter and gases, which contain potential cancer-causing substances. Emissions from diesel engines currently include over 40 substances that are listed by EPA as hazardous air pollutants and by CARB as toxic air contaminants. On August 27, 1998, CARB identified particulate matter in diesel exhaust as a TAC, based on data linking diesel particulate emissions to increased risks of lung cancer and respiratory disease.

In September 2000, CARB adopted a comprehensive diesel risk reduction plan to reduce emissions from both new and existing diesel-fueled engines and vehicles. The goal of the plan is to reduce diesel PM emissions and the associated health risk by 75 percent in 2010 and by 85 percent by 2020. As part of this plan, CARB identified Airborne Toxic Control Measures (ATCM) for mobile and stationary emissions sources. Each ATCM is codified in the California Code of Regulations, including the ATCM to limit diesel-fueled commercial motor vehicle idling, which puts limits on idling time for large diesel engines (13 CCR Chapter 10 Section 2485).

California Clean Air Act

The California Clean Air Act (CCAA) allows states to adopt ambient air quality standards and other regulations provided that they are at least as stringent as federal standards. CARB, a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California, including setting the California ambient air quality standards. CARB also conducts research, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB also has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

In addition to standards set for the six criteria pollutants, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. Further, in

addition to primary and secondary ambient air quality standards, the State has established a set of episode criteria for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and particulate matter. These criteria refer to episode levels representing periods of short-term exposure to air pollutants that actually threaten public health. Table 3 above lists the state attainment status of the SoCAB for the criteria pollutants.

California State Implementation Plan

The federal Clean Air Act (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as the SIP. The SIP is a living document that is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The CAA Amendments dictate that states containing areas violating the national ambient air quality standards revise their SIPs to include extra control measures to reduce air pollution. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the Clean Air Act. The EPA has the responsibility to review all State Implementation Plans to determine if they conform to the requirements of the CAA.

State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the EPA for approval and publication in the Federal Register. The 2016 Air Quality Management Plan (2016 AQMP) is the SIP for the SoCAB. The 2016 AQMP is a regional blueprint for achieving air quality standards and healthful air in the SoCAB and those portions of the Salton Sea Air Basin (SSAB) that are under the South Coast Air Quality Management District's (SCAQMD's) jurisdiction. The 2016 AQMP represents a new approach, focusing on available, proven, and cost effective alternatives to traditional strategies, while seeking to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gases and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The most effective way to reduce air pollution impacts is to reduce emissions from mobile sources. The AQMP relies on a regional and multi-level partnership of governmental agencies at the federal, state, regional, and local level. These agencies (EPA, CARB, local governments, Southern California Association of Governments [SCAG] and the SCAQMD) are the primary agencies that implement the AQMP programs. The 2016 AQMP incorporates the latest scientific and technical information and planning assumptions, including SCAG's latest *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. The 2016 AQMP includes integrated strategies and measures to meet the NAAQS.

Senate Bill 1889, Accidental Release Prevention Law/California Accidental Release Prevention Program

Senate Bill (SB) 1889 required California to implement a new federally mandated program governing the accidental airborne release of chemicals promulgated under Section 112 of the Clean Air Act. Effective January 1, 1997, the California Accidental Release Prevention Law (CalARP) replaced the previous California Risk Management and Prevention Program and incorporated the mandatory federal requirements. CalARP addresses facilities that contain specified hazardous materials, known as regulated substances, which if involved in an accidental release, could result in adverse offsite consequences. CalARP defines regulated substances as chemicals that pose a threat to public health and safety or the environment because they are highly toxic, flammable, or explosive.

Local

South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino Counties. The agency's primary responsibility is ensuring that the federal and state ambient air quality standards are attained and maintained in the SoCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

South Coast Air Quality Management District Rules and Regulations

The following is a list of noteworthy SCAQMD rules that are required of construction activities associated with the proposed project:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

    a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.

    b) All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.

    c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

    d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

    e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from

the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

City of Los Angeles General Plan

The Air Quality Element of the City's General Plan (1992) summarizes air quality issues in the basin, discusses air quality-related plans and programs administered by federal, state, and special purpose agencies, and establishes goals and policies to improve air quality. The following goals and policies are potentially relevant to the project:

- Goal 1: Good air quality and mobility in an environment of continued population growth and healthy economic structure.
- Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips.
- Goal 3: Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques.
- Goal 4: Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.
- Goal 5: Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels, and the implementation of conservation measures, including passive methods such as site orientation and tree planting.

2.3 AIR QUALITY IMPACT ASSESSMENT

THRESHOLDS OF SIGNIFICANCE

California Environmental Quality Act

In accordance with guidance provided in Appendix G to the State CEQA Guidelines, the project could have a significant impact if it were to:

1) Conflict with or obstruct implementation of any applicable air quality plan.
2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
3) Expose sensitive receptors to substantial pollutant concentrations.
4) Create objectionable odors affecting a substantial number of people.
5) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

City of Los Angeles CEQA Thresholds Guide

As set forth in the City of Los Angeles *L.A. CEQA Thresholds Guide*, the determination of significance related to air quality during construction shall be made on a case-by-case basis considering the following factors:

1) Combustion Emissions from Construction Equipment
   a) Type, number of pieces and usage for each type of construction equipment;
   b) Estimated fuel usage and type of fuel (diesel, natural gas) for each type of equipment; and
   c) Emission factors for each type of equipment.

2) Fugitive Dust

3) Grading, Excavation and Hauling
   a) Amount of soil to be disturbed on-site or moved off-site;
   b) Emission factors for disturbed soil;
   c) Duration of grading, excavation and hauling activities;
   d) Type and number of pieces of equipment to be used; and
   e) Projected haul route.

4) Heavy-Duty Equipment Travel on Unpaved Roads
   a) Length and type of road;
   b) Type, number of pieces, weight and usage of equipment; and
   c) Type of soil.

5) Other Mobile Source Emissions
   a) Number and average length of construction worker trips to project site, per day; and
   b) Duration of construction activities.

As set forth in the City of Los Angeles *L.A. CEQA Thresholds Guide*, a proposed project would normally have a significant impact on air quality from project operations if any of the following would occur:

1) Operational emissions exceed 10 tons per year of volatile organic gases or any of the SCAQMD daily thresholds listed below in Table 4**;**

2) Either of the following conditions would occur at an intersection or roadway within one-quarter mile of a sensitive receptor:

   a) The proposed project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 parts per million (ppm), respectively; or
   b) The incremental increase due to the project is equal to or greater than 1.0 ppm for the California
   c) 1-hour CO standard, or 0.45 ppm for the 8-hour CO standard.

3) The project creates an objectionable odor at the nearest sensitive receptor.

SCAQMD Thresholds

The significance criteria established by the applicable air quality management or air pollution control district (SCAQMD) may be relied upon to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if the proposed project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality for construction and operational activities of land use development projects such as that proposed, as shown in Table 4, *SCAQMD Regional Significance Thresholds – Pounds per Day*.

TABLE 4
SCAQMD REGIONAL SIGNIFICANCE THRESHOLDS – POUNDS PER DAY

Air Pollutant	Construction Activities	Operations
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO_x)	100	55
Sulfur Oxides (SO_x)	150	150
Coarse Particulates (PM_{10})	150	150
Fine Particulates ($PM_{2.5}$)	55	55

Source: SCAQMD 1993 ($PM_{2.5}$ threshold adopted June 1, 2007)

CO Hotspot Analysis

In addition to the daily thresholds listed above, development associated with the proposed project would also be subject to the ambient air quality standards. These are addressed though an analysis of localized CO impacts. The California 1-hour and 8-hour CO standards are:

- 1-hour = 20 parts per million
- 8-hour = 9 parts per million

The significance of localized impacts depends on whether ambient CO levels in the vicinity of the project site are above state and federal CO standards. The SoCAB has been designated as attainment under the 1-hour and 8-hour standards.

Localized Significance Thresholds

In addition to the CO hotspot analysis, the SCAQMD developed localized significance thresholds (LSTs) for emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project site without expecting to cause or substantially contribute to an exceedance of the most stringent national or state ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb 5 acres or less on a single day. Los Angeles is located within SCAQMD SRA 2. Table 5, *Local Significance Thresholds (Construction /*

Operations), shows the LSTs for a 1-acre, 2-acre, and 5-acre project site in SRA 2 with sensitive receptors located within 25 meters of the project site.

TABLE 5
LOCAL SIGNIFICANCE THRESHOLDS (CONSTRUCTION / OPERATIONS)

Project Size	Pollutant (pounds per day)			
	Nitrogen Oxide (NO_X)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
1 Acre	114 / 114	554 / 554	4 / 1	3 / 1
2 Acres	164 / 164	815 / 815	6 / 2	4 / 1
5 Acres	246 / 246	1,509 / 1,509	13 / 3	6 / 2

Source: SCAQMD 2009

Toxic Air Contaminant Thresholds

The SCAQMD regulates levels of air toxics through a permitting process that covers both construction and operation. The SCAQMD has adopted Rule 1401 for both new and modified sources that use materials classified as air toxics. The SCAQMD CEQA Guidelines for permit processing consider the following types of projects significant:

- Any project involving the emission of a carcinogenic or toxic air contaminant identified in SCAQMD Rule 1401 that exceeds the maximum individual cancer risk of 10 in one million if the project is constructed with best available control strategy for toxics (T-BACT) using the procedures in SCAQMD Rule 1401.

- Any project that could accidentally release an acutely hazardous material or routinely release a toxic air contaminant posing an acute health hazard.

- Any project that could emit an air contaminant not currently regulated by a SCAQMD rule, but that is on the federal or state air toxics list.

METHODOLOGY

Air quality impacts were assessed in accordance with methodologies recommended by CARB and the SCAQMD. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod). CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects.

PROJECT IMPACTS AND MITIGATION MEASURES

Conflict with the 2016 Air Quality Management Plan

As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law,

the California Clean Air Act requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously mentioned, the project site is located within the SoCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the SoCAB is in nonattainment. In order to reduce such emissions, the SCAQMD drafted the 2016 Air Quality Management Plan. The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the US Environmental Protection Agency (EPA). The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.) The project is subject to the SCAQMD's Air Quality Management Plan.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP or increments based on the years of the project build-out phase.

The violations to which Consistency Criterion No. 1 refers are the California ambient air quality standards (CAAQS) and the national ambient air quality standards (NAAQS). As shown in Table 6, Table 7, and Table 8 below, the project would not exceed the short-term construction standards or long-term operational standards and in so doing would not violate any air quality standards. Thus, no impact is expected, and the project would be consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. Although the proposed project includes a General Plan Amendment, the amendment is for height changes and would not affect air quality. Therefore, the proposed project is consistent with the land use designation and development density presented in the City of Los Angeles' General Plan and therefore would not exceed the population or job growth projections used by the SCAQMD to develop the AQMP. Thus, no impact would occur, as the project is also consistent with the second criterion.

Short-Term Construction-Generated Pollutant Emissions Resulting in Violation of Air Quality Standards or Contributing to Existing Violations

Regional Construction Significance Analysis

Construction associated with the proposed project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the project area include ozone-precursor pollutants (i.e., ROG and NO_X) and PM_{10} and $PM_{2.5}$. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from demolition, site grading and excavation, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

The duration of construction activities associated with the proposed project is estimated to last approximately 12 months. Approximately 12,842 square feet of demolition material would be generated by the removal of the existing building. In addition, the project would require the net export of approximately 43,000 cubic yards of soil during the grading/site preparation phases. See Appendix A for more information regarding the construction assumptions, including construction equipment and duration, used in this analysis.

Construction-generated emissions associated the proposed project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. Predicted maximum daily construction-generated emissions for the proposed project are summarized in Table 6, *Construction-Related Emissions*. As shown, all criteria pollutant emissions would remain below their respective thresholds. While impacts would be considered less than significant, the proposed project would be subject to SCAQMD Rules 402, 403, and 1113, described in the Regulatory Framework subsection above, to further reduce specific construction-related emissions.

TABLE 6
CONSTRUCTION-RELATED EMISSIONS

Construction Year	Pollutant (pounds per day)[1, 2]					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_X)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Year 1	11.99	75.13	37.64	0.16	5.88	2.84
Year 2	11.52	30.89	36.05	0.08	3.98	2.06
SCAQMD Potentially Significant Impact Threshold	75	100	550	150	150	55
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:

1. *Emissions were calculated using the California Emissions Estimator Model (CalEEMod), as recommended by the SCAQMD.*
2. *The reduction/credits for construction emissions are based on measures included in CalEEMod and as required by the SCAQMD through Rule 403. This includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment.*

Refer to Appendix A for Model Data Outputs.

Localized Construction Significance Analysis

The nearest sensitive receptors to the project site are the apartments located adjacent to the project site's northern boundary. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing Localized Significance Thresholds (LSTs) for construction.

LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific level proposed projects.

For this project, the appropriate source receptor area (SRA) for the localized significance thresholds is the Northwest Coastal LA County area (SRA 2) since this area includes the project site. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size. Project construction is anticipated to disturb a maximum of 1.4 acres in a single day.

The SCAQMD's methodology clearly states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The nearest sensitive receptors to the project site are the apartments located adjacent to the project site's northern boundary. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Notwithstanding, the SCAQMD Methodology explicitly states: "*It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.*" Therefore, LSTs for receptors located at 25 meters were utilized in this analysis. Table 7, *Localized Significance of Construction Emissions*, presents the results of localized emissions during

construction activity. The LSTs reflect a maximum disturbance of 1.4 acres daily assumed for the proposed project.

TABLE 7
LOCALIZED SIGNIFICANCE OF CONSTRUCTION EMISSIONS

Activity	Pollutant (pounds per day)			
	Nitrogen Oxide (NO_X)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Demolition (Year 1)	22.68	14.89	1.52	1.24
Site Preparation (Year 1)	19.48	7.89	3.09	1.82
Grading (Year 1)	16.04	6.61	2.62	1.62
Building Construction, Paving, and Architectural Coatings (Year 1)	26.99	24.23	1.57	1.49
Building Construction, Paving, and Architectural Coatings (Year 2)	24.92	23.90	1.38	1.31
SCAQMD Localized Screening Threshold (Adjusted for 1.4 acres of disturbance at 25 meters)	134	658.4	4.8	3.4
Significant?	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.1. Refer to Appendix A for Model Data Outputs.

Table 7 shows that the emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during construction activities.

Long-Term Operational Emissions of Air Pollutants Resulting in Violation of Air Quality Standards or Contributing to Existing Violations

Regional Operational Significance Analysis

Project-generated emissions would be associated with motor vehicle use and area sources, such as the use of natural-gas-fired appliances, landscape maintenance equipment, and architectural coatings. Long-term operational emissions attributable to the proposed project are summarized in Table 8, *Long-Term Operational Emissions – Maximum Pounds per Day*.

As shown in Table 8, the project's net emissions would not exceed SCAQMD thresholds for any criteria air pollutants. (Note that emissions rates differ from summer to winter. This is because weather factors are dependent on the season, and these factors affect pollutant mixing/dispersion, ozone formation, etc.) Therefore, regional operations emissions would result in a less than significant long-term regional air quality impact.

Localized Operational Significance Analysis

According to the SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project only if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed project does not include such uses. Therefore, in the case of the proposed project, the operational phase LST protocol does not need to be applied.

TABLE 8
LONG-TERM OPERATIONAL EMISSIONS

Source	Pollutant (pounds per day)					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_X)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Proposed Project (208 condominiums and 3,500 SF retail)						
Summer Emissions	7.49	12.75	44.64	0.11	6.90	2.17
Winter Emissions	7.44	12.99	43.41	0.10	6.91	2.19
Existing Baseline (11,566 SF medical office and 1,276 SF pharmacy)						
Summer Emissions	1.57	5.11	15.22	0.04	2.70	0.76
Winter Emissions	1.55	5.25	14.76	0.04	2.70	0.76
Difference						
Summer Emissions	5.92	7.64	29.42	0.07	4.20	1.41
Winter Emissions	5.89	7.74	28.65	0.06	4.21	1.43
SCAQMD Potentially Significant Impact Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.1. Refer to Appendix A for Model Data Outputs.

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations

Carbon Monoxide Hotspots

An analysis of CO "hot spots" is needed to determine whether the change in the level of service (LOS) of an intersection as a result of the proposed project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined.

Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. An analysis prepared for CO attainment in the South Coast Air Basin by the South Coast Air Quality Management District (SCAQMD) can assist in evaluating the potential for CO exceedances. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan. As part of the SCAQMD CO Hotspot analysis, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 parts per million (ppm), which is well below the 35-ppm Federal standard. The proposed

project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's 2003 CO hot-spot analysis. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections as a result of 409 additional vehicle trips attributable to the project (Michael Baker International 2017). Furthermore, the project would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively. The project would also not generate an incremental increase equal to or greater than 1.0 ppm for the California one-hour CO standard or exceed 0.45 ppm for the eight-hour CO standard at any local intersection. Therefore, impacts would be less than significant in this regard.

Diesel Particulate Matter

Construction would result in the generation of diesel particulate matter (diesel PM) emissions from the use of off-road diesel equipment required for grading and excavation, paving, and other construction activities. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to toxic air contaminant emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities.

Additionally, construction activities would occur in an area of less than 5 acres. CARB generally considers construction projects contained in a site of such size to represent less than significant health risk impacts due to (1) limitations on the off-road diesel equipment able to operate and thus a reduced amount of generated diesel PM, (2) the reduced amount of dust-generating ground disturbance possible compared to larger construction sites, and (3) the reduced duration of construction activities compared to the development of larger sites. Furthermore, construction would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than 5 minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable diesel PM emissions. For these reasons, diesel PM generated by construction activities, in and of itself, would not be expected to expose sensitive receptors to substantial amounts of air toxics and the project would have a less than significant impact.

Create Objectionable Odors Affecting a Substantial Number of People

The SCAQMD *CEQA Air Quality Handbook* (1993) identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The proposed project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, there would be no impacts from the proposed project.

2.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for air quality includes Los Angeles and the SoCAB. The SoCAB is designated as a nonattainment area for state standards of ozone and $PM_{2.5}$. The SoCAB is designated as a nonattainment area for federal standards of ozone, PM_{10}, and $PM_{2.5}$. The basin is designated as being unclassified and/or attainment for all other pollutants. Cumulative growth in population and vehicle use could inhibit efforts to improve regional air quality and attain the ambient air quality standards.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Result in a Cumulatively Considerable Net Increase in Nonattainment Criteria Pollutant

The SCAQMD's approach to assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and California Clean Air Acts. As discussed earlier, the proposed project would be consistent with the Air Quality Management Plan, which is intended to bring the SoCAB into attainment for all criteria pollutants, since the operational emissions calculated for the proposed project do not exceed the applicable SCAQMD daily significance thresholds that are designed to assist the region in attaining the applicable state and national ambient air quality standards. As such, cumulative impacts would not be significant.

3.0 GREENHOUSE GAS EMISSIONS

TABLE 9
GREENHOUSE GASES

Greenhouse Gas	Description
Carbon Dioxide (CO_2)	Carbon dioxide is a colorless, odorless gas. CO_2 is emitted in a number of ways, both naturally and through human activities. The largest source of CO_2 emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, industrial facilities, and other sources. A number of specialized industrial production processes and product uses such as mineral production, metal production, and the use of petroleum-based products can also lead to CO_2 emissions. The atmospheric lifetime of CO_2 is variable because it is so readily exchanged in the atmosphere.[1]
Methane (CH_4)	Methane is a colorless, odorless gas and is the major component of natural gas, about 87 percent by volume. It is also formed and released to the atmosphere by biological processes occurring in anaerobic environments. Methane is emitted from a variety of both human-related and natural sources. Human-related sources include fossil fuel production, animal husbandry (intestinal fermentation in livestock and manure management), rice cultivation, biomass burning, and waste management. These activities release significant quantities of CH_4 to the atmosphere. Natural sources of CH_4 include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and other sources such as wildfires. The atmospheric lifetime of CH_4 is about12 years.[2]
Nitrous Oxide (N_2O)	Nitrous oxide is a clear, colorless gas with a slightly sweet odor. Nitrous oxide is produced by both natural and human-related sources. Primary human-related sources of N_2O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. N_2O is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 120 years.[3]

Sources: [1] EPA 2016a, [2] EPA 2016b, [3] EPA 2016c

The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; suffice it to say the quantity is enormous, and no single project alone would measurably contribute to a noticeable incremental change in the global average temperature or to global, local, or microclimates. From the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative.

GREENHOUSE GAS EMISSION SOURCES

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial, and agricultural emissions sectors. California is a significant emitter of CO_2e in the world and produced 459 million gross metric tons of CO_2e in 2013. In the state, the transportation sector is the largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction (CARB 2014).

Emissions of CO_2 are by-products of fossil fuel combustion. CH_4, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. N_2O is also largely attributable to agricultural practices and soil management. Carbon dioxide sinks, or reservoirs, include vegetation and the ocean, which absorb CO_2 through sequestration and dissolution (CO_2 dissolving into the water), respectively, two of the most common processes for removing carbon dioxide from the atmosphere.

