Exhibit D

Environmental Documents (ENV-2020-4419-CE)

CITY OF LOS ANGELES

CALIFORNIA

ERIC GARCETTI
MAYOR

February 1, 2021

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RE: Case No. CPC-2020-4418-CU-F
Related Case: N/A
Address: 14203 West Valerio Street
Planning Area: Van Nuys – North Sherman Oaks
Zone : R1-1
D. M. : 186B153
C. D. : 2 – Krekorian
CEQA : ENV-2020-4419-CE

RE: ENV-2020-4419-CE (Categorical Exemption - Class 32)

The project site is a level, rectangular-shaped through-lot comprised of three (3) parcels, totaling approximately 53,265 square feet (approximately 1.22 acres) in size. The subject property is bound by Runnymede Street to the north, having a street frontage of approximately 194 feet, and is bound by Valerio Street to the south, with a street frontage of 194 feet. The subject property is zoned R1-1 and is located within the Van Nuys – North Sherman Oaks Community Plan Area which designates the subject property for Low Residential land uses corresponding to the RE9, RS, R1, RU, RD6, and RD5 zones.

The project site is located within a Transit Priority Area in the City of Los Angeles (ZI-2452), a Modifications to Single-Family Zones and Single-Family Zone Hillside Area Regulations area (ZI-2462), and an Urban Agriculture Incentive Zone. The property is not located within the boundaries of or subject to any Specific Plan, Community Design Overlay, or Interim Control Ordinance.

Based upon the existing mobility and circulation networks near the proposed project, the construction, use, and maintenance of a new two-story public charter middle school will not result in significant traffic impacts in the community. The Los Angeles Department of Transportation (LADOT) Transportation Assessment Letter dated September 3, 2020, concluded that implementation of the proposed project would not result in a significant Household or Work Vehicle Miles Traveled (VMT) impact. Therefore, the project is not expected to result in any significant impact relating to traffic.

The project site is located within approximately 5.98 kilometers of the nearest fault (Northridge Fault). The project site does not fall within the Alquist-Priolo Fault Zone, a Preliminary Fault Rupture Study Area, a Flood Zone, Liquefaction Area, Landslide Area, Tsunami Inundation Zone, Methane Zone, Methane Buffer Zone, Hillside Area, or BOE Special Grading Area. The project involves associated grading that will result in approximately 2,000 cubic yards of earth being exported from the project site. An application for a haul route for the export of approximately 2,000 cubic yards of earth will be initiated with the Department of Building and Safety, Grading Division. All haul routes applications require the submittal of a Geology and Soils Report to the Los Angeles Department of Building and Safety (LADBS). A Geotechnical Investigation Report prepared by Geotechnical Professionals, Inc. dated December 13, 2019, concluded that through compliance with the report's recommendations, it is feasible to develop the site as proposed.

The subject property is currently developed with a one-story single-family dwelling with a detached garage. The property also contains several accessory structures, as well as five (5) shipping containers located at the northeast corner of the site. A Tree Report dated December 22, 2020, prepared by Tree Case Management, Inc. identified a total of 42 trees on the subject property. Of the 42 trees identified on the subject property, three (3) of the trees are located within the public right-of-way at south end of the property along Valerio Street. The Tree Report further identified eight (8) Southern Black Walnut trees, a protected tree species as defined under LAMC Ordinance No. 177,404. It was determined in the report that two (2) of the eight (8) Southern Black Walnut trees are deceased. The project proposes the removal and replacement of 41 of the 42 existing trees on the project site, subject to review and approval from the City of Los Angeles' Urban Forestry Division.

A Biological Resources Report dated December 22, 2020, prepared by Glenn Lukos Associates determined that no protected wetlands, endangered species, or habitat for endangered species occur on or in the immediate vicinity of the project site. The Biological Resources Report identified a total of eight (8) Southern Black Walnut trees on the project site, two (2) of which are deceased. The report states that all of the Southern Black Walnut trees on the project site were planted as ornamental landscape and are not remnants of walnut woodland. Although the Southern Black Walnut is considered a protected tree species as defined under LAMC Ordinance No. 177,404, it is not considered a threatened, rare, or endangered species according to the Biological Resources Report.