3.2 REGULATORY FRAMEWORK

State

The state of California has adopted various administrative initiatives and legislation relating to climate change, much of which set aggressive goals for GHG emissions reductions statewide. Although lead agencies must evaluate climate change and GHG emissions of projects subject to CEQA, the CEQA Guidelines do not require or suggest specific methodologies for performing an assessment or specific thresholds of significance and do not specify GHG reduction mitigation measures. Instead, the guidelines allow lead agencies to choose methodologies and make significance determinations based on substantial evidence, as discussed in further detail below. No state agency has promulgated binding regulations for analyzing GHG emissions, determining their significance, or mitigating significant effects in CEQA documents. Thus, lead agencies exercise their discretion in determining how to analyze GHGs.

California Global Warming Solutions Act (Assembly Bill 32)

The primary act that has driven GHG regulation and analysis in California include the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32) (Health and Safety Code Sections 38500, 38501, 28510, 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, 38592–38599), which instructs the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. The act directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner. The heart of the bill is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020.

AB 32 Scoping Plan

CARB adopted the Scoping Plan to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. CARB determined that achieving the 1990 emissions level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as "business-as-usual"). The Scoping Plan evaluates opportunities for sector-specific reductions; integrates early actions by CARB and the state's Climate Action Team and additional GHG reduction measures by both entities; identifies additional measures to be pursued as regulations; and outlines the adopted role of a cap-and-trade program.[1] Additional development of these measures and adoption of the appropriate regulations occurred through the end of year 2013. Key elements of the Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards.
- Achieving a statewide renewables energy mix of 33 percent by 2020.

[1] The Climate Action Team, led by the secretary of the California Environmental Protection Agency, is a group of state agency secretaries and heads of agencies, boards, and departments. Team members work to coordinate statewide efforts to implement global warming emissions reduction programs and the state's Climate Adaptation Strategy.

- Developing a California cap-and-trade program that links with other programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions.
- Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets.
- Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, heavy-duty truck measures, and the Low Carbon Fuel Standard.
- Creating targeted fees, including a public goods charge on water use, fees on high GWP gases, and a fee to fund the administrative costs of the state of California's long-term commitment to AB 32 implementation. (CARB 2008)

In 2012, CARB released revised estimates of the expected 2020 emissions reductions. The revised analysis relied on emissions projections updated in light of current economic forecasts that accounted for the economic downturn since 2008, reduction measures already approved and put in place relating to future fuel and energy demand, and other factors. This update reduced the projected 2020 emissions from 596 million metric tons of CO_2e to 545 million metric tons of CO_2e. The reduction in projected 2020 emissions means that the revised business-as-usual reduction necessary to achieve AB 32's goal of reaching 1990 levels by 2020 is now 21.7 percent, down from 29 percent. CARB also provided a lower 2020 inventory forecast that incorporated state-led GHG emissions reduction measures already in place. When this lower forecast is considered, the necessary reduction from business-as-usual needed to achieve the goals of AB 32 is approximately 16 percent.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes the most recent science related to climate change, including anticipated impacts to California and the levels of GHG emissions reductions necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The Scoping Plan update also looks beyond 2020 toward the 2050 goal established in Executive Order S-3-05, though not yet adopted as state law, and observes that "a mid-term statewide emission limit will ensure that the State stays on course to meet our long-term goal." The Scoping Plan update does not establish or propose any specific post-2020 goals, but identifies such goals adopted by other governments or recommended by various scientific and policy organizations. Executive Order B-30-15 (signed April 29, 2015) endorses the effort to set interim GHG reduction targets for year 2030 (40 percent below 1990 levels).

Amendments to California Global Warming Solutions Act of 2006: Emission Limit (Senate Bill 32)

Signed into law in September 2016, SB 32 codifies the 2030 target in the recent Executive Order B-30-15. The bill authorizes the state board to adopt an interim GHG emissions level target to be achieved by 2030. SB 32 states that the intent is for the legislature and appropriate agencies to adopt complementary policies which ensure that the long-term emissions reductions advance specified criteria. CARB is tasked with updating the Scoping Plan to provide guidance for compliance with SB 32. The next updated Scoping Plan is expected to be adopted in 2017.

Table 10, *California State Climate Change Legislation*, provides a brief overview of other California legislation relating to climate change that may affect emissions associated with the proposed project.

TABLE 10
CALIFORNIA STATE CLIMATE CHANGE LEGISLATION

Legislation	Description
Assembly Bill 1493 and Advanced Clean Cars Program	Assembly Bill 1493 ("the Pavley Standard") (Health and Safety Code Sections 42823 and 43018.5) aims to reduce GHG emissions from noncommercial passenger vehicles and light-duty trucks of model years 2009–2016. By 2025, when all rules will be fully implemented, new automobiles will emit 34 percent fewer CO_2e emissions and 75 percent fewer smog-forming emissions.
Low Carbon Fuel Standard	Executive Order S-01-07 (2007) requires a 10 percent or greater reduction in the average fuel carbon intensity for transportation fuels in California. The regulation took effect in 2010 and is codified at Title 17, California Code of Regulations, Sections 95480–95490. The Low Carbon Fuel Standard will reduce GHG emissions by reducing the carbon intensity of transportation fuels used in California by at least 10 percent by 2020.
Renewables Portfolio Standard (Senate Bill X1-2 & Senate Bill 350)	California's Renewables Portfolio Standard (RPS) requires retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020. The 33 percent standard is consistent with the RPS goal established in the Scoping Plan. The passage of Senate Bill 350 in 2015 updates the RPS to require the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources to be increased to 50 percent by December 31, 2030. The bill will make other revisions to the RPS program and to certain other requirements on public utilities and publicly owned electric utilities.
Senate Bill 375*	SB 375 took effect in 2008 and provides a new planning process to coordinate land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction goals established in AB 32. SB 375 requires metropolitan planning organizations to incorporate a sustainable communities strategy in their regional transportation plans that will achieve GHG emissions reduction targets by reducing vehicle miles traveled from light-duty vehicles through the development of more compact, complete, and efficient communities.
California Building Energy Efficiency Standards	In general, the California Building Energy Efficiency Standards require the design of building shells and building components to conserve energy. The California Energy Commission adopted changes to the 2013 Building Energy Efficiency Standards contained in the California Code of Regulations, Title 24, Part 6 (also known as the California Energy Code) and associated administrative regulations in Part 1. The amended standards took effect in the summer of 2014. The 2013 Building Energy Efficiency Standards are 25 percent more efficient than previous standards for residential construction and 30 percent better for nonresidential construction. The standards offer builders better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses. Energy-efficient buildings require less electricity, and increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.
California Green Building Standards	The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code went into effect January 1, 2017.

** Senate Bill 375 is codified at Government Code Sections 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, 65588, 14522.1, 14522.2, and 65080.01, as well as at Public Resources Code Sections 21061.3 and 21159.28 and Chapter 4.2.*

Local

Southern California Association of Governments

On April 7, 2016, the Southern California Association of Governments (SCAG) Regional Council adopted the *2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy* (2016 RTP/SCS). The 2016 RTP/SCS charts a course for closely integrating land use and transportation – so that the region can grow smartly and sustainably. It was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The 2016 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions.

3.3 GREENHOUSE GAS EMISSIONS IMPACT ASSESSMENT

Addressing GHG emissions generation impacts requires an agency to make a determination as to what constitutes a significant impact. The amendments to the CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project's GHG emissions would have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions (14 California Code of Regulations Section 15064.4(a)).

A number of expert agencies throughout the state have drafted or adopted varying threshold approaches and guidelines for analyzing 2020 operational GHG emissions in CEQA documents. The different thresholds include (1) compliance with a qualified GHG reduction strategy, (2) performance-based reductions, (3) numeric bright-line thresholds, and (4) efficiency-based thresholds. The California Supreme Court decision in the Centers for Biological Diversity et al. v. California Department of Fish and Wildlife, the Newhall Land and Farming Company (November 30, 2015, Case No. S217763) (hereafter Newhall Ranch) (AEP 2016) confirmed that when an "agency chooses to rely completely on a single quantitative method to justify a no-significance finding, CEQA demands the agency research and document the quantitative parameters essential to that method."

The court also opined in a footnote to its decision that an agency needs to "consider the project's effects on meeting longer term emissions reduction targets" (i.e, post-2020). The topic of whether a GHG emissions analysis must conform to the 2050 reduction target (40 percent of 1990 emissions by 2030 and 80 percent of 1990 emissions by 2050) expressed in Governor Brown's Executive Order B-30-15 and Governor Schwarzenegger's Executive Order S-03-05 is currently before the Supreme Court in the Cleveland National Forest Foundation v. San Diego Association of Governments (hereafter SANDAG) case.

As noted earlier, AB 32 is a legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020 and efficiency-based thresholds represent the rate of emission reductions needed to achieve a fair share of California's GHG emissions reduction target established under AB 32. In adopting AB 32, the legislature determined the necessary GHG reductions for the state

to make in order to sufficiently offset its contribution to the cumulative climate change problem to reach 1990 levels. AB 32 is the only legally mandated requirement for the reduction of greenhouse gases. As such, compliance with AB 32 is the current adopted basis upon which an agency can base its significance threshold for evaluating a project's GHG impacts. However, it is acknowledged that Executive Orders 5-03-05 and B-30-15, SB 375, and proposed legislation will ultimately result in GHG emissions reduction targets for 2030, 2040, and 2050.

As previously stated, the SCAQMD has not announced when staff is expecting to present a finalized version of its GHG thresholds to the governing board. On September 28, 2010, the SCAQMD recommended an interim screening level numeric bright-line threshold of 3,000 metric tons of CO_2e annually and an efficiency-based threshold of 4.8 metric tons of CO_2e per service population (residents plus employees) per year in 2020 and 3.0 metric tons of CO_2e per service population per year in 2035. These efficiency-based thresholds were developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. The working group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the state Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the SoCAB, various utilities such as sanitation and power companies throughout the basin, industry groups, and environmental and professional organizations. The numeric bright line and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners and lead agencies with regard to determining whether GHG emissions from a proposed project are significant. However, since these thresholds are still in draft form, they will not be used.

For the purposes of this evaluation, the proposed project will be compared to the SCAG's 2016 RTP/SCS. California law requires the region to reduce per capita GHG emissions in the SCAG region by eight percent by 2020—compared with 2005 levels—and by 13 percent by 2035. The strategies, programs, and projects outlined in the 2016 RTP/SCS are projected to result in GHG emissions reductions in the SCAG region that meet or exceed these targets.

THRESHOLDS OF SIGNIFICANCE

Appendix G to the State CEQA Guidelines

The impact analysis provided below is based on the application of the following California Environmental Quality Act (CEQA) Guidelines Appendix G, which indicates that a project would have a significant impact on air quality if it would:

1) Generate significant greenhouse gas emissions.

2) Conflict with a greenhouse gas plan, policy, or regulation.

METHODOLOGY

Greenhouse gas-related emissions were modeled using the California Emissions Estimator Model (CalEEMod). CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects.

Generation of Greenhouse Gas Emissions

Construction GHG Emissions

The proposed project would result in direct emissions of GHGs from construction. The approximate quantity of daily GHG emissions generated by construction equipment utilized to build the proposed project is depicted in Table 11, *Construction-Related Greenhouse Gas Emissions -- Metric Tons per Year*.

TABLE 11
CONSTRUCTION-RELATED GREENHOUSE GAS EMISSIONS -- METRIC TONS PER YEAR

Construction	CO_2e
Total Construction	556.66

Source: CalEEMod version 2016.3.1. Refer to Appendix A for Model Data Outputs. Note: No mitigation was applied to construction equipment.

As shown, project construction would result in the generation of approximately 556.66 metric tons of CO_2e over the course of construction. Once construction is complete, the generation of these GHG emissions would cease. Projected GHGs from construction have been quantified and amortized over the life of the project (30 years). The amortized construction emissions are added to the annual average operational emissions.

Operation GHG Emissions

Table 12, *Project Greenhouse Gas Emissions – Project Operation -- Metric Tons per Year*, summarizes the GHG emissions associated with proposed project operations. As shown, the project would result in the generation of approximately 1,946 metric tons of CO_2e annually over existing conditions.

TABLE 12
PROJECT GREENHOUSE GAS EMISSIONS – PROJECT OPERATION – METRIC TONS PER YEAR

Emissions Source	CO_2e
Proposed Project (208 condominiums, 3,500 SF retail, and 365 parking spots)	
Construction Amortized over 30 Years	18.56
Area Source	49
Energy	1,096
Mobile	1,356
Waste	26
Water & Wastewater	146
Total	**2,692**

TABLE 12 (CONTINUED)
PROJECT GREENHOUSE GAS EMISSIONS – PROJECT OPERATION – METRIC TONS PER YEAR

Emissions Source	CO_2e
Existing Baseline (11,566 SF medical office and 1,276 SF pharmacy)	
Area Source	0
Energy	101
Mobile	609
Waste	24
Water & Wastewater	12
Total	**746**
Difference	
Total	**1,946**

Source: CalEEMod version 2016.3.1. Refer to Appendix A for Model Data Outputs. Note: CalEEMod defaults were conservatively used for energy and waste emissions.

Conflict with Applicable Greenhouse Gas Reduction Plan

Southern California Association of Governments 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy

SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted April 7, 2016, is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG's 2016–2040 RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

The 2016 RTP/SCS contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding. The plan takes into account operations and maintenance costs to ensure reliability, longevity, and cost effectiveness.

In addition, the RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. As shown above in Table 12, GHG emissions resulting from development-related mobile sources are the most potent source

of emissions, and therefore project comparison to the RTP/SCS is an appropriate indicator of whether the proposed project would inhibit the post-2020 GHG reduction goals promulgated by the state.

The proposed project's consistency with the RTP/SCS goals is analyzed in detail in Table 13, *Consistency with SCAG's Regional Transportation Plan/Sustainable Communities Strategy Goals*. As shown in Table 13, the project does not conflict with the stated goals of the RTP/SCS. For these reasons, the proposed project would not interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets outlined in the 2016 RTP/SCS.

TABLE 13
REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY CONSISTENCY

SCAG Goals	Compliance with Goal
GOAL 1: Align the plan investments and policies with improving regional economic development and competitiveness.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
GOAL 2: Maximize mobility and accessibility for all people and goods in the region.	Not Applicable: This is not a transportation improvement project and is therefore not applicable.
GOAL 3: Ensure travel safety and reliability for all people and goods in the region.	Not Applicable: This is not a transportation improvement project and is therefore not applicable.
GOAL 4: Preserve and ensure a sustainable regional transportation system.	Not Applicable: This is not a transportation improvement project and is therefore not applicable.
GOAL 5: Maximize the productivity of our transportation system.	Not Applicable: This is not a transportation improvement project and is therefore not applicable.
GOAL 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	Consistent: The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. This development project is required to comply with the provisions of the California Building Energy Efficiency Standards and the Green Building Standards Code (CALGreen). Additionally, the project is located approximately 200 feet from a bus stop, which will encourage alternative forms of transportation.
GOAL 7: Actively encourage and create incentives for energy efficiency, where possible.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
GOAL 8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	Consistent: See response to RTP/SCS Goal 6.
GOAL 9: Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Not Applicable: This is not a transportation improvement project and is therefore not applicable.

3.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

Climate change is a global problem. And GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1

day), GHGs have much longer atmospheric lifetimes of 1 year to several thousand years that allow them to be dispersed around the globe.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Result in a Cumulatively Considerable Net Increase in Greenhouse Gas Emissions

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the proposed project as well as other cumulative related projects would also be subject to all applicable regulatory requirements, which would further reduce GHG emissions. As shown above in Table 13, the proposed project would not conflict with the 2016 RTP/SCS. As a result, the project would not conflict with any GHG reduction plans. Therefore, the project's cumulative contribution of GHG emissions would be less than significant and the project's cumulative GHG impacts would also be less than cumulatively considerable.

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4.0 References

4.0 REFERENCES

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APPENDICES

APPENDIX A: CALEEMOD OUTPUT FILES

3323 West Olympic Boulevard Mixed-Use Project (Proposed)

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	365.00	Space	0.70	146,000.00	0
Condo/Townhouse High Rise	208.00	Dwelling Unit	0.69	208,000.00	595
Convenience Market (24 Hour)	3.50	1000sqft	0.02	3,500.00	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 -

Land Use - Adjusted acreage.

Construction Phase - Construction, paving, and painting assumed to occur simultaneously.

Grading - 43,000 CY of total export.

Demolition -

Trips and VMT -

Vehicle Trips - Adjusted per Traffic Report.

Construction Off-road Equipment Mitigation - Rule 403 per SCAQMD CEQA Handbook.

Area Mitigation - No wood burning devices per SCAQMD Rule 445.

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	26
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	200.00
tblConstructionPhase	NumDays	4.00	15.00
tblConstructionPhase	NumDays	10.00	200.00
tblConstructionPhase	NumDays	2.00	15.00
tblConstructionPhase	PhaseEndDate	6/8/2020	6/12/2020
tblConstructionPhase	PhaseEndDate	5/11/2020	6/12/2020
tblConstructionPhase	PhaseEndDate	8/5/2019	9/6/2019
tblConstructionPhase	PhaseEndDate	5/25/2020	6/12/2020
tblConstructionPhase	PhaseEndDate	7/30/2019	8/16/2019
tblConstructionPhase	PhaseStartDate	5/26/2020	9/7/2019
tblConstructionPhase	PhaseStartDate	8/6/2019	9/7/2019
tblConstructionPhase	PhaseStartDate	7/31/2019	8/17/2019
tblConstructionPhase	PhaseStartDate	5/12/2020	9/7/2019

tblGrading	MaterialExported	0.00	21,500.00
tblGrading	MaterialExported	0.00	21,500.00
tblLandUse	LotAcreage	3.28	0.70
tblLandUse	LotAcreage	3.25	0.69
tblLandUse	LotAcreage	0.08	0.02
tblVehicleTrips	ST_TR	4.31	4.17
tblVehicleTrips	ST_TR	863.10	21.14
tblVehicleTrips	SU_TR	3.43	4.17
tblVehicleTrips	SU_TR	758.45	21.14
tblVehicleTrips	WD_TR	4.18	4.17
tblVehicleTrips	WD_TR	737.99	21.14

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					
2019	11.8443	74.3974	38.5480	0.1614	9.1842	1.6275	10.2687	3.8608	1.5517	4.8659	0.0000	17,294.0058	17,294.0058	1.6097	0.0000	17,334.2475
2020	11.3815	30.7971	36.8957	0.0823	3.2853	1.4249	4.7102	0.8781	1.3581	2.2362	0.0000	8,021.7911	8,021.7911	0.9829	0.0000	8,046.3630
Maximum	**11.8443**	**74.3974**	**38.5480**	**0.1614**	**9.1842**	**1.6275**	**10.2687**	**3.8608**	**1.5517**	**4.8659**	**0.0000**	**17,294.0058**	**17,294.0058**	**1.6097**	**0.0000**	**17,334.2475**

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					
2019	11.8443	74.3974	38.5480	0.1614	4.7951	1.6275	5.8796	1.8298	1.5517	2.8350	0.0000	17,294.0058	17,294.0058	1.6097	0.0000	17,334.2475
2020	11.3815	30.7971	36.8957	0.0823	2.5550	1.4249	3.9799	0.6989	1.3581	2.0569	0.0000	8,021.7911	8,021.7911	0.9829	0.0000	8,046.3630
Maximum	**11.8443**	**74.3974**	**38.5480**	**0.1614**	**4.7951**	**1.6275**	**5.8796**	**1.8298**	**1.5517**	**2.8350**	**0.0000**	**17,294.0058**	**17,294.0058**	**1.6097**	**0.0000**	**17,334.2475**

	ROG	NOx	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**	**41.06**	**0.00**	**34.18**	**46.64**	**0.00**	**31.12**	**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	59.6473	4.5151	123.0340	0.2708		15.9836	15.9836		15.9836	15.9836	1,948.3190	3,774.9795	5,723.2986	5.8406	0.1322	5,908.7207
Energy	0.0568	0.4856	0.2073	3.1000e-003		0.0393	0.0393		0.0393	0.0393		619.7787	619.7787	0.0119	0.0114	623.4618
Mobile	1.9259	8.9611	25.8538	0.0837	6.4363	0.0835	6.5198	1.7226	0.0783	1.8009		8,501.1682	8,501.1682	0.4633		8,512.7514
Total	**61.6300**	**13.9618**	**149.0950**	**0.3576**	**6.4363**	**16.1063**	**22.5426**	**1.7226**	**16.1011**	**17.8237**	**1,948.3190**	**12,895.9265**	**14,844.2455**	**6.3158**	**0.1436**	**15,044.9339**

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	5.5072	3.3048	18.5766	0.0207		0.3459	0.3459		0.3459	0.3459	0.0000	3,995.2148	3,995.2148	0.1063	0.0727	4,019.5309
Energy	0.0568	0.4856	0.2073	3.1000e-003		0.0393	0.0393		0.0393	0.0393		619.7787	619.7787	0.0119	0.0114	623.4618
Mobile	1.9259	8.9611	25.8538	0.0837	6.4363	0.0835	6.5198	1.7226	0.0783	1.8009		8,501.1682	8,501.1682	0.4633		8,512.7514
Total	**7.4899**	**12.7515**	**44.6377**	**0.1075**	**6.4363**	**0.4686**	**6.9049**	**1.7226**	**0.4634**	**2.1860**	**0.0000**	**13,116.1618**	**13,116.1618**	**0.5815**	**0.0840**	**13,155.7441**

	ROG	NOx	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	**87.85**	**8.67**	**70.06**	**69.93**	**0.00**	**97.09**	**69.37**	**0.00**	**97.12**	**87.74**	**100.00**	**-1.71**	**11.64**	**90.79**	**41.48**	**12.56**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2019	7/26/2019	5	20	
2	Site Preparation	Site Preparation	7/27/2019	8/16/2019	5	15	
3	Grading	Grading	8/17/2019	9/6/2019	5	15	
4	Building Construction	Building Construction	9/7/2019	6/12/2020	5	200	
5	Paving	Paving	9/7/2019	6/12/2020	5	200	
6	Architectural Coating	Architectural Coating	9/7/2019	6/12/2020	5	200	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 5.63

Acres of Paving: 0.7

Residential Indoor: 421,200; Residential Outdoor: 140,400; Non-Residential Indoor: 5,250; Non-Residential Outdoor: 1,750; Striped

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

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	5	13.00	0.00	58.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	2,688.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	2,688.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	212.00	47.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	42.00	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

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 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					
Fugitive Dust					0.6321	0.0000	0.6321	0.0957	0.0000	0.0957			0.0000			0.0000
Off-Road	2.2950	22.6751	14.8943	0.0241		1.2863	1.2863		1.2017	1.2017		2,360.7198	2,360.7198	0.6011		2,375.7475
Total	**2.2950**	**22.6751**	**14.8943**	**0.0241**	**0.6321**	**1.2863**	**1.9183**	**0.0957**	**1.2017**	**1.2974**		**2,360.7198**	**2,360.7198**	**0.6011**		**2,375.7475**

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	0.0273	0.8882	0.1894	2.3200e-003	0.0507	3.2600e-003	0.0540	0.0139	3.1200e-003	0.0170		250.7084	250.7084	0.0173		251.1401
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	0.0649	0.0477	0.6268	1.5800e-003	0.1453	1.2500e-003	0.1466	0.0385	1.1500e-003	0.0397		157.6839	157.6839	5.4200e-003		157.8193
Total	**0.0922**	**0.9360**	**0.8162**	**3.9000e-003**	**0.1960**	**4.5100e-003**	**0.2005**	**0.0524**	**4.2700e-003**	**0.0567**		**408.3923**	**408.3923**	**0.0227**		**408.9593**

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					0.2342	0.0000	0.2342	0.0355	0.0000	0.0355			0.0000			0.0000
Off-Road	2.2950	22.6751	14.8943	0.0241		1.2863	1.2863		1.2017	1.2017	0.0000	2,360.7197	2,360.7197	0.6011		2,375.7475
Total	**2.2950**	**22.6751**	**14.8943**	**0.0241**	**0.2342**	**1.2863**	**1.5205**	**0.0355**	**1.2017**	**1.2372**	**0.0000**	**2,360.7197**	**2,360.7197**	**0.6011**		**2,375.7475**

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	0.0273	0.8882	0.1894	2.3200e-003	0.0407	3.2600e-003	0.0440	0.0115	3.1200e-003	0.0146		250.7084	250.7084	0.0173		251.1401
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	0.0649	0.0477	0.6268	1.5800e-003	0.1125	1.2500e-003	0.1137	0.0305	1.1500e-003	0.0316		157.6839	157.6839	5.4200e-003		157.8193
Total	**0.0922**	**0.9360**	**0.8162**	**3.9000e-003**	**0.1532**	**4.5100e-003**	**0.1577**	**0.0419**	**4.2700e-003**	**0.0462**		**408.3923**	**408.3923**	**0.0227**		**408.9593**

3.3 Site Preparation - 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					
Fugitive Dust					5.9617	0.0000	5.9617	2.9783	0.0000	2.9783			0.0000			0.0000
Off-Road	1.7123	19.4821	7.8893	0.0172		0.8824	0.8824		0.8118	0.8118		1,704.9189	1,704.9189	0.5394		1,718.4044
Total	**1.7123**	**19.4821**	**7.8893**	**0.0172**	**5.9617**	**0.8824**	**6.8440**	**2.9783**	**0.8118**	**3.7900**		**1,704.9189**	**1,704.9189**	**0.5394**		**1,718.4044**

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	1.6839	54.8859	11.7022	0.1432	3.1331	0.2014	3.3345	0.8588	0.1927	1.0515		15,492.0506	15,492.0506	1.0669		15,518.7236
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	0.0400	0.0294	0.3857	9.7000e-004	0.0894	7.7000e-004	0.0902	0.0237	7.1000e-004	0.0244		97.0362	97.0362	3.3300e-003		97.1196
Total	**1.7239**	**54.9153**	**12.0880**	**0.1442**	**3.2225**	**0.2022**	**3.4247**	**0.8825**	**0.1934**	**1.0759**		**15,589.0869**	**15,589.0869**	**1.0703**		**15,615.8432**

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					2.2088	0.0000	2.2088	1.1034	0.0000	1.1034			0.0000			0.0000
Off-Road	1.7123	19.4821	7.8893	0.0172		0.8824	0.8824		0.8118	0.8118	0.0000	1,704.9189	1,704.9189	0.5394		1,718.4044
Total	**1.7123**	**19.4821**	**7.8893**	**0.0172**	**2.2088**	**0.8824**	**3.0912**	**1.1034**	**0.8118**	**1.9152**	**0.0000**	**1,704.9189**	**1,704.9189**	**0.5394**		**1,718.4044**

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	1.6839	54.8859	11.7022	0.1432	2.5171	0.2014	2.7185	0.7076	0.1927	0.9003		15,492.0506	15,492.0506	1.0669		15,518.7236
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	0.0400	0.0294	0.3857	9.7000e-004	0.0692	7.7000e-004	0.0700	0.0188	7.1000e-004	0.0195		97.0362	97.0362	3.3300e-003		97.1196
Total	**1.7239**	**54.9153**	**12.0880**	**0.1442**	**2.5863**	**0.2022**	**2.7885**	**0.7264**	**0.1934**	**0.9198**		**15,589.0869**	**15,589.0869**	**1.0703**		**15,615.8432**

3.4 Grading - 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					
Fugitive Dust					5.0767	0.0000	5.0767	2.5502	0.0000	2.5502			0.0000			0.0000
Off-Road	1.4197	16.0357	6.6065	0.0141		0.7365	0.7365		0.6775	0.6775		1,396.3909	1,396.3909	0.4418		1,407.4359
Total	**1.4197**	**16.0357**	**6.6065**	**0.0141**	**5.0767**	**0.7365**	**5.8132**	**2.5502**	**0.6775**	**3.2277**		**1,396.3909**	**1,396.3909**	**0.4418**		**1,407.4359**

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	1.6839	54.8859	11.7022	0.1432	3.1331	0.2014	3.3345	0.8588	0.1927	1.0515		15,492.0506	15,492.0506	1.0669		15,518.7236
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	0.0400	0.0294	0.3857	9.7000e-004	0.0894	7.7000e-004	0.0902	0.0237	7.1000e-004	0.0244		97.0362	97.0362	3.3300e-003		97.1196
Total	**1.7239**	**54.9153**	**12.0880**	**0.1442**	**3.2225**	**0.2022**	**3.4247**	**0.8825**	**0.1934**	**1.0759**		**15,589.0869**	**15,589.0869**	**1.0703**		**15,615.8432**

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					1.8809	0.0000	1.8809	0.9449	0.0000	0.9449			0.0000			0.0000
Off-Road	1.4197	16.0357	6.6065	0.0141		0.7365	0.7365		0.6775	0.6775	0.0000	1,396.3909	1,396.3909	0.4418		1,407.4359
Total	**1.4197**	**16.0357**	**6.6065**	**0.0141**	**1.8809**	**0.7365**	**2.6174**	**0.9449**	**0.6775**	**1.6224**	**0.0000**	**1,396.3909**	**1,396.3909**	**0.4418**		**1,407.4359**

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	1.6839	54.8859	11.7022	0.1432	2.5171	0.2014	2.7185	0.7076	0.1927	0.9003		15,492.0506	15,492.0506	1.0669		15,518.7236
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	0.0400	0.0294	0.3857	9.7000e-004	0.0692	7.7000e-004	0.0700	0.0188	7.1000e-004	0.0195		97.0362	97.0362	3.3300e-003		97.1196
Total	**1.7239**	**54.9153**	**12.0880**	**0.1442**	**2.5863**	**0.2022**	**2.7885**	**0.7264**	**0.1934**	**0.9198**		**15,589.0869**	**15,589.0869**	**1.0703**		**15,615.8432**

3.5 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	2.2721	15.9802	13.4870	0.0220		0.9158	0.9158		0.8846	0.8846		2,018.0224	2,018.0224	0.3879		2,027.7210
Total	**2.2721**	**15.9802**	**13.4870**	**0.0220**		**0.9158**	**0.9158**		**0.8846**	**0.8846**		**2,018.0224**	**2,018.0224**	**0.3879**		**2,027.7210**

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	0.1953	5.4393	1.4433	0.0123	0.3009	0.0347	0.3356	0.0866	0.0332	0.1198		1,310.4287	1,310.4287	0.0840		1,312.5281
Worker	1.0591	0.7784	10.2219	0.0258	2.3697	0.0204	2.3901	0.6285	0.0188	0.6473		2,571.4601	2,571.4601	0.0883		2,573.6683
Total	**1.2544**	**6.2177**	**11.6652**	**0.0381**	**2.6706**	**0.0551**	**2.7257**	**0.7151**	**0.0520**	**0.7671**		**3,881.8888**	**3,881.8888**	**0.1723**		**3,886.1964**

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	2.2721	15.9802	13.4870	0.0220		0.9158	0.9158		0.8846	0.8846	0.0000	2,018.0224	2,018.0224	0.3879		2,027.7210
Total	**2.2721**	**15.9802**	**13.4870**	**0.0220**		**0.9158**	**0.9158**		**0.8846**	**0.8846**	**0.0000**	**2,018.0224**	**2,018.0224**	**0.3879**		**2,027.7210**

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	0.1953	5.4393	1.4433	0.0123	0.2452	0.0347	0.2798	0.0730	0.0332	0.1061		1,310.4287	1,310.4287	0.0840		1,312.5281
Worker	1.0591	0.7784	10.2219	0.0258	1.8340	0.0204	1.8545	0.4970	0.0188	0.5158		2,571.4601	2,571.4601	0.0883		2,573.6683
Total	**1.2544**	**6.2177**	**11.6652**	**0.0381**	**2.0792**	**0.0551**	**2.1343**	**0.5699**	**0.0520**	**0.6219**		**3,881.8888**	**3,881.8888**	**0.1723**		**3,886.1964**

3.5 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	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688		2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**		**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

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	0.1672	4.9995	1.3099	0.0122	0.3009	0.0235	0.3244	0.0866	0.0225	0.1091		1,302.0161	1,302.0161	0.0795		1,304.0024
Worker	0.9756	0.6941	9.2823	0.0250	2.3697	0.0198	2.3895	0.6285	0.0183	0.6467		2,493.3593	2,493.3593	0.0786		2,495.3245
Total	**1.1428**	**5.6936**	**10.5922**	**0.0372**	**2.6706**	**0.0433**	**2.7139**	**0.7151**	**0.0408**	**0.7558**		**3,795.3754**	**3,795.3754**	**0.1581**		**3,799.3269**

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	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688	0.0000	2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**	**0.0000**	**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

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	0.1672	4.9995	1.3099	0.0122	0.2452	0.0235	0.2687	0.0730	0.0225	0.0955		1,302.0161	1,302.0161	0.0795		1,304.0024
Worker	0.9756	0.6941	9.2823	0.0250	1.8340	0.0198	1.8538	0.4970	0.0183	0.5152		2,493.3593	2,493.3593	0.0786		2,495.3245
Total	**1.1428**	**5.6936**	**10.5922**	**0.0372**	**2.0792**	**0.0433**	**2.1225**	**0.5699**	**0.0408**	**0.6107**		**3,795.3754**	**3,795.3754**	**0.1581**		**3,799.3269**

3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9038	9.1743	8.9025	0.0135		0.5225	0.5225		0.4815	0.4815		1,325.0953	1,325.0953	0.4112		1,335.3751
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9038**	**9.1743**	**8.9025**	**0.0135**		**0.5225**	**0.5225**		**0.4815**	**0.4815**		**1,325.0953**	**1,325.0953**	**0.4112**		**1,335.3751**

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	0.0649	0.0477	0.6268	1.5800e-003	0.1453	1.2500e-003	0.1466	0.0385	1.1500e-003	0.0397		157.6839	157.6839	5.4200e-003		157.8193
Total	**0.0649**	**0.0477**	**0.6268**	**1.5800e-003**	**0.1453**	**1.2500e-003**	**0.1466**	**0.0385**	**1.1500e-003**	**0.0397**		**157.6839**	**157.6839**	**5.4200e-003**		**157.8193**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9038	9.1743	8.9025	0.0135		0.5225	0.5225		0.4815	0.4815	0.0000	1,325.0953	1,325.0953	0.4112		1,335.3751
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9038**	**9.1743**	**8.9025**	**0.0135**		**0.5225**	**0.5225**		**0.4815**	**0.4815**	**0.0000**	**1,325.0953**	**1,325.0953**	**0.4112**		**1,335.3751**

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	0.0649	0.0477	0.6268	1.5800e-003	0.1125	1.2500e-003	0.1137	0.0305	1.1500e-003	0.0316		157.6839	157.6839	5.4200e-003		157.8193
Total	**0.0649**	**0.0477**	**0.6268**	**1.5800e-003**	**0.1125**	**1.2500e-003**	**0.1137**	**0.0305**	**1.1500e-003**	**0.0316**		**157.6839**	**157.6839**	**5.4200e-003**		**157.8193**

3.6 Paving - 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	0.8402	8.4514	8.8758	0.0135		0.4695	0.4695		0.4328	0.4328		1,296.9461	1,296.9461	0.4111		1,307.2246
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8402**	**8.4514**	**8.8758**	**0.0135**		**0.4695**	**0.4695**		**0.4328**	**0.4328**		**1,296.9461**	**1,296.9461**	**0.4111**		**1,307.2246**

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	0.0598	0.0426	0.5692	1.5400e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		152.8947	152.8947	4.8200e-003		153.0152
Total	**0.0598**	**0.0426**	**0.5692**	**1.5400e-003**	**0.1453**	**1.2100e-003**	**0.1465**	**0.0385**	**1.1200e-003**	**0.0397**		**152.8947**	**152.8947**	**4.8200e-003**		**153.0152**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8402	8.4514	8.8758	0.0135		0.4695	0.4695		0.4328	0.4328	0.0000	1,296.9461	1,296.9461	0.4111		1,307.2246
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8402**	**8.4514**	**8.8758**	**0.0135**		**0.4695**	**0.4695**		**0.4328**	**0.4328**	**0.0000**	**1,296.9461**	**1,296.9461**	**0.4111**		**1,307.2246**

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	0.0598	0.0426	0.5692	1.5400e-003	0.1125	1.2100e-003	0.1137	0.0305	1.1200e-003	0.0316		152.8947	152.8947	4.8200e-003		153.0152
Total	**0.0598**	**0.0426**	**0.5692**	**1.5400e-003**	**0.1125**	**1.2100e-003**	**0.1137**	**0.0305**	**1.1200e-003**	**0.0316**		**152.8947**	**152.8947**	**4.8200e-003**		**153.0152**

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	6.8728					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	**7.1392**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**282.0423**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2098	0.1542	2.0251	5.1200e-003	0.4695	4.0500e-003	0.4735	0.1245	3.7300e-003	0.1282		509.4402	509.4402	0.0175		509.8777
Total	**0.2098**	**0.1542**	**2.0251**	**5.1200e-003**	**0.4695**	**4.0500e-003**	**0.4735**	**0.1245**	**3.7300e-003**	**0.1282**		**509.4402**	**509.4402**	**0.0175**		**509.8777**

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	6.8728					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	**7.1392**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**282.0423**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2098	0.1542	2.0251	5.1200e-003	0.3634	4.0500e-003	0.3674	0.0985	3.7300e-003	0.1022		509.4402	509.4402	0.0175		509.8777
Total	**0.2098**	**0.1542**	**2.0251**	**5.1200e-003**	**0.3634**	**4.0500e-003**	**0.3674**	**0.0985**	**3.7300e-003**	**0.1022**		**509.4402**	**509.4402**	**0.0175**		**509.8777**

3.7 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	6.8728					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	**7.1150**	**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	0.1933	0.1375	1.8390	4.9600e-003	0.4695	3.9200e-003	0.4734	0.1245	3.6200e-003	0.1281		493.9674	493.9674	0.0156		494.3568
Total	**0.1933**	**0.1375**	**1.8390**	**4.9600e-003**	**0.4695**	**3.9200e-003**	**0.4734**	**0.1245**	**3.6200e-003**	**0.1281**		**493.9674**	**493.9674**	**0.0156**		**494.3568**

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	6.8728					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	**7.1150**	**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	0.1933	0.1375	1.8390	4.9600e-003	0.3634	3.9200e-003	0.3673	0.0985	3.6200e-003	0.1021		493.9674	493.9674	0.0156		494.3568
Total	**0.1933**	**0.1375**	**1.8390**	**4.9600e-003**	**0.3634**	**3.9200e-003**	**0.3673**	**0.0985**	**3.6200e-003**	**0.1021**		**493.9674**	**493.9674**	**0.0156**		**494.3568**

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	1.9259	8.9611	25.8538	0.0837	6.4363	0.0835	6.5198	1.7226	0.0783	1.8009		8,501.1682	8,501.1682	0.4633		8,512.7514
Unmitigated	1.9259	8.9611	25.8538	0.0837	6.4363	0.0835	6.5198	1.7226	0.0783	1.8009		8,501.1682	8,501.1682	0.4633		8,512.7514

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse High Rise	867.36	867.36	867.36	2,963,901	2,963,901
Convenience Market (24 Hour)	73.99	73.99	73.99	62,844	62,844
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	941.35	941.35	941.35	3,026,745	3,026,745

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
Condo/Townhouse High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Convenience Market (24 Hour)	16.60	8.40	6.90	0.90	80.10	19.00	24	15	61
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse High 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
Convenience Market (24 Hour)	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
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

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	0.4856	0.2073	3.1000e-003		0.0393	0.0393		0.0393	0.0393		619.7787	619.7787	0.0119	0.0114	623.4618
NaturalGas Unmitigated	0.0568	0.4856	0.2073	3.1000e-003		0.0393	0.0393		0.0393	0.0393		619.7787	619.7787	0.0119	0.0114	623.4618

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					
Condo/Townhouse High Rise	5252.39	0.0566	0.4840	0.2060	3.0900e-003		0.0391	0.0391		0.0391	0.0391		617.9286	617.9286	0.0118	0.0113	621.6007
Convenience Market (24 Hour)	15.726	1.7000e-004	1.5400e-003	1.3000e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		1.8501	1.8501	4.0000e-005	3.0000e-005	1.8611
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0568**	**0.4856**	**0.2073**	**3.1000e-003**		**0.0393**	**0.0393**		**0.0393**	**0.0393**		**619.7787**	**619.7787**	**0.0119**	**0.0114**	**623.4618**

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					
Condo/Townhouse High Rise	5.25239	0.0566	0.4840	0.2060	3.0900e-003		0.0391	0.0391		0.0391	0.0391		617.9286	617.9286	0.0118	0.0113	621.6007
Convenience Market (24 Hour)	0.015726	1.7000e-004	1.5400e-003	1.3000e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		1.8501	1.8501	4.0000e-005	3.0000e-005	1.8611
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0568**	**0.4856**	**0.2073**	**3.1000e-003**		**0.0393**	**0.0393**		**0.0393**	**0.0393**		**619.7787**	**619.7787**	**0.0119**	**0.0114**	**623.4618**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.5072	3.3048	18.5766	0.0207		0.3459	0.3459		0.3459	0.3459	0.0000	3,995.2148	3,995.2148	0.1063	0.0727	4,019.5309
Unmitigated	59.6473	4.5151	123.0340	0.2708		15.9836	15.9836		15.9836	15.9836	1,948.3190	3,774.9795	5,723.2986	5.8406	0.1322	5,908.7207

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	0.3766					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.2394					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	54.5035	4.3157	105.7788	0.2699		15.8888	15.8888		15.8888	15.8888	1,948.3190	3,744.0000	5,692.3190	5.8103	0.1322	5,876.9826
Landscaping	0.5278	0.1995	17.2552	9.1000e-004		0.0948	0.0948		0.0948	0.0948		30.9795	30.9795	0.0304		31.7382
Total	**59.6473**	**4.5151**	**123.0340**	**0.2708**		**15.9836**	**15.9836**		**15.9836**	**15.9836**	**1,948.3190**	**3,774.9795**	**5,723.2986**	**5.8406**	**0.1322**	**5,908.7208**

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	0.3766					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.2394					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.3634	3.1053	1.3214	0.0198		0.2511	0.2511		0.2511	0.2511	0.0000	3,964.2353	3,964.2353	0.0760	0.0727	3,987.7928
Landscaping	0.5278	0.1995	17.2552	9.1000e-004		0.0948	0.0948		0.0948	0.0948		30.9795	30.9795	0.0304		31.7382
Total	**5.5072**	**3.3048**	**18.5766**	**0.0207**		**0.3459**	**0.3459**		**0.3459**	**0.3459**	**0.0000**	**3,995.2148**	**3,995.2148**	**0.1063**	**0.0727**	**4,019.5309**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

3323 West Olympic Boulevard Mixed-Use Project (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	365.00	Space	0.70	146,000.00	0
Condo/Townhouse High Rise	208.00	Dwelling Unit	0.69	208,000.00	595
Convenience Market (24 Hour)	3.50	1000sqft	0.02	3,500.00	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 -

Land Use - Adjusted acreage.

Construction Phase - Construction, paving, and painting assumed to occur simultaneously.

Grading - 43,000 CY of total export.

Demolition -

Trips and VMT -

Vehicle Trips - Adjusted per Traffic Report.

Construction Off-road Equipment Mitigation - Rule 403 per SCAQMD CEQA Handbook.

Area Mitigation - No wood burning devices per SCAQMD Rule 445.

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	26
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	200.00
tblConstructionPhase	NumDays	4.00	15.00
tblConstructionPhase	NumDays	10.00	200.00
tblConstructionPhase	NumDays	2.00	15.00
tblConstructionPhase	PhaseEndDate	6/8/2020	6/12/2020
tblConstructionPhase	PhaseEndDate	5/11/2020	6/12/2020
tblConstructionPhase	PhaseEndDate	8/5/2019	9/6/2019
tblConstructionPhase	PhaseEndDate	5/25/2020	6/12/2020
tblConstructionPhase	PhaseEndDate	7/30/2019	8/16/2019
tblConstructionPhase	PhaseStartDate	5/26/2020	9/7/2019
tblConstructionPhase	PhaseStartDate	8/6/2019	9/7/2019
tblConstructionPhase	PhaseStartDate	7/31/2019	8/17/2019
tblConstructionPhase	PhaseStartDate	5/12/2020	9/7/2019

tblGrading	MaterialExported	0.00	21,500.00
tblGrading	MaterialExported	0.00	21,500.00
tblLandUse	LotAcreage	3.28	0.70
tblLandUse	LotAcreage	3.25	0.69
tblLandUse	LotAcreage	0.08	0.02
tblVehicleTrips	ST_TR	4.31	4.17
tblVehicleTrips	ST_TR	863.10	21.14
tblVehicleTrips	SU_TR	3.43	4.17
tblVehicleTrips	SU_TR	758.45	21.14
tblVehicleTrips	WD_TR	4.18	4.17
tblVehicleTrips	WD_TR	737.99	21.14

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					
2019	11.9974	75.1329	37.6359	0.1589	9.1842	1.6281	10.2725	3.8608	1.5523	4.8696	0.0000	17,025.5957	17,025.5957	1.6501	0.0000	17,066.8492
2020	11.5248	30.8897	36.0470	0.0801	3.2853	1.4253	4.7106	0.8781	1.3584	2.2366	0.0000	7,802.7767	7,802.7767	0.9823	0.0000	7,827.3342
Maximum	**11.9974**	**75.1329**	**37.6359**	**0.1589**	**9.1842**	**1.6281**	**10.2725**	**3.8608**	**1.5523**	**4.8696**	**0.0000**	**17,025.5957**	**17,025.5957**	**1.6501**	**0.0000**	**17,066.8492**

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					
2019	11.9974	75.1329	37.6359	0.1589	4.7951	1.6281	5.8834	1.8298	1.5523	2.8386	0.0000	17,025.5956	17,025.5956	1.6501	0.0000	17,066.8492
2020	11.5248	30.8897	36.0470	0.0801	2.5550	1.4253	3.9803	0.6989	1.3584	2.0573	0.0000	7,802.7767	7,802.7767	0.9823	0.0000	7,827.3342
Maximum	**11.9974**	**75.1329**	**37.6359**	**0.1589**	**4.7951**	**1.6281**	**5.8834**	**1.8298**	**1.5523**	**2.8386**	**0.0000**	**17,025.5956**	**17,025.5956**	**1.6501**	**0.0000**	**17,066.8492**

	ROG	NOx	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**	**41.06**	**0.00**	**34.17**	**46.64**	**0.00**	**31.10**	**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	59.6473	4.5151	123.0340	0.2708		15.9836	15.9836		15.9836	15.9836	1,948.3190	3,774.9795	5,723.2986	5.8406	0.1322	5,908.7207
Energy	0.0568	0.4856	0.2073	3.1000e-003		0.0393	0.0393		0.0393	0.0393		619.7787	619.7787	0.0119	0.0114	623.4618
Mobile	1.8741	9.2044	24.6249	0.0796	6.4363	0.0839	6.5202	1.7226	0.0787	1.8013		8,086.4799	8,086.4799	0.4613		8,098.0131
Total	**61.5783**	**14.2051**	**147.8662**	**0.3534**	**6.4363**	**16.1067**	**22.5430**	**1.7226**	**16.1015**	**17.8241**	**1,948.3190**	**12,481.2382**	**14,429.5572**	**6.3138**	**0.1436**	**14,630.1957**

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	5.5072	3.3048	18.5766	0.0207		0.3459	0.3459		0.3459	0.3459	0.0000	3,995.2148	3,995.2148	0.1063	0.0727	4,019.5309
Energy	0.0568	0.4856	0.2073	3.1000e-003		0.0393	0.0393		0.0393	0.0393		619.7787	619.7787	0.0119	0.0114	623.4618
Mobile	1.8741	9.2044	24.6249	0.0796	6.4363	0.0839	6.5202	1.7226	0.0787	1.8013		8,086.4799	8,086.4799	0.4613		8,098.0131
Total	**7.4382**	**12.9948**	**43.4088**	**0.1034**	**6.4363**	**0.4690**	**6.9053**	**1.7226**	**0.4638**	**2.1864**	**0.0000**	**12,701.4735**	**12,701.4735**	**0.5795**	**0.0840**	**12,741.0059**

	ROG	NOx	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	**87.92**	**8.52**	**70.64**	**70.75**	**0.00**	**97.09**	**69.37**	**0.00**	**97.12**	**87.73**	**100.00**	**-1.76**	**11.98**	**90.82**	**41.48**	**12.91**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2019	7/26/2019	5	20	
2	Site Preparation	Site Preparation	7/27/2019	8/16/2019	5	15	
3	Grading	Grading	8/17/2019	9/6/2019	5	15	
4	Building Construction	Building Construction	9/7/2019	6/12/2020	5	200	
5	Paving	Paving	9/7/2019	6/12/2020	5	200	
6	Architectural Coating	Architectural Coating	9/7/2019	6/12/2020	5	200	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 5.63

Acres of Paving: 0.7

Residential Indoor: 421,200; Residential Outdoor: 140,400; Non-Residential Indoor: 5,250; Non-Residential Outdoor: 1,750; Striped

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

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	5	13.00	0.00	58.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	2,688.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	2,688.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	212.00	47.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	42.00	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

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 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					
Fugitive Dust					0.6321	0.0000	0.6321	0.0957	0.0000	0.0957			0.0000			0.0000
Off-Road	2.2950	22.6751	14.8943	0.0241		1.2863	1.2863		1.2017	1.2017		2,360.7198	2,360.7198	0.6011		2,375.7475
Total	**2.2950**	**22.6751**	**14.8943**	**0.0241**	**0.6321**	**1.2863**	**1.9183**	**0.0957**	**1.2017**	**1.2974**		**2,360.7198**	**2,360.7198**	**0.6011**		**2,375.7475**

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	0.0279	0.9001	0.2022	2.2800e-003	0.0507	3.3200e-003	0.0540	0.0139	3.1800e-003	0.0171		246.4564	246.4564	0.0179		246.9045
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	0.0720	0.0529	0.5752	1.4900e-003	0.1453	1.2500e-003	0.1466	0.0385	1.1500e-003	0.0397		148.4770	148.4770	5.1100e-003		148.6047
Total	**0.0999**	**0.9529**	**0.7774**	**3.7700e-003**	**0.1960**	**4.5700e-003**	**0.2006**	**0.0524**	**4.3300e-003**	**0.0568**		**394.9334**	**394.9334**	**0.0230**		**395.5092**

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					0.2342	0.0000	0.2342	0.0355	0.0000	0.0355			0.0000			0.0000
Off-Road	2.2950	22.6751	14.8943	0.0241		1.2863	1.2863		1.2017	1.2017	0.0000	2,360.7197	2,360.7197	0.6011		2,375.7475
Total	**2.2950**	**22.6751**	**14.8943**	**0.0241**	**0.2342**	**1.2863**	**1.5205**	**0.0355**	**1.2017**	**1.2372**	**0.0000**	**2,360.7197**	**2,360.7197**	**0.6011**		**2,375.7475**

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	0.0279	0.9001	0.2022	2.2800e-003	0.0407	3.3200e-003	0.0441	0.0115	3.1800e-003	0.0146		246.4564	246.4564	0.0179		246.9045
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	0.0720	0.0529	0.5752	1.4900e-003	0.1125	1.2500e-003	0.1137	0.0305	1.1500e-003	0.0316		148.4770	148.4770	5.1100e-003		148.6047
Total	**0.0999**	**0.9529**	**0.7774**	**3.7700e-003**	**0.1532**	**4.5700e-003**	**0.1578**	**0.0419**	**4.3300e-003**	**0.0463**		**394.9334**	**394.9334**	**0.0230**		**395.5092**

3.3 Site Preparation - 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					
Fugitive Dust					5.9617	0.0000	5.9617	2.9783	0.0000	2.9783			0.0000			0.0000
Off-Road	1.7123	19.4821	7.8893	0.0172		0.8824	0.8824		0.8118	0.8118		1,704.9189	1,704.9189	0.5394		1,718.4044
Total	**1.7123**	**19.4821**	**7.8893**	**0.0172**	**5.9617**	**0.8824**	**6.8440**	**2.9783**	**0.8118**	**3.7900**		**1,704.9189**	**1,704.9189**	**0.5394**		**1,718.4044**

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	1.7261	55.6183	12.4930	0.1408	3.1331	0.2052	3.3383	0.8588	0.1963	1.0551		15,229.3063	15,229.3063	1.1076		15,256.9958
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	0.0443	0.0325	0.3540	9.2000e-004	0.0894	7.7000e-004	0.0902	0.0237	7.1000e-004	0.0244		91.3705	91.3705	3.1400e-003		91.4491
Total	**1.7704**	**55.6508**	**12.8470**	**0.1417**	**3.2225**	**0.2060**	**3.4285**	**0.8825**	**0.1970**	**1.0796**		**15,320.6767**	**15,320.6767**	**1.1107**		**15,348.4448**

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					2.2088	0.0000	2.2088	1.1034	0.0000	1.1034			0.0000			0.0000
Off-Road	1.7123	19.4821	7.8893	0.0172		0.8824	0.8824		0.8118	0.8118	0.0000	1,704.9189	1,704.9189	0.5394		1,718.4044
Total	**1.7123**	**19.4821**	**7.8893**	**0.0172**	**2.2088**	**0.8824**	**3.0912**	**1.1034**	**0.8118**	**1.9152**	**0.0000**	**1,704.9189**	**1,704.9189**	**0.5394**		**1,718.4044**

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	1.7261	55.6183	12.4930	0.1408	2.5171	0.2052	2.7223	0.7076	0.1963	0.9039		15,229.3063	15,229.3063	1.1076		15,256.9958
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	0.0443	0.0325	0.3540	9.2000e-004	0.0692	7.7000e-004	0.0700	0.0188	7.1000e-004	0.0195		91.3705	91.3705	3.1400e-003		91.4491
Total	**1.7704**	**55.6508**	**12.8470**	**0.1417**	**2.5863**	**0.2060**	**2.7923**	**0.7264**	**0.1970**	**0.9234**		**15,320.6767**	**15,320.6767**	**1.1107**		**15,348.4448**

3.4 Grading - 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					
Fugitive Dust					5.0767	0.0000	5.0767	2.5502	0.0000	2.5502			0.0000			0.0000
Off-Road	1.4197	16.0357	6.6065	0.0141		0.7365	0.7365		0.6775	0.6775		1,396.3909	1,396.3909	0.4418		1,407.4359
Total	**1.4197**	**16.0357**	**6.6065**	**0.0141**	**5.0767**	**0.7365**	**5.8132**	**2.5502**	**0.6775**	**3.2277**		**1,396.3909**	**1,396.3909**	**0.4418**		**1,407.4359**

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	1.7261	55.6183	12.4930	0.1408	3.1331	0.2052	3.3383	0.8588	0.1963	1.0551		15,229.3063	15,229.3063	1.1076		15,256.9958
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	0.0443	0.0325	0.3540	9.2000e-004	0.0894	7.7000e-004	0.0902	0.0237	7.1000e-004	0.0244		91.3705	91.3705	3.1400e-003		91.4491
Total	**1.7704**	**55.6508**	**12.8470**	**0.1417**	**3.2225**	**0.2060**	**3.4285**	**0.8825**	**0.1970**	**1.0796**		**15,320.6767**	**15,320.6767**	**1.1107**		**15,348.4448**

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					1.8809	0.0000	1.8809	0.9449	0.0000	0.9449			0.0000			0.0000
Off-Road	1.4197	16.0357	6.6065	0.0141		0.7365	0.7365		0.6775	0.6775	0.0000	1,396.3909	1,396.3909	0.4418		1,407.4359
Total	**1.4197**	**16.0357**	**6.6065**	**0.0141**	**1.8809**	**0.7365**	**2.6174**	**0.9449**	**0.6775**	**1.6224**	**0.0000**	**1,396.3909**	**1,396.3909**	**0.4418**		**1,407.4359**

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	1.7261	55.6183	12.4930	0.1408	2.5171	0.2052	2.7223	0.7076	0.1963	0.9039		15,229.3063	15,229.3063	1.1076		15,256.9958
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	0.0443	0.0325	0.3540	9.2000e-004	0.0692	7.7000e-004	0.0700	0.0188	7.1000e-004	0.0195		91.3705	91.3705	3.1400e-003		91.4491
Total	**1.7704**	**55.6508**	**12.8470**	**0.1417**	**2.5863**	**0.2060**	**2.7923**	**0.7264**	**0.1970**	**0.9234**		**15,320.6767**	**15,320.6767**	**1.1107**		**15,348.4448**

3.5 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	2.2721	15.9802	13.4870	0.0220		0.9158	0.9158		0.8846	0.8846		2,018.0224	2,018.0224	0.3879		2,027.7210
Total	**2.2721**	**15.9802**	**13.4870**	**0.0220**		**0.9158**	**0.9158**		**0.8846**	**0.8846**		**2,018.0224**	**2,018.0224**	**0.3879**		**2,027.7210**

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	0.2037	5.4466	1.5909	0.0120	0.3009	0.0353	0.3361	0.0866	0.0337	0.1204		1,275.0024	1,275.0024	0.0896		1,277.2416
Worker	1.1740	0.8620	9.3805	0.0243	2.3697	0.0204	2.3901	0.6285	0.0188	0.6473		2,421.3173	2,421.3173	0.0833		2,423.3997
Total	**1.3777**	**6.3086**	**10.9713**	**0.0363**	**2.6706**	**0.0557**	**2.7262**	**0.7151**	**0.0526**	**0.7676**		**3,696.3198**	**3,696.3198**	**0.1729**		**3,700.6413**

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	2.2721	15.9802	13.4870	0.0220		0.9158	0.9158		0.8846	0.8846	0.0000	2,018.0224	2,018.0224	0.3879		2,027.7210
Total	**2.2721**	**15.9802**	**13.4870**	**0.0220**		**0.9158**	**0.9158**		**0.8846**	**0.8846**	**0.0000**	**2,018.0224**	**2,018.0224**	**0.3879**		**2,027.7210**

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	0.2037	5.4466	1.5909	0.0120	0.2452	0.0353	0.2804	0.0730	0.0337	0.1067		1,275.0024	1,275.0024	0.0896		1,277.2416
Worker	1.1740	0.8620	9.3805	0.0243	1.8340	0.0204	1.8545	0.4970	0.0188	0.5158		2,421.3173	2,421.3173	0.0833		2,423.3997
Total	**1.3777**	**6.3086**	**10.9713**	**0.0363**	**2.0792**	**0.0557**	**2.1349**	**0.5699**	**0.0526**	**0.6225**		**3,696.3198**	**3,696.3198**	**0.1729**		**3,700.6413**

3.5 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	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688		2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**		**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

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	0.1748	4.9985	1.4447	0.0119	0.3009	0.0239	0.3248	0.0866	0.0229	0.1095		1,266.4106	1,266.4106	0.0847		1,268.5277
Worker	1.0834	0.7684	8.5014	0.0236	2.3697	0.0198	2.3895	0.6285	0.0183	0.6467		2,347.7312	2,347.7312	0.0740		2,349.5812
Total	**1.2581**	**5.7669**	**9.9461**	**0.0354**	**2.6706**	**0.0437**	**2.7143**	**0.7151**	**0.0411**	**0.7562**		**3,614.1418**	**3,614.1418**	**0.1587**		**3,618.1089**

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	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688	0.0000	2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**	**0.0000**	**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

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	0.1748	4.9985	1.4447	0.0119	0.2452	0.0239	0.2691	0.0730	0.0229	0.0958		1,266.4106	1,266.4106	0.0847		1,268.5277
Worker	1.0834	0.7684	8.5014	0.0236	1.8340	0.0198	1.8538	0.4970	0.0183	0.5152		2,347.7312	2,347.7312	0.0740		2,349.5812
Total	**1.2581**	**5.7669**	**9.9461**	**0.0354**	**2.0792**	**0.0437**	**2.1229**	**0.5699**	**0.0411**	**0.6110**		**3,614.1418**	**3,614.1418**	**0.1587**		**3,618.1089**

3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9038	9.1743	8.9025	0.0135		0.5225	0.5225		0.4815	0.4815		1,325.0953	1,325.0953	0.4112		1,335.3751
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9038**	**9.1743**	**8.9025**	**0.0135**		**0.5225**	**0.5225**		**0.4815**	**0.4815**		**1,325.0953**	**1,325.0953**	**0.4112**		**1,335.3751**

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	0.0720	0.0529	0.5752	1.4900e-003	0.1453	1.2500e-003	0.1466	0.0385	1.1500e-003	0.0397		148.4770	148.4770	5.1100e-003		148.6047
Total	**0.0720**	**0.0529**	**0.5752**	**1.4900e-003**	**0.1453**	**1.2500e-003**	**0.1466**	**0.0385**	**1.1500e-003**	**0.0397**		**148.4770**	**148.4770**	**5.1100e-003**		**148.6047**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9038	9.1743	8.9025	0.0135		0.5225	0.5225		0.4815	0.4815	0.0000	1,325.0953	1,325.0953	0.4112		1,335.3751
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9038**	**9.1743**	**8.9025**	**0.0135**		**0.5225**	**0.5225**		**0.4815**	**0.4815**	**0.0000**	**1,325.0953**	**1,325.0953**	**0.4112**		**1,335.3751**

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	0.0720	0.0529	0.5752	1.4900e-003	0.1125	1.2500e-003	0.1137	0.0305	1.1500e-003	0.0316		148.4770	148.4770	5.1100e-003		148.6047
Total	**0.0720**	**0.0529**	**0.5752**	**1.4900e-003**	**0.1125**	**1.2500e-003**	**0.1137**	**0.0305**	**1.1500e-003**	**0.0316**		**148.4770**	**148.4770**	**5.1100e-003**		**148.6047**

3.6 Paving - 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	0.8402	8.4514	8.8758	0.0135		0.4695	0.4695		0.4328	0.4328		1,296.9461	1,296.9461	0.4111		1,307.2246
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8402**	**8.4514**	**8.8758**	**0.0135**		**0.4695**	**0.4695**		**0.4328**	**0.4328**		**1,296.9461**	**1,296.9461**	**0.4111**		**1,307.2246**

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	0.0664	0.0471	0.5213	1.4500e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		143.9647	143.9647	4.5400e-003		144.0781
Total	**0.0664**	**0.0471**	**0.5213**	**1.4500e-003**	**0.1453**	**1.2100e-003**	**0.1465**	**0.0385**	**1.1200e-003**	**0.0397**		**143.9647**	**143.9647**	**4.5400e-003**		**144.0781**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8402	8.4514	8.8758	0.0135		0.4695	0.4695		0.4328	0.4328	0.0000	1,296.9461	1,296.9461	0.4111		1,307.2246
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8402**	**8.4514**	**8.8758**	**0.0135**		**0.4695**	**0.4695**		**0.4328**	**0.4328**	**0.0000**	**1,296.9461**	**1,296.9461**	**0.4111**		**1,307.2246**

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	0.0664	0.0471	0.5213	1.4500e-003	0.1125	1.2100e-003	0.1137	0.0305	1.1200e-003	0.0316		143.9647	143.9647	4.5400e-003		144.0781
Total	**0.0664**	**0.0471**	**0.5213**	**1.4500e-003**	**0.1125**	**1.2100e-003**	**0.1137**	**0.0305**	**1.1200e-003**	**0.0316**		**143.9647**	**143.9647**	**4.5400e-003**		**144.0781**

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	6.8728					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	**7.1392**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**282.0423**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2326	0.1708	1.8584	4.8200e-003	0.4695	4.0500e-003	0.4735	0.1245	3.7300e-003	0.1282		479.6949	479.6949	0.0165		480.1075
Total	**0.2326**	**0.1708**	**1.8584**	**4.8200e-003**	**0.4695**	**4.0500e-003**	**0.4735**	**0.1245**	**3.7300e-003**	**0.1282**		**479.6949**	**479.6949**	**0.0165**		**480.1075**

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	6.8728					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	**7.1392**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**282.0423**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2326	0.1708	1.8584	4.8200e-003	0.3634	4.0500e-003	0.3674	0.0985	3.7300e-003	0.1022		479.6949	479.6949	0.0165		480.1075
Total	**0.2326**	**0.1708**	**1.8584**	**4.8200e-003**	**0.3634**	**4.0500e-003**	**0.3674**	**0.0985**	**3.7300e-003**	**0.1022**		**479.6949**	**479.6949**	**0.0165**		**480.1075**

3.7 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	6.8728					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	**7.1150**	**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	0.2146	0.1522	1.6843	4.6700e-003	0.4695	3.9200e-003	0.4734	0.1245	3.6200e-003	0.1281		465.1166	465.1166	0.0147		465.4831
Total	**0.2146**	**0.1522**	**1.6843**	**4.6700e-003**	**0.4695**	**3.9200e-003**	**0.4734**	**0.1245**	**3.6200e-003**	**0.1281**		**465.1166**	**465.1166**	**0.0147**		**465.4831**

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	6.8728					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	**7.1150**	**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	0.2146	0.1522	1.6843	4.6700e-003	0.3634	3.9200e-003	0.3673	0.0985	3.6200e-003	0.1021		465.1166	465.1166	0.0147		465.4831
Total	**0.2146**	**0.1522**	**1.6843**	**4.6700e-003**	**0.3634**	**3.9200e-003**	**0.3673**	**0.0985**	**3.6200e-003**	**0.1021**		**465.1166**	**465.1166**	**0.0147**		**465.4831**

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	1.8741	9.2044	24.6249	0.0796	6.4363	0.0839	6.5202	1.7226	0.0787	1.8013		8,086.4799	8,086.4799	0.4613		8,098.0131
Unmitigated	1.8741	9.2044	24.6249	0.0796	6.4363	0.0839	6.5202	1.7226	0.0787	1.8013		8,086.4799	8,086.4799	0.4613		8,098.0131

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse High Rise	867.36	867.36	867.36	2,963,901	2,963,901
Convenience Market (24 Hour)	73.99	73.99	73.99	62,844	62,844
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	941.35	941.35	941.35	3,026,745	3,026,745

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
Condo/Townhouse High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Convenience Market (24 Hour)	16.60	8.40	6.90	0.90	80.10	19.00	24	15	61
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse High 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
Convenience Market (24 Hour)	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
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

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	0.4856	0.2073	3.1000e-003		0.0393	0.0393		0.0393	0.0393		619.7787	619.7787	0.0119	0.0114	623.4618
NaturalGas Unmitigated	0.0568	0.4856	0.2073	3.1000e-003		0.0393	0.0393		0.0393	0.0393		619.7787	619.7787	0.0119	0.0114	623.4618

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					
Condo/Townhouse High Rise	5252.39	0.0566	0.4840	0.2060	3.0900e-003		0.0391	0.0391		0.0391	0.0391		617.9286	617.9286	0.0118	0.0113	621.6007
Convenience Market (24 Hour)	15.726	1.7000e-004	1.5400e-003	1.3000e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		1.8501	1.8501	4.0000e-005	3.0000e-005	1.8611
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0568**	**0.4856**	**0.2073**	**3.1000e-003**		**0.0393**	**0.0393**		**0.0393**	**0.0393**		**619.7787**	**619.7787**	**0.0119**	**0.0114**	**623.4618**

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					
Condo/Townhouse High Rise	5.25239	0.0566	0.4840	0.2060	3.0900e-003		0.0391	0.0391		0.0391	0.0391		617.9286	617.9286	0.0118	0.0113	621.6007
Convenience Market (24 Hour)	0.015726	1.7000e-004	1.5400e-003	1.3000e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		1.8501	1.8501	4.0000e-005	3.0000e-005	1.8611
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0568**	**0.4856**	**0.2073**	**3.1000e-003**		**0.0393**	**0.0393**		**0.0393**	**0.0393**		**619.7787**	**619.7787**	**0.0119**	**0.0114**	**623.4618**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.5072	3.3048	18.5766	0.0207		0.3459	0.3459		0.3459	0.3459	0.0000	3,995.2148	3,995.2148	0.1063	0.0727	4,019.5309
Unmitigated	59.6473	4.5151	123.0340	0.2708		15.9836	15.9836		15.9836	15.9836	1,948.3190	3,774.9795	5,723.2986	5.8406	0.1322	5,908.7207

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	0.3766					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.2394					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	54.5035	4.3157	105.7788	0.2699		15.8888	15.8888		15.8888	15.8888	1,948.3190	3,744.0000	5,692.3190	5.8103	0.1322	5,876.9826
Landscaping	0.5278	0.1995	17.2552	9.1000e-004		0.0948	0.0948		0.0948	0.0948		30.9795	30.9795	0.0304		31.7382
Total	**59.6473**	**4.5151**	**123.0340**	**0.2708**		**15.9836**	**15.9836**		**15.9836**	**15.9836**	**1,948.3190**	**3,774.9795**	**5,723.2986**	**5.8406**	**0.1322**	**5,908.7208**

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	0.3766					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.2394					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.3634	3.1053	1.3214	0.0198		0.2511	0.2511		0.2511	0.2511	0.0000	3,964.2353	3,964.2353	0.0760	0.0727	3,987.7928
Landscaping	0.5278	0.1995	17.2552	9.1000e-004		0.0948	0.0948		0.0948	0.0948		30.9795	30.9795	0.0304		31.7382
Total	**5.5072**	**3.3048**	**18.5766**	**0.0207**		**0.3459**	**0.3459**		**0.3459**	**0.3459**	**0.0000**	**3,995.2148**	**3,995.2148**	**0.1063**	**0.0727**	**4,019.5309**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

3323 West Olympic Boulevard Mixed-Use Project (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
Pharmacy/Drugstore w/o Drive Thru	11.57	1000sqft	1.26	11,566.00	0
Medical Office Building	1.28	1000sqft	0.14	1,276.00	0

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Adjusted acreage.

Construction Phase - No construction in this model.

Demolition -

Grading -

Vehicle Trips - Adjusted per Traffic Report.

Woodstoves -

Construction Off-road Equipment Mitigation - glitch.

Mobile Land Use Mitigation -

Off-road Equipment -

3323 West Olympic Boulevard Mixed-Use Project (Existing) - Los Angeles-South Coast County, Summer

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterExposedAreaPM10PercentReduction	55	0
tblConstDustMitigation	WaterExposedAreaPM25PercentReduction	55	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	PhaseEndDate	7/16/2019	2/27/2017
tblConstructionPhase	PhaseStartDate	10/10/2018	2/21/2017
tblLandUse	BuildingSpaceSquareFeet	11,570.00	11,566.00
tblLandUse	BuildingSpaceSquareFeet	1,280.00	1,276.00
tblLandUse	LandUseSquareFeet	11,570.00	11,566.00
tblLandUse	LandUseSquareFeet	1,280.00	1,276.00
tblLandUse	LotAcreage	0.27	1.26
tblLandUse	LotAcreage	0.03	0.14
tblProjectCharacteristics	OperationalYear	2018	2017
tblVehicleTrips	ST_TR	8.96	327.60
tblVehicleTrips	ST_TR	90.06	9.94
tblVehicleTrips	SU_TR	1.55	327.60
tblVehicleTrips	SU_TR	90.06	9.94
tblVehicleTrips	WD_TR	36.13	327.60
tblVehicleTrips	WD_TR	90.06	9.94

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	12.2431	2.1898	1.9296	3.1000e-003	0.0112	0.1734	0.1846	2.9600e-003	0.1734	0.1764	0.0000	294.3372	294.3372	0.0303	0.0000	295.0935
Maximum	**12.2431**	**2.1898**	**1.9296**	**3.1000e-003**	**0.0112**	**0.1734**	**0.1846**	**2.9600e-003**	**0.1734**	**0.1764**	**0.0000**	**294.3372**	**294.3372**	**0.0303**	**0.0000**	**295.0935**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	12.2431	2.1898	1.9296	3.1000e-003	0.0112	0.1734	0.1846	2.9600e-003	0.1734	0.1764	0.0000	294.3372	294.3372	0.0303	0.0000	295.0935
Maximum	**12.2431**	**2.1898**	**1.9296**	**3.1000e-003**	**0.0112**	**0.1734**	**0.1846**	**2.9600e-003**	**0.1734**	**0.1764**	**0.0000**	**294.3372**	**294.3372**	**0.0303**	**0.0000**	**295.0935**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2870	1.0000e-005	1.3400e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.8100e-003	2.8100e-003	1.0000e-005		3.0100e-003
Energy	9.6000e-004	8.7100e-003	7.3200e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004		10.4531	10.4531	2.0000e-004	1.9000e-004	10.5153
Mobile	1.2868	5.1035	15.2158	0.0377	2.6487	0.0499	2.6985	0.7092	0.0470	0.7562		3,819.7672	3,819.7672	0.2547		3,826.1337
Total	**1.5748**	**5.1122**	**15.2244**	**0.0378**	**2.6487**	**0.0506**	**2.6992**	**0.7092**	**0.0477**	**0.7568**		**3,830.2232**	**3,830.2232**	**0.2549**	**1.9000e-004**	**3,836.6520**

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	0.2870	1.0000e-005	1.3400e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.8100e-003	2.8100e-003	1.0000e-005		3.0100e-003
Energy	9.6000e-004	8.7100e-003	7.3200e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004		10.4531	10.4531	2.0000e-004	1.9000e-004	10.5153
Mobile	1.2868	5.1035	15.2158	0.0377	2.6487	0.0499	2.6985	0.7092	0.0470	0.7562		3,819.7672	3,819.7672	0.2547		3,826.1337
Total	**1.5748**	**5.1122**	**15.2244**	**0.0378**	**2.6487**	**0.0506**	**2.6992**	**0.7092**	**0.0477**	**0.7568**		**3,830.2232**	**3,830.2232**	**0.2549**	**1.9000e-004**	**3,836.6520**

	ROG	NOx	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	Architectural Coating	Architectural Coating	2/21/2017	2/27/2017	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 19,263; Non-Residential Outdoor: 6,421; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Clean Paved Roads

3.2 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.9045					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.1909
Total	**12.2368**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.1909**

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	6.2500e-003	4.8000e-003	0.0616	1.3000e-004	0.0112	1.0000e-004	0.0113	2.9600e-003	1.0000e-004	3.0600e-003		12.8892	12.8892	5.4000e-004		12.9026
Total	**6.2500e-003**	**4.8000e-003**	**0.0616**	**1.3000e-004**	**0.0112**	**1.0000e-004**	**0.0113**	**2.9600e-003**	**1.0000e-004**	**3.0600e-003**		**12.8892**	**12.8892**	**5.4000e-004**		**12.9026**

3.2 Architectural Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.9045					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.1909
Total	**12.2368**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.1909**

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	6.2500e-003	4.8000e-003	0.0616	1.3000e-004	0.0112	1.0000e-004	0.0113	2.9600e-003	1.0000e-004	3.0600e-003		12.8892	12.8892	5.4000e-004		12.9026
Total	**6.2500e-003**	**4.8000e-003**	**0.0616**	**1.3000e-004**	**0.0112**	**1.0000e-004**	**0.0113**	**2.9600e-003**	**1.0000e-004**	**3.0600e-003**		**12.8892**	**12.8892**	**5.4000e-004**		**12.9026**

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	1.2868	5.1035	15.2158	0.0377	2.6487	0.0499	2.6985	0.7092	0.0470	0.7562		3,819.7672	3,819.7672	0.2547		3,826.1337
Unmitigated	1.2868	5.1035	15.2158	0.0377	2.6487	0.0499	2.6985	0.7092	0.0470	0.7562		3,819.7672	3,819.7672	0.2547		3,826.1337

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Medical Office Building	419.33	419.33	419.33	1,087,678	1,087,678
Pharmacy/Drugstore w/o Drive Thru	115.01	115.01	115.01	157,392	157,392
Total	534.33	534.33	534.33	1,245,069	1,245,069

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
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Pharmacy/Drugstore w/o Drive Thru	16.60	8.40	6.90	7.40	73.60	19.00	41	6	53

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Pharmacy/Drugstore w/o Drive Thru	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968
Medical Office Building	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968

5.0 Energy Detail

Historical Energy Use: 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	9.6000e-004	8.7100e-003	7.3200e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004		10.4531	10.4531	2.0000e-004	1.9000e-004	10.5153
NaturalGas Unmitigated	9.6000e-004	8.7100e-003	7.3200e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004		10.4531	10.4531	2.0000e-004	1.9000e-004	10.5153

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					
Medical Office Building	36.567	3.9000e-004	3.5900e-003	3.0100e-003	2.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004		4.3020	4.3020	8.0000e-005	8.0000e-005	4.3276
Pharmacy/Drugstore w/o Drive Thru	52.2847	5.6000e-004	5.1300e-003	4.3100e-003	3.0000e-005		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004		6.1511	6.1511	1.2000e-004	1.1000e-004	6.1877
Total		**9.5000e-004**	**8.7200e-003**	**7.3200e-003**	**5.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.6000e-004**	**6.6000e-004**		**10.4531**	**10.4531**	**2.0000e-004**	**1.9000e-004**	**10.5153**

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					
Medical Office Building	0.036567	3.9000e-004	3.5900e-003	3.0100e-003	2.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004		4.3020	4.3020	8.0000e-005	8.0000e-005	4.3276
Pharmacy/Drugstore w/o Drive Thru	0.0522847	5.6000e-004	5.1300e-003	4.3100e-003	3.0000e-005		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004		6.1511	6.1511	1.2000e-004	1.1000e-004	6.1877
Total		**9.5000e-004**	**8.7200e-003**	**7.3200e-003**	**5.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.6000e-004**	**6.6000e-004**		**10.4531**	**10.4531**	**2.0000e-004**	**1.9000e-004**	**10.5153**

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	0.2870	1.0000e-005	1.3400e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.8100e-003	2.8100e-003	1.0000e-005		3.0100e-003
Unmitigated	0.2870	1.0000e-005	1.3400e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.8100e-003	2.8100e-003	1.0000e-005		3.0100e-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	0.0326					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2543					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3000e-004	1.0000e-005	1.3400e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.8100e-003	2.8100e-003	1.0000e-005		3.0100e-003
Total	**0.2870**	**1.0000e-005**	**1.3400e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.8100e-003**	**2.8100e-003**	**1.0000e-005**		**3.0100e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0326					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2543					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3000e-004	1.0000e-005	1.3400e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.8100e-003	2.8100e-003	1.0000e-005		3.0100e-003
Total	**0.2870**	**1.0000e-005**	**1.3400e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.8100e-003**	**2.8100e-003**	**1.0000e-005**		**3.0100e-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

3323 West Olympic Boulevard Mixed-Use Project (Existing)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Pharmacy/Drugstore w/o Drive Thru	11.57	1000sqft	1.26	11,566.00	0
Medical Office Building	1.28	1000sqft	0.14	1,276.00	0

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Adjusted acreage.

Construction Phase - No construction in this model.

Demolition -

Grading -

Vehicle Trips - Adjusted per Traffic Report.

Woodstoves -

Construction Off-road Equipment Mitigation - glitch.

Mobile Land Use Mitigation -

Off-road Equipment -

3323 West Olympic Boulevard Mixed-Use Project (Existing) - Los Angeles-South Coast County, Winter

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterExposedAreaPM10PercentReduction	55	0
tblConstDustMitigation	WaterExposedAreaPM25PercentReduction	55	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	PhaseEndDate	7/16/2019	2/27/2017
tblConstructionPhase	PhaseStartDate	10/10/2018	2/21/2017
tblLandUse	BuildingSpaceSquareFeet	11,570.00	11,566.00
tblLandUse	BuildingSpaceSquareFeet	1,280.00	1,276.00
tblLandUse	LandUseSquareFeet	11,570.00	11,566.00
tblLandUse	LandUseSquareFeet	1,280.00	1,276.00
tblLandUse	LotAcreage	0.27	1.26
tblLandUse	LotAcreage	0.03	0.14
tblProjectCharacteristics	OperationalYear	2018	2017
tblVehicleTrips	ST_TR	8.96	327.60
tblVehicleTrips	ST_TR	90.06	9.94
tblVehicleTrips	SU_TR	1.55	327.60
tblVehicleTrips	SU_TR	90.06	9.94
tblVehicleTrips	WD_TR	36.13	327.60
tblVehicleTrips	WD_TR	90.06	9.94

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	12.2438	2.1903	1.9251	3.0900e-003	0.0112	0.1734	0.1846	2.9600e-003	0.1734	0.1764	0.0000	293.5872	293.5872	0.0302	0.0000	294.3427
Maximum	**12.2438**	**2.1903**	**1.9251**	**3.0900e-003**	**0.0112**	**0.1734**	**0.1846**	**2.9600e-003**	**0.1734**	**0.1764**	**0.0000**	**293.5872**	**293.5872**	**0.0302**	**0.0000**	**294.3427**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	12.2438	2.1903	1.9251	3.0900e-003	0.0112	0.1734	0.1846	2.9600e-003	0.1734	0.1764	0.0000	293.5872	293.5872	0.0302	0.0000	294.3427
Maximum	**12.2438**	**2.1903**	**1.9251**	**3.0900e-003**	**0.0112**	**0.1734**	**0.1846**	**2.9600e-003**	**0.1734**	**0.1764**	**0.0000**	**293.5872**	**293.5872**	**0.0302**	**0.0000**	**294.3427**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2870	1.0000e-005	1.3400e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.8100e-003	2.8100e-003	1.0000e-005		3.0100e-003
Energy	9.6000e-004	8.7100e-003	7.3200e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004		10.4531	10.4531	2.0000e-004	1.9000e-004	10.5153
Mobile	1.2632	5.2442	14.7524	0.0358	2.6487	0.0504	2.6990	0.7092	0.0475	0.7566		3,629.5568	3,629.5568	0.2546		3,635.9212
Total	**1.5512**	**5.2530**	**14.7611**	**0.0359**	**2.6487**	**0.0510**	**2.6997**	**0.7092**	**0.0481**	**0.7573**		**3,640.0127**	**3,640.0127**	**0.2548**	**1.9000e-004**	**3,646.4395**

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	0.2870	1.0000e-005	1.3400e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.8100e-003	2.8100e-003	1.0000e-005		3.0100e-003
Energy	9.6000e-004	8.7100e-003	7.3200e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004		10.4531	10.4531	2.0000e-004	1.9000e-004	10.5153
Mobile	1.2632	5.2442	14.7524	0.0358	2.6487	0.0504	2.6990	0.7092	0.0475	0.7566		3,629.5568	3,629.5568	0.2546		3,635.9212
Total	**1.5512**	**5.2530**	**14.7611**	**0.0359**	**2.6487**	**0.0510**	**2.6997**	**0.7092**	**0.0481**	**0.7573**		**3,640.0127**	**3,640.0127**	**0.2548**	**1.9000e-004**	**3,646.4395**

	ROG	NOx	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	Architectural Coating	Architectural Coating	2/21/2017	2/27/2017	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 19,263; Non-Residential Outdoor: 6,421; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Clean Paved Roads

3.2 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.9045					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.1909
Total	**12.2368**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.1909**

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	6.9100e-003	5.3100e-003	0.0570	1.2000e-004	0.0112	1.0000e-004	0.0113	2.9600e-003	1.0000e-004	3.0600e-003		12.1391	12.1391	5.1000e-004		12.1518
Total	**6.9100e-003**	**5.3100e-003**	**0.0570**	**1.2000e-004**	**0.0112**	**1.0000e-004**	**0.0113**	**2.9600e-003**	**1.0000e-004**	**3.0600e-003**		**12.1391**	**12.1391**	**5.1000e-004**		**12.1518**

3.2 Architectural Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.9045					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.1909
Total	**12.2368**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.1909**

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	6.9100e-003	5.3100e-003	0.0570	1.2000e-004	0.0112	1.0000e-004	0.0113	2.9600e-003	1.0000e-004	3.0600e-003		12.1391	12.1391	5.1000e-004		12.1518
Total	**6.9100e-003**	**5.3100e-003**	**0.0570**	**1.2000e-004**	**0.0112**	**1.0000e-004**	**0.0113**	**2.9600e-003**	**1.0000e-004**	**3.0600e-003**		**12.1391**	**12.1391**	**5.1000e-004**		**12.1518**

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	1.2632	5.2442	14.7524	0.0358	2.6487	0.0504	2.6990	0.7092	0.0475	0.7566		3,629.5568	3,629.5568	0.2546		3,635.9212
Unmitigated	1.2632	5.2442	14.7524	0.0358	2.6487	0.0504	2.6990	0.7092	0.0475	0.7566		3,629.5568	3,629.5568	0.2546		3,635.9212

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Medical Office Building	419.33	419.33	419.33	1,087,678	1,087,678
Pharmacy/Drugstore w/o Drive Thru	115.01	115.01	115.01	157,392	157,392
Total	534.33	534.33	534.33	1,245,069	1,245,069

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
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Pharmacy/Drugstore w/o Drive Thru	16.60	8.40	6.90	7.40	73.60	19.00	41	6	53

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Pharmacy/Drugstore w/o Drive Thru	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968
Medical Office Building	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968

5.0 Energy Detail

Historical Energy Use: 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	9.6000e-004	8.7100e-003	7.3200e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004		10.4531	10.4531	2.0000e-004	1.9000e-004	10.5153
NaturalGas Unmitigated	9.6000e-004	8.7100e-003	7.3200e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004		10.4531	10.4531	2.0000e-004	1.9000e-004	10.5153

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					
Medical Office Building	36.567	3.9000e-004	3.5900e-003	3.0100e-003	2.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004		4.3020	4.3020	8.0000e-005	8.0000e-005	4.3276
Pharmacy/Drugstore w/o Drive Thru	52.2847	5.6000e-004	5.1300e-003	4.3100e-003	3.0000e-005		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004		6.1511	6.1511	1.2000e-004	1.1000e-004	6.1877
Total		**9.5000e-004**	**8.7200e-003**	**7.3200e-003**	**5.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.6000e-004**	**6.6000e-004**		**10.4531**	**10.4531**	**2.0000e-004**	**1.9000e-004**	**10.5153**

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					
Medical Office Building	0.036567	3.9000e-004	3.5900e-003	3.0100e-003	2.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004		4.3020	4.3020	8.0000e-005	8.0000e-005	4.3276
Pharmacy/Drugstore w/o Drive Thru	0.0522847	5.6000e-004	5.1300e-003	4.3100e-003	3.0000e-005		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004		6.1511	6.1511	1.2000e-004	1.1000e-004	6.1877
Total		**9.5000e-004**	**8.7200e-003**	**7.3200e-003**	**5.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.6000e-004**	**6.6000e-004**		**10.4531**	**10.4531**	**2.0000e-004**	**1.9000e-004**	**10.5153**

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	0.2870	1.0000e-005	1.3400e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.8100e-003	2.8100e-003	1.0000e-005		3.0100e-003
Unmitigated	0.2870	1.0000e-005	1.3400e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.8100e-003	2.8100e-003	1.0000e-005		3.0100e-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	0.0326					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2543					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3000e-004	1.0000e-005	1.3400e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.8100e-003	2.8100e-003	1.0000e-005		3.0100e-003
Total	**0.2870**	**1.0000e-005**	**1.3400e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.8100e-003**	**2.8100e-003**	**1.0000e-005**		**3.0100e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0326					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2543					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3000e-004	1.0000e-005	1.3400e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.8100e-003	2.8100e-003	1.0000e-005		3.0100e-003
Total	**0.2870**	**1.0000e-005**	**1.3400e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.8100e-003**	**2.8100e-003**	**1.0000e-005**		**3.0100e-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

3323 West Olympic Boulevard Mixed-Use Project (Proposed)

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	365.00	Space	0.70	146,000.00	0
Condo/Townhouse High Rise	208.00	Dwelling Unit	0.69	208,000.00	595
Convenience Market (24 Hour)	3.50	1000sqft	0.02	3,500.00	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 -

Land Use - Adjusted acreage.

Construction Phase - Construction, paving, and painting assumed to occur simultaneously.

Grading - 43,000 CY of total export.

Demolition -

Trips and VMT -

Vehicle Trips - Adjusted per Traffic Report.

Construction Off-road Equipment Mitigation - Rule 403 per SCAQMD CEQA Handbook.

Area Mitigation - No wood burning devices per SCAQMD Rule 445.

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	26
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	200.00
tblConstructionPhase	NumDays	4.00	15.00
tblConstructionPhase	NumDays	10.00	200.00
tblConstructionPhase	NumDays	2.00	15.00
tblConstructionPhase	PhaseEndDate	6/8/2020	6/12/2020
tblConstructionPhase	PhaseEndDate	5/11/2020	6/12/2020
tblConstructionPhase	PhaseEndDate	8/5/2019	9/6/2019
tblConstructionPhase	PhaseEndDate	5/25/2020	6/12/2020
tblConstructionPhase	PhaseEndDate	7/30/2019	8/16/2019
tblConstructionPhase	PhaseStartDate	5/26/2020	9/7/2019
tblConstructionPhase	PhaseStartDate	8/6/2019	9/7/2019
tblConstructionPhase	PhaseStartDate	7/31/2019	8/17/2019
tblConstructionPhase	PhaseStartDate	5/12/2020	9/7/2019

tblGrading	MaterialExported	0.00	21,500.00
tblGrading	MaterialExported	0.00	21,500.00
tblLandUse	LotAcreage	3.28	0.70
tblLandUse	LotAcreage	3.25	0.69
tblLandUse	LotAcreage	0.08	0.02
tblVehicleTrips	ST_TR	4.31	4.17
tblVehicleTrips	ST_TR	863.10	21.14
tblVehicleTrips	SU_TR	3.43	4.17
tblVehicleTrips	SU_TR	758.45	21.14
tblVehicleTrips	WD_TR	4.18	4.17
tblVehicleTrips	WD_TR	737.99	21.14

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					
2019	0.5594	2.7340	2.0044	6.0200e-003	0.2706	0.0948	0.3655	0.0913	0.0898	0.1811	0.0000	555.0319	555.0319	0.0649	0.0000	556.6551
2020	0.6719	1.8296	2.1396	4.7700e-003	0.1901	0.0841	0.2742	0.0509	0.0801	0.1310	0.0000	421.3736	421.3736	0.0525	0.0000	422.6862
Maximum	**0.6719**	**2.7340**	**2.1396**	**6.0200e-003**	**0.2706**	**0.0948**	**0.3655**	**0.0913**	**0.0898**	**0.1811**	**0.0000**	**555.0319**	**555.0319**	**0.0649**	**0.0000**	**556.6551**

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					
2019	0.5594	2.7340	2.0044	6.0200e-003	0.1755	0.0948	0.2704	0.0551	0.0898	0.1448	0.0000	555.0317	555.0317	0.0649	0.0000	556.6549
2020	0.6719	1.8296	2.1396	4.7700e-003	0.1480	0.0841	0.2321	0.0406	0.0801	0.1207	0.0000	421.3734	421.3734	0.0525	0.0000	422.6860
Maximum	**0.6719**	**2.7340**	**2.1396**	**6.0200e-003**	**0.1755**	**0.0948**	**0.2704**	**0.0551**	**0.0898**	**0.1448**	**0.0000**	**555.0317**	**555.0317**	**0.0649**	**0.0000**	**556.6549**

	ROG	NOx	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**	**29.78**	**0.00**	**21.45**	**32.78**	**0.00**	**14.93**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-1-2019	9-30-2019	1.7688	1.7688
2	10-1-2019	12-31-2019	1.4956	1.4956
3	1-1-2020	3-31-2020	1.3785	1.3785
4	4-1-2020	6-30-2020	1.0997	1.0997
		Highest	1.7688	1.7688

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	1.5897	0.0789	3.4791	3.4900e-003		0.2105	0.2105		0.2105	0.2105	22.0936	45.9693	68.0628	0.0693	1.5000e-003	70.2429
Energy	0.0104	0.0886	0.0378	5.7000e-004		7.1600e-003	7.1600e-003		7.1600e-003	7.1600e-003	0.0000	1,094.2902	1,094.2902	0.0254	6.7300e-003	1,096.9295
Mobile	0.3330	1.7069	4.5434	0.0147	1.1488	0.0152	1.1640	0.3080	0.0143	0.3222	0.0000	1,354.0234	1,354.0234	0.0759	0.0000	1,355.9212
Waste						0.0000	0.0000		0.0000	0.0000	21.5576	0.0000	21.5576	1.2740	0.0000	53.4081
Water						0.0000	0.0000		0.0000	0.0000	4.3817	154.0124	158.3940	0.4537	0.0114	173.1269
Total	**1.9331**	**1.8744**	**8.0603**	**0.0188**	**1.1488**	**0.2328**	**1.3816**	**0.3080**	**0.2319**	**0.5399**	**48.0329**	**2,648.2952**	**2,696.3281**	**1.8983**	**0.0196**	**2,749.6287**

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	0.9129	0.0638	2.1734	3.6000e-004		0.0150	0.0150		0.0150	0.0150	0.0000	48.4667	48.4667	4.3000e-003	8.2000e-004	48.8199
Energy	0.0104	0.0886	0.0378	5.7000e-004		7.1600e-003	7.1600e-003		7.1600e-003	7.1600e-003	0.0000	1,094.2902	1,094.2902	0.0254	6.7300e-003	1,096.9295
Mobile	0.3330	1.7069	4.5434	0.0147	1.1488	0.0152	1.1640	0.3080	0.0143	0.3222	0.0000	1,354.0234	1,354.0234	0.0759	0.0000	1,355.9212
Waste						0.0000	0.0000		0.0000	0.0000	10.7788	0.0000	10.7788	0.6370	0.0000	26.7041
Water						0.0000	0.0000		0.0000	0.0000	3.5054	130.6951	134.2004	0.3631	9.1400e-003	146.0020
Total	**1.2563**	**1.8592**	**6.7546**	**0.0156**	**1.1488**	**0.0374**	**1.1862**	**0.3080**	**0.0364**	**0.3444**	**14.2842**	**2,627.4753**	**2,641.7595**	**1.1057**	**0.0167**	**2,674.3767**

	ROG	NOx	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	**35.01**	**0.81**	**16.20**	**16.69**	**0.00**	**83.96**	**14.15**	**0.00**	**84.30**	**36.21**	**70.26**	**0.79**	**2.02**	**41.75**	**14.89**	**2.74**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2019	7/26/2019	5	20	
2	Site Preparation	Site Preparation	7/27/2019	8/16/2019	5	15	
3	Grading	Grading	8/17/2019	9/6/2019	5	15	
4	Building Construction	Building Construction	9/7/2019	6/12/2020	5	200	
5	Paving	Paving	9/7/2019	6/12/2020	5	200	
6	Architectural Coating	Architectural Coating	9/7/2019	6/12/2020	5	200	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 5.63

Acres of Paving: 0.7

Residential Indoor: 421,200; Residential Outdoor: 140,400; Non-Residential Indoor: 5,250; Non-Residential Outdoor: 1,750; Striped

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

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	5	13.00	0.00	58.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	2,688.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	2,688.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	212.00	47.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	42.00	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

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 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					
Fugitive Dust					6.3200e-003	0.0000	6.3200e-003	9.6000e-004	0.0000	9.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0230	0.2268	0.1489	2.4000e-004		0.0129	0.0129		0.0120	0.0120	0.0000	21.4161	21.4161	5.4500e-003	0.0000	21.5524
Total	**0.0230**	**0.2268**	**0.1489**	**2.4000e-004**	**6.3200e-003**	**0.0129**	**0.0192**	**9.6000e-004**	**0.0120**	**0.0130**	**0.0000**	**21.4161**	**21.4161**	**5.4500e-003**	**0.0000**	**21.5524**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.8000e-004	9.1800e-003	1.9500e-003	2.0000e-005	5.0000e-004	3.0000e-005	5.3000e-004	1.4000e-004	3.0000e-005	1.7000e-004	0.0000	2.2582	2.2582	1.6000e-004	0.0000	2.2622
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	5.4000e-004	5.9000e-003	2.0000e-005	1.4200e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.3694	1.3694	5.0000e-005	0.0000	1.3705
Total	**9.3000e-004**	**9.7200e-003**	**7.8500e-003**	**4.0000e-005**	**1.9200e-003**	**4.0000e-005**	**1.9700e-003**	**5.2000e-004**	**4.0000e-005**	**5.6000e-004**	**0.0000**	**3.6276**	**3.6276**	**2.1000e-004**	**0.0000**	**3.6327**

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					2.3400e-003	0.0000	2.3400e-003	3.5000e-004	0.0000	3.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0230	0.2268	0.1489	2.4000e-004		0.0129	0.0129		0.0120	0.0120	0.0000	21.4161	21.4161	5.4500e-003	0.0000	21.5524
Total	**0.0230**	**0.2268**	**0.1489**	**2.4000e-004**	**2.3400e-003**	**0.0129**	**0.0152**	**3.5000e-004**	**0.0120**	**0.0124**	**0.0000**	**21.4161**	**21.4161**	**5.4500e-003**	**0.0000**	**21.5524**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.8000e-004	9.1800e-003	1.9500e-003	2.0000e-005	4.0000e-004	3.0000e-005	4.3000e-004	1.1000e-004	3.0000e-005	1.4000e-004	0.0000	2.2582	2.2582	1.6000e-004	0.0000	2.2622
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	5.4000e-004	5.9000e-003	2.0000e-005	1.1000e-003	1.0000e-005	1.1200e-003	3.0000e-004	1.0000e-005	3.1000e-004	0.0000	1.3694	1.3694	5.0000e-005	0.0000	1.3705
Total	**9.3000e-004**	**9.7200e-003**	**7.8500e-003**	**4.0000e-005**	**1.5000e-003**	**4.0000e-005**	**1.5500e-003**	**4.1000e-004**	**4.0000e-005**	**4.5000e-004**	**0.0000**	**3.6276**	**3.6276**	**2.1000e-004**	**0.0000**	**3.6327**

3.3 Site Preparation - 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					
Fugitive Dust					0.0447	0.0000	0.0447	0.0223	0.0000	0.0223	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0128	0.1461	0.0592	1.3000e-004		6.6200e-003	6.6200e-003		6.0900e-003	6.0900e-003	0.0000	11.6001	11.6001	3.6700e-003	0.0000	11.6918
Total	**0.0128**	**0.1461**	**0.0592**	**1.3000e-004**	**0.0447**	**6.6200e-003**	**0.0513**	**0.0223**	**6.0900e-003**	**0.0284**	**0.0000**	**11.6001**	**11.6001**	**3.6700e-003**	**0.0000**	**11.6918**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0128	0.4254	0.0904	1.0700e-003	0.0231	1.5200e-003	0.0246	6.3400e-003	1.4600e-003	7.8000e-003	0.0000	104.6553	104.6553	7.3800e-003	0.0000	104.8398
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	3.0000e-004	2.5000e-004	2.7200e-003	1.0000e-005	6.6000e-004	1.0000e-005	6.6000e-004	1.7000e-004	1.0000e-005	1.8000e-004	0.0000	0.6320	0.6320	2.0000e-005	0.0000	0.6326
Total	**0.0131**	**0.4256**	**0.0931**	**1.0800e-003**	**0.0238**	**1.5300e-003**	**0.0253**	**6.5100e-003**	**1.4700e-003**	**7.9800e-003**	**0.0000**	**105.2873**	**105.2873**	**7.4000e-003**	**0.0000**	**105.4724**

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					0.0166	0.0000	0.0166	8.2800e-003	0.0000	8.2800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0128	0.1461	0.0592	1.3000e-004		6.6200e-003	6.6200e-003		6.0900e-003	6.0900e-003	0.0000	11.6001	11.6001	3.6700e-003	0.0000	11.6918
Total	**0.0128**	**0.1461**	**0.0592**	**1.3000e-004**	**0.0166**	**6.6200e-003**	**0.0232**	**8.2800e-003**	**6.0900e-003**	**0.0144**	**0.0000**	**11.6001**	**11.6001**	**3.6700e-003**	**0.0000**	**11.6918**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0128	0.4254	0.0904	1.0700e-003	0.0186	1.5200e-003	0.0201	5.2300e-003	1.4600e-003	6.6900e-003	0.0000	104.6553	104.6553	7.3800e-003	0.0000	104.8398
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	3.0000e-004	2.5000e-004	2.7200e-003	1.0000e-005	5.1000e-004	1.0000e-005	5.2000e-004	1.4000e-004	1.0000e-005	1.4000e-004	0.0000	0.6320	0.6320	2.0000e-005	0.0000	0.6326
Total	**0.0131**	**0.4256**	**0.0931**	**1.0800e-003**	**0.0191**	**1.5300e-003**	**0.0206**	**5.3700e-003**	**1.4700e-003**	**6.8300e-003**	**0.0000**	**105.2873**	**105.2873**	**7.4000e-003**	**0.0000**	**105.4724**

3.4 Grading - 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					
Fugitive Dust					0.0381	0.0000	0.0381	0.0191	0.0000	0.0191	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0107	0.1203	0.0496	1.1000e-004		5.5200e-003	5.5200e-003		5.0800e-003	5.0800e-003	0.0000	9.5009	9.5009	3.0100e-003	0.0000	9.5760
Total	**0.0107**	**0.1203**	**0.0496**	**1.1000e-004**	**0.0381**	**5.5200e-003**	**0.0436**	**0.0191**	**5.0800e-003**	**0.0242**	**0.0000**	**9.5009**	**9.5009**	**3.0100e-003**	**0.0000**	**9.5760**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0128	0.4254	0.0904	1.0700e-003	0.0231	1.5200e-003	0.0246	6.3400e-003	1.4600e-003	7.8000e-003	0.0000	104.6553	104.6553	7.3800e-003	0.0000	104.8398
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	3.0000e-004	2.5000e-004	2.7200e-003	1.0000e-005	6.6000e-004	1.0000e-005	6.6000e-004	1.7000e-004	1.0000e-005	1.8000e-004	0.0000	0.6320	0.6320	2.0000e-005	0.0000	0.6326
Total	**0.0131**	**0.4256**	**0.0931**	**1.0800e-003**	**0.0238**	**1.5300e-003**	**0.0253**	**6.5100e-003**	**1.4700e-003**	**7.9800e-003**	**0.0000**	**105.2873**	**105.2873**	**7.4000e-003**	**0.0000**	**105.4724**

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					0.0141	0.0000	0.0141	7.0900e-003	0.0000	7.0900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0107	0.1203	0.0496	1.1000e-004		5.5200e-003	5.5200e-003		5.0800e-003	5.0800e-003	0.0000	9.5009	9.5009	3.0100e-003	0.0000	9.5760
Total	**0.0107**	**0.1203**	**0.0496**	**1.1000e-004**	**0.0141**	**5.5200e-003**	**0.0196**	**7.0900e-003**	**5.0800e-003**	**0.0122**	**0.0000**	**9.5009**	**9.5009**	**3.0100e-003**	**0.0000**	**9.5760**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0128	0.4254	0.0904	1.0700e-003	0.0186	1.5200e-003	0.0201	5.2300e-003	1.4600e-003	6.6900e-003	0.0000	104.6553	104.6553	7.3800e-003	0.0000	104.8398
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	3.0000e-004	2.5000e-004	2.7200e-003	1.0000e-005	5.1000e-004	1.0000e-005	5.2000e-004	1.4000e-004	1.0000e-005	1.4000e-004	0.0000	0.6320	0.6320	2.0000e-005	0.0000	0.6326
Total	**0.0131**	**0.4256**	**0.0931**	**1.0800e-003**	**0.0191**	**1.5300e-003**	**0.0206**	**5.3700e-003**	**1.4700e-003**	**6.8300e-003**	**0.0000**	**105.2873**	**105.2873**	**7.4000e-003**	**0.0000**	**105.4724**

3.5 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	0.0932	0.6552	0.5530	9.0000e-004		0.0376	0.0376		0.0363	0.0363	0.0000	75.0595	75.0595	0.0144	0.0000	75.4202
Total	**0.0932**	**0.6552**	**0.5530**	**9.0000e-004**		**0.0376**	**0.0376**		**0.0363**	**0.0363**	**0.0000**	**75.0595**	**75.0595**	**0.0144**	**0.0000**	**75.4202**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.1600e-003	0.2276	0.0623	5.0000e-004	0.0121	1.4300e-003	0.0136	3.5000e-003	1.3700e-003	4.8700e-003	0.0000	48.1874	48.1874	3.2200e-003	0.0000	48.2678
Worker	0.0435	0.0363	0.3946	1.0100e-003	0.0953	8.4000e-004	0.0961	0.0253	7.7000e-004	0.0261	0.0000	91.5578	91.5578	3.1500e-003	0.0000	91.6365
Total	**0.0517**	**0.2639**	**0.4569**	**1.5100e-003**	**0.1074**	**2.2700e-003**	**0.1097**	**0.0288**	**2.1400e-003**	**0.0309**	**0.0000**	**139.7453**	**139.7453**	**6.3700e-003**	**0.0000**	**139.9044**

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	0.0932	0.6552	0.5530	9.0000e-004		0.0376	0.0376		0.0363	0.0363	0.0000	75.0594	75.0594	0.0144	0.0000	75.4201
Total	**0.0932**	**0.6552**	**0.5530**	**9.0000e-004**		**0.0376**	**0.0376**		**0.0363**	**0.0363**	**0.0000**	**75.0594**	**75.0594**	**0.0144**	**0.0000**	**75.4201**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.1600e-003	0.2276	0.0623	5.0000e-004	9.9000e-003	1.4300e-003	0.0113	2.9500e-003	1.3700e-003	4.3200e-003	0.0000	48.1874	48.1874	3.2200e-003	0.0000	48.2678
Worker	0.0435	0.0363	0.3946	1.0100e-003	0.0738	8.4000e-004	0.0746	0.0200	7.7000e-004	0.0208	0.0000	91.5578	91.5578	3.1500e-003	0.0000	91.6365
Total	**0.0517**	**0.2639**	**0.4569**	**1.5100e-003**	**0.0837**	**2.2700e-003**	**0.0860**	**0.0230**	**2.1400e-003**	**0.0251**	**0.0000**	**139.7453**	**139.7453**	**6.3700e-003**	**0.0000**	**139.9044**

3.5 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	0.1198	0.8725	0.7781	1.3000e-003		0.0470	0.0470		0.0454	0.0454	0.0000	107.1099	107.1099	0.0199	0.0000	107.6070
Total	**0.1198**	**0.8725**	**0.7781**	**1.3000e-003**		**0.0470**	**0.0470**		**0.0454**	**0.0454**	**0.0000**	**107.1099**	**107.1099**	**0.0199**	**0.0000**	**107.6070**

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	0.0101	0.3005	0.0813	7.1000e-004	0.0175	1.4000e-003	0.0189	5.0400e-003	1.3400e-003	6.3800e-003	0.0000	68.8886	68.8886	4.3800e-003	0.0000	68.9980
Worker	0.0577	0.0466	0.5149	1.4100e-003	0.1371	1.1700e-003	0.1382	0.0364	1.0800e-003	0.0375	0.0000	127.7505	127.7505	4.0300e-003	0.0000	127.8512
Total	**0.0678**	**0.3471**	**0.5962**	**2.1200e-003**	**0.1545**	**2.5700e-003**	**0.1571**	**0.0414**	**2.4200e-003**	**0.0439**	**0.0000**	**196.6391**	**196.6391**	**8.4100e-003**	**0.0000**	**196.8492**

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	0.1198	0.8725	0.7781	1.3000e-003		0.0470	0.0470		0.0454	0.0454	0.0000	107.1097	107.1097	0.0199	0.0000	107.6068
Total	**0.1198**	**0.8725**	**0.7781**	**1.3000e-003**		**0.0470**	**0.0470**		**0.0454**	**0.0454**	**0.0000**	**107.1097**	**107.1097**	**0.0199**	**0.0000**	**107.6068**

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	0.0101	0.3005	0.0813	7.1000e-004	0.0143	1.4000e-003	0.0157	4.2500e-003	1.3400e-003	5.5900e-003	0.0000	68.8886	68.8886	4.3800e-003	0.0000	68.9980
Worker	0.0577	0.0466	0.5149	1.4100e-003	0.1062	1.1700e-003	0.1073	0.0288	1.0800e-003	0.0299	0.0000	127.7505	127.7505	4.0300e-003	0.0000	127.8512
Total	**0.0678**	**0.3471**	**0.5962**	**2.1200e-003**	**0.1204**	**2.5700e-003**	**0.1230**	**0.0331**	**2.4200e-003**	**0.0355**	**0.0000**	**196.6391**	**196.6391**	**8.4100e-003**	**0.0000**	**196.8492**

3.6 Paving - 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	0.0371	0.3761	0.3650	5.5000e-004		0.0214	0.0214		0.0197	0.0197	0.0000	49.2864	49.2864	0.0153	0.0000	49.6687
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0371**	**0.3761**	**0.3650**	**5.5000e-004**		**0.0214**	**0.0214**		**0.0197**	**0.0197**	**0.0000**	**49.2864**	**49.2864**	**0.0153**	**0.0000**	**49.6687**

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	2.6700e-003	2.2300e-003	0.0242	6.0000e-005	5.8400e-003	5.0000e-005	5.8900e-003	1.5500e-003	5.0000e-005	1.6000e-003	0.0000	5.6144	5.6144	1.9000e-004	0.0000	5.6192
Total	**2.6700e-003**	**2.2300e-003**	**0.0242**	**6.0000e-005**	**5.8400e-003**	**5.0000e-005**	**5.8900e-003**	**1.5500e-003**	**5.0000e-005**	**1.6000e-003**	**0.0000**	**5.6144**	**5.6144**	**1.9000e-004**	**0.0000**	**5.6192**

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	0.0371	0.3761	0.3650	5.5000e-004		0.0214	0.0214		0.0197	0.0197	0.0000	49.2863	49.2863	0.0153	0.0000	49.6687
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0371**	**0.3761**	**0.3650**	**5.5000e-004**		**0.0214**	**0.0214**		**0.0197**	**0.0197**	**0.0000**	**49.2863**	**49.2863**	**0.0153**	**0.0000**	**49.6687**

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	2.6700e-003	2.2300e-003	0.0242	6.0000e-005	4.5200e-003	5.0000e-005	4.5800e-003	1.2300e-003	5.0000e-005	1.2800e-003	0.0000	5.6144	5.6144	1.9000e-004	0.0000	5.6192
Total	**2.6700e-003**	**2.2300e-003**	**0.0242**	**6.0000e-005**	**4.5200e-003**	**5.0000e-005**	**4.5800e-003**	**1.2300e-003**	**5.0000e-005**	**1.2800e-003**	**0.0000**	**5.6144**	**5.6144**	**1.9000e-004**	**0.0000**	**5.6192**

3.6 Paving - 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	0.0496	0.4986	0.5237	8.0000e-004		0.0277	0.0277		0.0255	0.0255	0.0000	69.4176	69.4176	0.0220	0.0000	69.9678
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0496**	**0.4986**	**0.5237**	**8.0000e-004**		**0.0277**	**0.0277**		**0.0255**	**0.0255**	**0.0000**	**69.4176**	**69.4176**	**0.0220**	**0.0000**	**69.9678**

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	3.5400e-003	2.8600e-003	0.0316	9.0000e-005	8.4000e-003	7.0000e-005	8.4800e-003	2.2300e-003	7.0000e-005	2.3000e-003	0.0000	7.8338	7.8338	2.5000e-004	0.0000	7.8399
Total	**3.5400e-003**	**2.8600e-003**	**0.0316**	**9.0000e-005**	**8.4000e-003**	**7.0000e-005**	**8.4800e-003**	**2.2300e-003**	**7.0000e-005**	**2.3000e-003**	**0.0000**	**7.8338**	**7.8338**	**2.5000e-004**	**0.0000**	**7.8399**

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	0.0496	0.4986	0.5237	8.0000e-004		0.0277	0.0277		0.0255	0.0255	0.0000	69.4175	69.4175	0.0220	0.0000	69.9677
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0496**	**0.4986**	**0.5237**	**8.0000e-004**		**0.0277**	**0.0277**		**0.0255**	**0.0255**	**0.0000**	**69.4175**	**69.4175**	**0.0220**	**0.0000**	**69.9677**

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	3.5400e-003	2.8600e-003	0.0316	9.0000e-005	6.5100e-003	7.0000e-005	6.5800e-003	1.7700e-003	7.0000e-005	1.8300e-003	0.0000	7.8338	7.8338	2.5000e-004	0.0000	7.8399
Total	**3.5400e-003**	**2.8600e-003**	**0.0316**	**9.0000e-005**	**6.5100e-003**	**7.0000e-005**	**6.5800e-003**	**1.7700e-003**	**7.0000e-005**	**1.8300e-003**	**0.0000**	**7.8338**	**7.8338**	**2.5000e-004**	**0.0000**	**7.8399**

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2818					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0109	0.0753	0.0755	1.2000e-004		5.2800e-003	5.2800e-003		5.2800e-003	5.2800e-003	0.0000	10.4683	10.4683	8.8000e-004	0.0000	10.4904
Total	**0.2927**	**0.0753**	**0.0755**	**1.2000e-004**		**5.2800e-003**	**5.2800e-003**		**5.2800e-003**	**5.2800e-003**	**0.0000**	**10.4683**	**10.4683**	**8.8000e-004**	**0.0000**	**10.4904**

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	8.6300e-003	7.1900e-003	0.0782	2.0000e-004	0.0189	1.7000e-004	0.0190	5.0100e-003	1.5000e-004	5.1600e-003	0.0000	18.1388	18.1388	6.2000e-004	0.0000	18.1544
Total	**8.6300e-003**	**7.1900e-003**	**0.0782**	**2.0000e-004**	**0.0189**	**1.7000e-004**	**0.0190**	**5.0100e-003**	**1.5000e-004**	**5.1600e-003**	**0.0000**	**18.1388**	**18.1388**	**6.2000e-004**	**0.0000**	**18.1544**

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	0.2818					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0109	0.0753	0.0755	1.2000e-004		5.2800e-003	5.2800e-003		5.2800e-003	5.2800e-003	0.0000	10.4683	10.4683	8.8000e-004	0.0000	10.4904
Total	**0.2927**	**0.0753**	**0.0755**	**1.2000e-004**		**5.2800e-003**	**5.2800e-003**		**5.2800e-003**	**5.2800e-003**	**0.0000**	**10.4683**	**10.4683**	**8.8000e-004**	**0.0000**	**10.4904**

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	8.6300e-003	7.1900e-003	0.0782	2.0000e-004	0.0146	1.7000e-004	0.0148	3.9700e-003	1.5000e-004	4.1200e-003	0.0000	18.1388	18.1388	6.2000e-004	0.0000	18.1544
Total	**8.6300e-003**	**7.1900e-003**	**0.0782**	**2.0000e-004**	**0.0146**	**1.7000e-004**	**0.0148**	**3.9700e-003**	**1.5000e-004**	**4.1200e-003**	**0.0000**	**18.1388**	**18.1388**	**6.2000e-004**	**0.0000**	**18.1544**

3.7 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	0.4055					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0143	0.0994	0.1081	1.8000e-004		6.5500e-003	6.5500e-003		6.5500e-003	6.5500e-003	0.0000	15.0642	15.0642	1.1700e-003	0.0000	15.0934
Total	**0.4198**	**0.0994**	**0.1081**	**1.8000e-004**		**6.5500e-003**	**6.5500e-003**		**6.5500e-003**	**6.5500e-003**	**0.0000**	**15.0642**	**15.0642**	**1.1700e-003**	**0.0000**	**15.0934**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0114	9.2200e-003	0.1020	2.8000e-004	0.0272	2.3000e-004	0.0274	7.2100e-003	2.1000e-004	7.4300e-003	0.0000	25.3091	25.3091	8.0000e-004	0.0000	25.3290
Total	**0.0114**	**9.2200e-003**	**0.1020**	**2.8000e-004**	**0.0272**	**2.3000e-004**	**0.0274**	**7.2100e-003**	**2.1000e-004**	**7.4300e-003**	**0.0000**	**25.3091**	**25.3091**	**8.0000e-004**	**0.0000**	**25.3290**

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	0.4055					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0143	0.0994	0.1081	1.8000e-004		6.5500e-003	6.5500e-003		6.5500e-003	6.5500e-003	0.0000	15.0642	15.0642	1.1700e-003	0.0000	15.0933
Total	**0.4198**	**0.0994**	**0.1081**	**1.8000e-004**		**6.5500e-003**	**6.5500e-003**		**6.5500e-003**	**6.5500e-003**	**0.0000**	**15.0642**	**15.0642**	**1.1700e-003**	**0.0000**	**15.0933**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0114	9.2200e-003	0.1020	2.8000e-004	0.0210	2.3000e-004	0.0213	5.7100e-003	2.1000e-004	5.9200e-003	0.0000	25.3091	25.3091	8.0000e-004	0.0000	25.3290
Total	**0.0114**	**9.2200e-003**	**0.1020**	**2.8000e-004**	**0.0210**	**2.3000e-004**	**0.0213**	**5.7100e-003**	**2.1000e-004**	**5.9200e-003**	**0.0000**	**25.3091**	**25.3091**	**8.0000e-004**	**0.0000**	**25.3290**

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	0.3330	1.7069	4.5434	0.0147	1.1488	0.0152	1.1640	0.3080	0.0143	0.3222	0.0000	1,354.0234	1,354.0234	0.0759	0.0000	1,355.9212
Unmitigated	0.3330	1.7069	4.5434	0.0147	1.1488	0.0152	1.1640	0.3080	0.0143	0.3222	0.0000	1,354.0234	1,354.0234	0.0759	0.0000	1,355.9212

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse High Rise	867.36	867.36	867.36	2,963,901	2,963,901
Convenience Market (24 Hour)	73.99	73.99	73.99	62,844	62,844
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	941.35	941.35	941.35	3,026,745	3,026,745

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
Condo/Townhouse High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Convenience Market (24 Hour)	16.60	8.40	6.90	0.90	80.10	19.00	24	15	61
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse High 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
Convenience Market (24 Hour)	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
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

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	991.6789	991.6789	0.0234	4.8500e-003	993.7085
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	991.6789	991.6789	0.0234	4.8500e-003	993.7085
NaturalGas Mitigated	0.0104	0.0886	0.0378	5.7000e-004		7.1600e-003	7.1600e-003		7.1600e-003	7.1600e-003	0.0000	102.6113	102.6113	1.9700e-003	1.8800e-003	103.2211
NaturalGas Unmitigated	0.0104	0.0886	0.0378	5.7000e-004		7.1600e-003	7.1600e-003		7.1600e-003	7.1600e-003	0.0000	102.6113	102.6113	1.9700e-003	1.8800e-003	103.2211

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					
Condo/Townhouse High Rise	1.91712e+006	0.0103	0.0883	0.0376	5.6000e-004		7.1400e-003	7.1400e-003		7.1400e-003	7.1400e-003	0.0000	102.3050	102.3050	1.9600e-003	1.8800e-003	102.9130
Convenience Market (24 Hour)	5740	3.0000e-005	2.8000e-004	2.4000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.3063	0.3063	1.0000e-005	1.0000e-005	0.3081
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0104**	**0.0886**	**0.0378**	**5.6000e-004**		**7.1600e-003**	**7.1600e-003**		**7.1600e-003**	**7.1600e-003**	**0.0000**	**102.6113**	**102.6113**	**1.9700e-003**	**1.8900e-003**	**103.2211**

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					
Condo/Townhouse High Rise	1.91712e+006	0.0103	0.0883	0.0376	5.6000e-004		7.1400e-003	7.1400e-003		7.1400e-003	7.1400e-003	0.0000	102.3050	102.3050	1.9600e-003	1.8800e-003	102.9130
Convenience Market (24 Hour)	5740	3.0000e-005	2.8000e-004	2.4000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.3063	0.3063	1.0000e-005	1.0000e-005	0.3081
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0104**	**0.0886**	**0.0378**	**5.6000e-004**		**7.1600e-003**	**7.1600e-003**		**7.1600e-003**	**7.1600e-003**	**0.0000**	**102.6113**	**102.6113**	**1.9700e-003**	**1.8900e-003**	**103.2211**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse High Rise	877706	488.8484	0.0116	2.3900e-003	489.8489
Convenience Market (24 Hour)	47250	26.3164	6.2000e-004	1.3000e-004	26.3703
Enclosed Parking with Elevator	855560	476.5140	0.0113	2.3300e-003	477.4892
Total		**991.6789**	**0.0234**	**4.8500e-003**	**993.7084**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse High Rise	877706	488.8484	0.0116	2.3900e-003	489.8489
Convenience Market (24 Hour)	47250	26.3164	6.2000e-004	1.3000e-004	26.3703
Enclosed Parking with Elevator	855560	476.5140	0.0113	2.3300e-003	477.4892
Total		**991.6789**	**0.0234**	**4.8500e-003**	**993.7084**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9129	0.0638	2.1734	3.6000e-004		0.0150	0.0150		0.0150	0.0150	0.0000	48.4667	48.4667	4.3000e-003	8.2000e-004	48.8199
Unmitigated	1.5897	0.0789	3.4791	3.4900e-003		0.2105	0.2105		0.2105	0.2105	22.0936	45.9693	68.0628	0.0693	1.5000e-003	70.2429

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	0.0687					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7737					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.6813	0.0540	1.3222	3.3700e-003		0.1986	0.1986		0.1986	0.1986	22.0936	42.4563	64.5498	0.0659	1.5000e-003	66.6439
Landscaping	0.0660	0.0249	2.1569	1.1000e-004		0.0119	0.0119		0.0119	0.0119	0.0000	3.5130	3.5130	3.4400e-003	0.0000	3.5991
Total	**1.5897**	**0.0789**	**3.4791**	**3.4800e-003**		**0.2105**	**0.2105**		**0.2105**	**0.2105**	**22.0936**	**45.9693**	**68.0628**	**0.0693**	**1.5000e-003**	**70.2429**

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	0.0687					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7737					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	4.5400e-003	0.0388	0.0165	2.5000e-004		3.1400e-003	3.1400e-003		3.1400e-003	3.1400e-003	0.0000	44.9537	44.9537	8.6000e-004	8.2000e-004	45.2208
Landscaping	0.0660	0.0249	2.1569	1.1000e-004		0.0119	0.0119		0.0119	0.0119	0.0000	3.5130	3.5130	3.4400e-003	0.0000	3.5991
Total	**0.9129**	**0.0638**	**2.1734**	**3.6000e-004**		**0.0150**	**0.0150**		**0.0150**	**0.0150**	**0.0000**	**48.4667**	**48.4667**	**4.3000e-003**	**8.2000e-004**	**48.8199**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	134.2004	0.3631	9.1400e-003	146.0020
Unmitigated	158.3940	0.4537	0.0114	173.1269

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse High Rise	13.552 / 8.54368	155.4484	0.4452	0.0112	169.9048
Convenience Market (24 Hour)	0.259254 / 0.158898	2.9456	8.5200e-003	2.1000e-004	3.2221
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**158.3940**	**0.4537**	**0.0114**	**173.1269**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse High Rise	10.8416 / 8.02251	131.7072	0.3563	8.9700e-003	143.2874
Convenience Market (24 Hour)	0.207403 / 0.149205	2.4932	6.8200e-003	1.7000e-004	2.7147
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**134.2004**	**0.3631**	**9.1400e-003**	**146.0020**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	10.7788	0.6370	0.0000	26.7041
Unmitigated	21.5576	1.2740	0.0000	53.4081

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse High Rise	95.68	19.4222	1.1478	0.0000	48.1176
Convenience Market (24 Hour)	10.52	2.1355	0.1262	0.0000	5.2905
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**21.5576**	**1.2740**	**0.0000**	**53.4081**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse High Rise	47.84	9.7111	0.5739	0.0000	24.0588
Convenience Market (24 Hour)	5.26	1.0677	0.0631	0.0000	2.6453
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**10.7788**	**0.6370**	**0.0000**	**26.7041**

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

3323 West Olympic Boulevard Mixed-Use Project (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
Pharmacy/Drugstore w/o Drive Thru	11.57	1000sqft	1.26	11,566.00	0
Medical Office Building	1.28	1000sqft	0.14	1,276.00	0

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Adjusted acreage.

Construction Phase - No construction in this model.

Demolition -

Grading -

Vehicle Trips - Adjusted per Traffic Report.

Woodstoves -

Construction Off-road Equipment Mitigation - glitch.

Mobile Land Use Mitigation -

Off-road Equipment -

3323 West Olympic Boulevard Mixed-Use Project (Existing) - Los Angeles-South Coast County, Annual

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterExposedAreaPM10PercentReduction	55	0
tblConstDustMitigation	WaterExposedAreaPM25PercentReduction	55	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	PhaseEndDate	7/16/2019	2/27/2017
tblConstructionPhase	PhaseStartDate	10/10/2018	2/21/2017
tblLandUse	BuildingSpaceSquareFeet	11,570.00	11,566.00
tblLandUse	BuildingSpaceSquareFeet	1,280.00	1,276.00
tblLandUse	LandUseSquareFeet	11,570.00	11,566.00
tblLandUse	LandUseSquareFeet	1,280.00	1,276.00
tblLandUse	LotAcreage	0.27	1.26
tblLandUse	LotAcreage	0.03	0.14
tblProjectCharacteristics	OperationalYear	2018	2017
tblVehicleTrips	ST_TR	8.96	327.60
tblVehicleTrips	ST_TR	90.06	9.94
tblVehicleTrips	SU_TR	1.55	327.60
tblVehicleTrips	SU_TR	90.06	9.94
tblVehicleTrips	WD_TR	36.13	327.60
tblVehicleTrips	WD_TR	90.06	9.94

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0306	5.4800e-003	4.8200e-003	1.0000e-005	3.0000e-005	4.3000e-004	4.6000e-004	1.0000e-005	4.3000e-004	4.4000e-004	0.0000	0.6663	0.6663	7.0000e-005	0.0000	0.6680
Maximum	**0.0306**	**5.4800e-003**	**4.8200e-003**	**1.0000e-005**	**3.0000e-005**	**4.3000e-004**	**4.6000e-004**	**1.0000e-005**	**4.3000e-004**	**4.4000e-004**	**0.0000**	**0.6663**	**0.6663**	**7.0000e-005**	**0.0000**	**0.6680**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0306	5.4800e-003	4.8200e-003	1.0000e-005	3.0000e-005	4.3000e-004	4.6000e-004	1.0000e-005	4.3000e-004	4.4000e-004	0.0000	0.6663	0.6663	7.0000e-005	0.0000	0.6680
Maximum	**0.0306**	**5.4800e-003**	**4.8200e-003**	**1.0000e-005**	**3.0000e-005**	**4.3000e-004**	**4.6000e-004**	**1.0000e-005**	**4.3000e-004**	**4.4000e-004**	**0.0000**	**0.6663**	**0.6663**	**7.0000e-005**	**0.0000**	**0.6680**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	2-21-2017	5-20-2017	0.0361	0.0361
		Highest	0.0361	0.0361

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	0.0524	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.4000e-004
Energy	1.7000e-004	1.5900e-003	1.3400e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	100.4805	100.4805	2.3700e-003	5.1000e-004	100.6929
Mobile	0.2228	0.9725	2.7111	6.6100e-003	0.4728	9.1100e-003	0.4819	0.1268	8.5800e-003	0.1354	0.0000	608.0535	608.0535	0.0419	0.0000	609.0997
Waste						0.0000	0.0000		0.0000	0.0000	9.8674	0.0000	9.8674	0.5832	0.0000	24.4460
Water						0.0000	0.0000		0.0000	0.0000	0.3095	10.3565	10.6660	0.0320	8.0000e-004	11.7057
Total	**0.2754**	**0.9741**	**2.7126**	**6.6200e-003**	**0.4728**	**9.2300e-003**	**0.4820**	**0.1268**	**8.7000e-003**	**0.1355**	**10.1769**	**718.8908**	**729.0677**	**0.6594**	**1.3100e-003**	**745.9447**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0524	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.4000e-004
Energy	1.7000e-004	1.5900e-003	1.3400e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	100.4805	100.4805	2.3700e-003	5.1000e-004	100.6929
Mobile	0.2228	0.9725	2.7111	6.6100e-003	0.4728	9.1100e-003	0.4819	0.1268	8.5800e-003	0.1354	0.0000	608.0535	608.0535	0.0419	0.0000	609.0997
Waste						0.0000	0.0000		0.0000	0.0000	9.8674	0.0000	9.8674	0.5832	0.0000	24.4460
Water						0.0000	0.0000		0.0000	0.0000	0.3095	10.3565	10.6660	0.0320	8.0000e-004	11.7057
Total	**0.2754**	**0.9741**	**2.7126**	**6.6200e-003**	**0.4728**	**9.2300e-003**	**0.4820**	**0.1268**	**8.7000e-003**	**0.1355**	**10.1769**	**718.8908**	**729.0677**	**0.6594**	**1.3100e-003**	**745.9447**

	ROG	NOx	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	Architectural Coating	Architectural Coating	2/21/2017	2/27/2017	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 19,263; Non-Residential Outdoor: 6,421; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Clean Paved Roads

3.2 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0298					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.3000e-004	5.4600e-003	4.6700e-003	1.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004	0.0000	0.6383	0.6383	7.0000e-005	0.0000	0.6400
Total	**0.0306**	**5.4600e-003**	**4.6700e-003**	**1.0000e-005**		**4.3000e-004**	**4.3000e-004**		**4.3000e-004**	**4.3000e-004**	**0.0000**	**0.6383**	**0.6383**	**7.0000e-005**	**0.0000**	**0.6400**

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	2.0000e-005	1.0000e-005	1.5000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0280	0.0280	0.0000	0.0000	0.0280
Total	**2.0000e-005**	**1.0000e-005**	**1.5000e-004**	**0.0000**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0280**	**0.0280**	**0.0000**	**0.0000**	**0.0280**

3.2 Architectural Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0298					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.3000e-004	5.4600e-003	4.6700e-003	1.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004	0.0000	0.6383	0.6383	7.0000e-005	0.0000	0.6400
Total	**0.0306**	**5.4600e-003**	**4.6700e-003**	**1.0000e-005**		**4.3000e-004**	**4.3000e-004**		**4.3000e-004**	**4.3000e-004**	**0.0000**	**0.6383**	**0.6383**	**7.0000e-005**	**0.0000**	**0.6400**

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	2.0000e-005	1.0000e-005	1.5000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0280	0.0280	0.0000	0.0000	0.0280
Total	**2.0000e-005**	**1.0000e-005**	**1.5000e-004**	**0.0000**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0280**	**0.0280**	**0.0000**	**0.0000**	**0.0280**

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	0.2228	0.9725	2.7111	6.6100e-003	0.4728	9.1100e-003	0.4819	0.1268	8.5800e-003	0.1354	0.0000	608.0535	608.0535	0.0419	0.0000	609.0997
Unmitigated	0.2228	0.9725	2.7111	6.6100e-003	0.4728	9.1100e-003	0.4819	0.1268	8.5800e-003	0.1354	0.0000	608.0535	608.0535	0.0419	0.0000	609.0997

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Medical Office Building	419.33	419.33	419.33	1,087,678	1,087,678
Pharmacy/Drugstore w/o Drive Thru	115.01	115.01	115.01	157,392	157,392
Total	534.33	534.33	534.33	1,245,069	1,245,069

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
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Pharmacy/Drugstore w/o Drive	16.60	8.40	6.90	7.40	73.60	19.00	41	6	53

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Pharmacy/Drugstore w/o Drive Thru	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968
Medical Office Building	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968

5.0 Energy Detail

Historical Energy Use: 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	98.7499	98.7499	2.3300e-003	4.8000e-004	98.9520
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	98.7499	98.7499	2.3300e-003	4.8000e-004	98.9520
NaturalGas Mitigated	1.7000e-004	1.5900e-003	1.3400e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.7306	1.7306	3.0000e-005	3.0000e-005	1.7409
NaturalGas Unmitigated	1.7000e-004	1.5900e-003	1.3400e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.7306	1.7306	3.0000e-005	3.0000e-005	1.7409

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					
Medical Office Building	13347	7.0000e-005	6.5000e-004	5.5000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.7122	0.7122	1.0000e-005	1.0000e-005	0.7165
Pharmacy/Drugstore w/o Drive Thru	19083.9	1.0000e-004	9.4000e-004	7.9000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	1.0184	1.0184	2.0000e-005	2.0000e-005	1.0244
Total		**1.7000e-004**	**1.5900e-003**	**1.3400e-003**	**1.0000e-005**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**	**0.0000**	**1.7306**	**1.7306**	**3.0000e-005**	**3.0000e-005**	**1.7409**

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					
Medical Office Building	13347	7.0000e-005	6.5000e-004	5.5000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.7122	0.7122	1.0000e-005	1.0000e-005	0.7165
Pharmacy/Drugstore w/o Drive Thru	19083.9	1.0000e-004	9.4000e-004	7.9000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	1.0184	1.0184	2.0000e-005	2.0000e-005	1.0244
Total		**1.7000e-004**	**1.5900e-003**	**1.3400e-003**	**1.0000e-005**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**	**0.0000**	**1.7306**	**1.7306**	**3.0000e-005**	**3.0000e-005**	**1.7409**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Medical Office Building	16996.3	9.4663	2.2000e-004	5.0000e-005	9.4857
Pharmacy/Drugstore w/o Drive Thru	160305	89.2836	2.1100e-003	4.4000e-004	89.4663
Total		**98.7499**	**2.3300e-003**	**4.9000e-004**	**98.9520**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Medical Office Building	16996.3	9.4663	2.2000e-004	5.0000e-005	9.4857
Pharmacy/Drugstore w/o Drive Thru	160305	89.2836	2.1100e-003	4.4000e-004	89.4663
Total		**98.7499**	**2.3300e-003**	**4.9000e-004**	**98.9520**

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	0.0524	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.4000e-004
Unmitigated	0.0524	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.4000e-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	5.9500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0464					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.4000e-004
Total	**0.0524**	**0.0000**	**1.7000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.2000e-004**	**3.2000e-004**	**0.0000**	**0.0000**	**3.4000e-004**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.9500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0464					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.4000e-004
Total	**0.0524**	**0.0000**	**1.7000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.2000e-004**	**3.2000e-004**	**0.0000**	**0.0000**	**3.4000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	10.6660	0.0320	8.0000e-004	11.7057
Unmitigated	10.6660	0.0320	8.0000e-004	11.7057

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Medical Office Building	0.160615 / 0.0305933	1.4051	5.2700e-003	1.3000e-004	1.5755
Pharmacy/Drugstore w/o Drive Thru	0.815078 / 0.499564	9.2609	0.0268	6.7000e-004	10.1302
Total		**10.6660**	**0.0320**	**8.0000e-004**	**11.7057**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Medical Office Building	0.160615 / 0.0305933	1.4051	5.2700e-003	1.3000e-004	1.5755
Pharmacy/Drugstore w/o Drive Thru	0.815078 / 0.499564	9.2609	0.0268	6.7000e-004	10.1302
Total		**10.6660**	**0.0320**	**8.0000e-004**	**11.7057**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	9.8674	0.5832	0.0000	24.4460
Unmitigated	9.8674	0.5832	0.0000	24.4460

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Medical Office Building	13.82	2.8053	0.1658	0.0000	6.9501
Pharmacy/Drugstore w/o Drive Thru	34.79	7.0621	0.4174	0.0000	17.4959
Total		**9.8674**	**0.5832**	**0.0000**	**24.4460**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Medical Office Building	13.82	2.8053	0.1658	0.0000	6.9501
Pharmacy/Drugstore w/o Drive Thru	34.79	7.0621	0.4174	0.0000	17.4959
Total		**9.8674**	**0.5832**	**0.0000**	**24.4460**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX D.1

CHRIS Records Search

PALEOWEST archaeology

626.408.8006 | paleowest.com | 517 South Ivy Avenue | Monrovia, CA 91016

November 12, 2018

Mr. Chris Hampson
Senior Project Manager
Meridian Consultants, LLC
910 Hampshire Road, Suite V
Westlake Village, CA 91361
Transmitted via email to champson@meridianconsultantsllc.com

RE: Cultural Resource Records Review for the 3323 Olympic Boulevard Project in Los Angeles County, California

Dear Mr. Hampson:

At the request of Meridian Consultants, LLC, PaleoWest Archaeology conducted a cultural resource records review for the 3323 Olympic Boulevard Project in Los Angeles County, California. This cultural resource study was limited to a cultural resource literature review and records search of the California Historic Resource Information System (CHRIS) and a review of the Sacred Lands File (SLF) by the Native American Heritage Commission (NAHC). This memorandum summarizes the results of the cultural resource records review efforts for the Project.

The literature review and records search was conducted by Natalie Lawson, Senior Archaeologist, on November 7, 2018 at the South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton. The records search included the Project area as well as a quarter-mile radius. The purpose of the records search was to identify any known cultural resources within the immediate vicinity of the Project area. The records search also included a review of the Office of Historic Preservation Archaeological Determination of Eligibility and the Office of Historic Preservation Directory of Historic Properties Data File.

The records search indicated that no less than six previous studies have been conducted within a quarter-mile of the Project area since 1996 (Table 1). None of these studies appear to include the Project area. In addition, no prehistoric or historic-period resources were identified as a result of the records search. However, three historic-period built-environment resources, 19-167288, 19-188463, and 19-188500, were identified within a quarter-mile radius of the Project. These resources are composed of the Pio Pico Branch of the Los Angeles Public Library System (19-167288) and two multiple-story apartment buildings (19-188463 and 19-188500). All three buildings have been previously evaluated and none of them have been recommended eligible for listing on the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) (Mouck et. al. 1978 and Crawford 2009a, 2009b). None of these properties are located within the Project area.

Table 1
Previous Cultural Resource Studies within a Quarter-Mile of the Project Area

Report No.	Year	Author(s)	Title
LA-03471	1996	Turner, Robin, Mark Selverston, and Roberta S. Greenwood	Monitoring of Median Improvements, Wilshire Boulevard from Fairfax Avenue to La Brea Avenue
LA-04518	1999	Rockey, David	The Miracle Mile of Wilshire Boulevard
LA-05352	2000	Duke, Curt	Cultural Resource Assessment for AT&T Fixed Wireless Services Facility Number, R314.2, County of Los Angeles, California
LA-09545	2009	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate SV00200E (9th St. Partners), 3748 West 9th St., Los Angeles, California.
LA-10387	2009	Bonner, Wayne H. and Kathleen Crawford	Direct APE Historic Architectural Assessment for T-Mobile USA Candidate SV00279A(Mod), 3075 1/2 Harrington Ave, Los Angeles, Los Angeles County, California
LA-12168	2012	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV00200E (9th Street Partners) 3748 West 9th Street, Los Angeles, Los Angeles County, California

PaleoWest contacted the NAHC for a review of the SLF but the results have not yet been received. The objective of the SLF search was to determine if the NAHC had any knowledge of Native American cultural resources (e.g., traditional use or gathering area, place of religious or sacred activity, etc.) within the immediate vicinity of the Project area.

It has been a pleasure working with you on this Project. If you have any questions, please do not hesitate to contact me at rthomas@paleowest.com.

Sincerely,

Roberta Thomas, MA, RPA
Senior Archaeologist
PaleoWest Archaeology

References

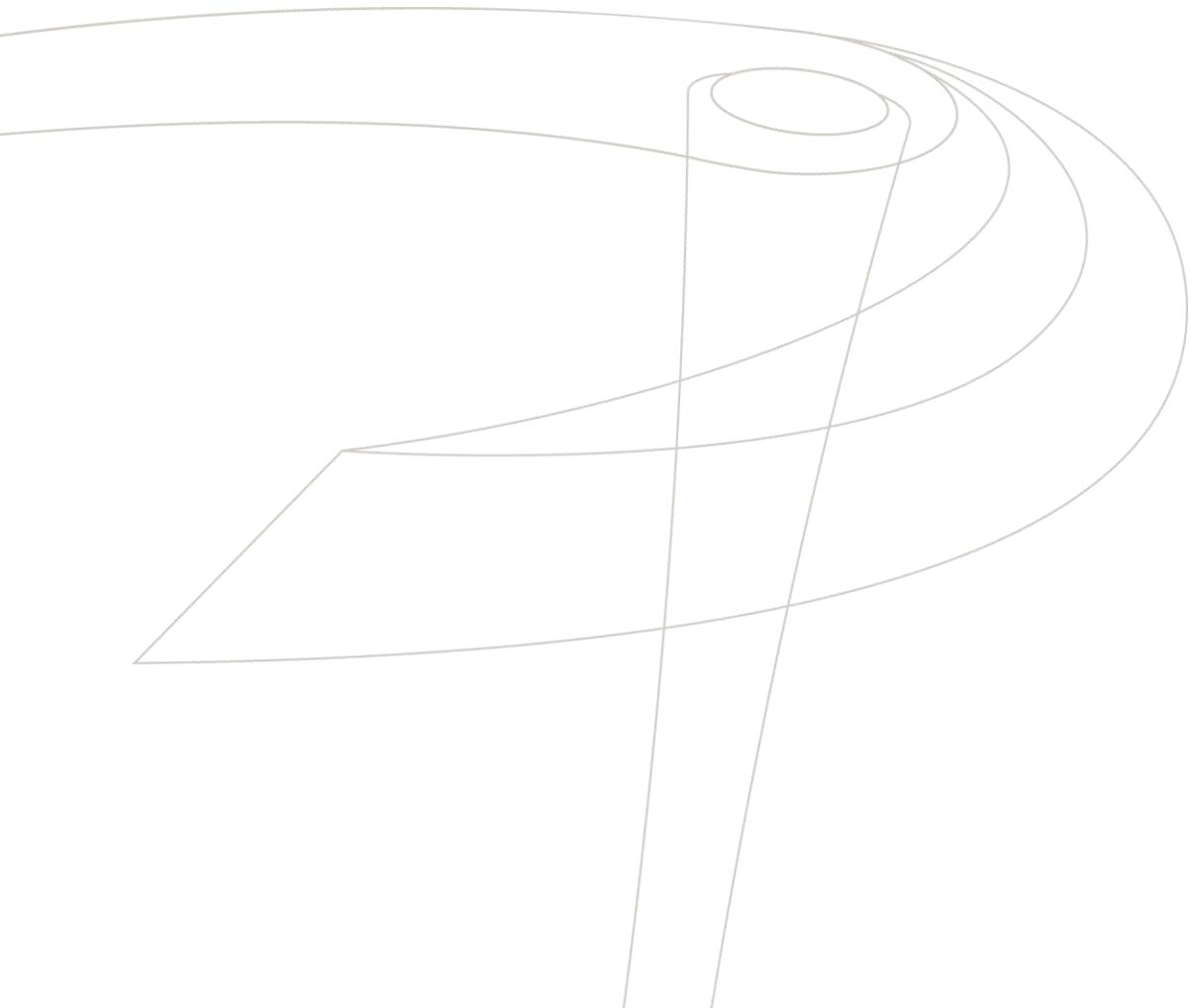
Crawford, K. A.

2009a Department of Parks and Recreation 523 Series Forms for P-19-188463. Housed at the South Central Coastal Information Center, California State University, Fullerton.

2009b Department of Parks and Recreation 523 Series Forms for P-19-188500. Housed at the South Central Coastal Information Center, California State University, Fullerton.

Mouck, Richard, John Miller, Robert Chattel, Ruthann Lehrer, and Denver Miller

1978 National Register of Historic Places Inventory – Nomination Form for Pio Pico Branch, P-19-188722. Housed at the South Central Coastal Information Center, California State University, Fullerton.



APPENDIX D.2

SLF Search

STATE OF CALIFORNIA **Edmund G. Brown, Jr., Governor**

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100 West Sacramento, CA 95691 Phone: (916) 373-3710
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov
Twitter: @CA_NAHC

Roberta Thomas
PaleoWest Archaeology

VIA Email to: rthomas@paleowest.com

RE: 3323 W. Olympic Blvd (18-387), Los Angeles county.

Dear Ms. Thomas:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at my email address: katy.sanchez@nahc.caz.gov.

Sincerely,

Katy Sanchez

Katy Sanchez
Associate Environmental Planner

Attachment

Native American Heritage Commission
Native American Contacts List
11/14/2018

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
Covina ,CA 91723
admin@gabrielenoindians.org
(626) 926-4131

Gabrielino-Tongva Tribe
Charles Alvarez, Councilmember
23454 Vanowen St. Gabrielino
West Hills ,CA 91307
roadkingcharles@aol.com
(310) 403-6048

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 Gabrielino Tongva
San Gabriel ,CA 91778
GTTribalcouncil@aol.com
(626) 483-3564 Cell
(626) 286-1262 Fax

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231 Gabrielino Tongva
Los Angeles ,CA 90012
sgoad@gabrielino-tongva.com
(951) 807-0479

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Chairman
P.O. Box 490 Gabrielino Tongva
Bellflower ,CA 90707
gtongva@gmail.com
(562) 761-6417 Voice/Fax

Gabrielino-Tongva Tribe
Linda Candelaria, Chairperson
80839 Camino Santa Juliana Gabrielino
Indio ,CA 92203
lcandelaria1@gabrielinotribe.org

This list is current as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code,Section 5097.94 of the Public Resources Code, or Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American Tribes for the proposed: 3323 W. Olympic Blvd. (18-387), Los Angeles County.

Exhibit C

Public Correspondence

GREATER WILSHIRE
NEIGHBORHOOD COUNCIL

Applicant: Kevin Read, kpr@oceanhold.com

CC: Michelle Carter, michelle.carter@lacity.org
Chi Lim, joann.lim@lacity.org
Jordan Turner, Jordan.turner@lacity.org
Emma Howard, emma.howard@lacity.org
Jordan Beroukhim, Jordan.beroukhim@lacity.org
Caroline Moser, Chair – Land Use Cmte, windsorsquare@greaterwilshire.org
Shirlee Fuqua, admin@greaterwilshire.org

Address: 3323 W. Olympic Blvd. & 970-996 S. Manhattan Pl.
3323 W. Olympic Blvd. & 975-987 S. Manhattan Pl.

Re: Pursuant to LAMC 12.22 a.25(g)(3), off menu density bonus to all the increase in far. Pursuant to LAMC 16.05, site plan review for the development of 114 units. Pursuant to LAMC 14.00 a2, request for density increase for a housing development project to provide for additional density in excess of that permitted in section 12.22a.25. Pursuant to LAMC 12.24 u. 26, conditional use permit to permit a project in excess of 35% bonus.

Pursuant to LAMC 12.22 a.25(g)(3), off menu density bonus to all the increase in far. Increase far from 3:1 far to 1:4.39 far. Providing 87 market rate units, and 8 very low income units. Pursuant to LAMC 16.05, site plan review for the development of 95 units. Pursuant to LAMC 14.00 a2, request for density increase for a housing development project to provide for additional density in excess of that permitted in section 12.22a.25. Pursuant to LAMC 12.24 u. 26, conditional use permit to permit a project in excess of 35% bonus.

Case Nos: ENV-2018-618-EAF; CPC-2018-617-DB-SPR; CPC-2018-656-DB-SPR; ENV-2018-657-EAF

Date: 20 November 2018

Letter of Support

At the meeting of its Board on 11/14/2018, the Greater Wilshire Neighborhood Council voted to support the project at 3323 W. Olympic Blvd and

970-996 S. Manhattan Pl. & 3323 W. Olympic Blvd and 975-987 S. Manhattan Pl. as presented and with conditions as confirmed by City Council Districts Four and Ten and described, in part, below.

1. **Roof:** Angled roof design, reduction to 7 stories from previous 8
2. **Mullions**: Bronze/dark/not aluminum mullions.
3. **Walls:** "Deep sand" colored tile panels with a relatively flat (not ridged) surface. Larger panels exhibiting a tiling pattern are acceptable.
4. **Balconies** to be as designed with potential lower visibility glass and there will be a voluntary condition by the applicant to ensure all tenants keep the balconies uncluttered.
5. **Corner tree & Street Tree:** Community wants to have evergreens with good shade, in particular the corner tree. Area stakeholders suggested Sycamore and Camphor at the 10/23/2018 GWNC Land Use Committee meeting. The GWNC remains open to additional suggestions from TreePeople's L.A. City Approved Street Trees List.
6. **Signage** will be cut out letters and will not be illuminated.

We thank you for your interest in the Greater Wilshire Neighborhood Council.

Regards,
Max Kirkham
Secretary, Greater Wilshire Neighborhood Council