The project involves the demolition of an existing single-family dwelling and accessory structures, removal of the existing shipping containers, and the construction, use, and maintenance of a new public charter middle school (grades 6 through 8) with a maximum enrollment of 330 students. The school building will be two stories, with a maximum height of 20 feet 9 inches, having approximately 23,294 square feet of floor area. The project includes an outdoor athletic field and running track, an outdoor lunch pavilion, and a surface parking lot containing 38 vehicular parking spaces and a designated drop-off/pick-up area for students. The project will additionally provide a total of 70 bicycle parking stalls: 68 short-term, and two (2) long-term parking stalls. Vehicular ingress and egress are via one-way, two-lane driveway that runs from the northeast corner of the property along Runnymede Street to the southeast corner of the site along Valerio Street. Vehicle traffic would enter the parking lot and designated pick-up/drop-off area from Runnymede Street and would exit onto Valerio Street. The project will also include 8-foot masonry walls and wrought-iron fencing, including vehicular and pedestrian access gates, along the perimeter of the property. The project proposes approximately 10,471 square feet of landscaped area at both the interior and surrounding perimeter of the site, including an educational garden at the northwest corner of the property.

The applicant is requesting the following discretionary actions:

1. Pursuant to LAMC Section 12.24.U.24, a Conditional Use Permit to allow the construction, use, and maintenance of a new public charter middle school (grades 6 through 8) in the R1 Zone;

2. Pursuant to LAMC Section 12.24.X.7, a Zoning Administrator's Determination to allow a fence with a maximum height of 8 feet in the front yard setback, in lieu of the maximum height of 3 feet 6 inches otherwise required in the R1 Zone pursuant to LAMC Section 12.22.C.20(f)(2); and

3. Any other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, haul route permits, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and tree removal permits.

The project site is situated in a single-family neighborhood, located midblock between Tyrone Avenue to the west and Hazeltine Avenue to the east. Properties surrounding the project site are zoned R1 and are developed with one-story single-family dwellings.

The proposed project would not have a significant effect on the environment. A "significant effect on the environment" is defined as "a substantial, or potentially substantial, adverse change in the environment" (CEQA Guidelines, Public Resources Code Section 21068). The proposed project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines, which establish guidelines and thresholds of significant impact, and provide the methods for determining whether or not the impacts of a proposed project reach or exceed those thresholds. Analysis of the proposed project has been determined that it is Categorically Exempt from environmental review pursuant to Article 19, Section 15332 of the CEQA Guidelines (Class 32) and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. On Month XX, 2020, the subject project was issued a Notice of Exemption for a Class 32 Categorical Exemption.

CLASS 32 CATEGORICAL EXEMPTION

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

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

The subject property is located within the Van Nuys – North Sherman Oaks Community Plan Area which is one of the 35 Community Plans that make up the Land Use Element of the General Plan. The Community Plan Area Map designates the subject property for Low Residential land uses corresponding to the RE9, RS, R1, RU, RD6, and RD5 zones. The subject property's R1 zoning is thus consistent with the General Plan's land use designation of the site. The property is not located within the boundaries of or subject to any Specific Plan, Community Design Overlay, or Interim Control Ordinance.

The Los Angeles Municipal Code (LAMC) permits the use of public charter schools within the R1 Zone with the approval of a Conditional Use Permit subject to certain findings. Therefore, the requested Conditional Use Permit for the proposed school use is permissible per the underlying zoning and land use designation of the project site. The project is consistent with the following specific goal, objective, and policy of the Van Nuys – North Sherman Oaks Community Plan:

GOAL 6: APPROPRIATE LOCATIONS AND ADEQUATE FACILITIES FOR SCHOOLS TO SERVE THE NEEDS OF EXISTING AND FUTURE POPULATIONS.

Objective 6-1: To site schools in locations complimentary to existing land uses and in locations which will enhance community identity.

Policy 6-1.1: Encourage compatibility in school locations, site layout, and architectural design with adjacent land uses and community character, and as appropriate, use schools to create a logical transition and buffer between different uses.

<u>Framework Element</u>

The project is further consistent with other elements of the General Plan, including the Framework Element. The Framework Element was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001 and 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 project supports the following goals, objectives, and policies of the Framework Element:

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 3.1.1: "Identify areas on the Long Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism."

GOAL 3B: Preservation of the City's stable single-family residential neighborhoods.

Objective 3.5: "Ensure that the character and scale of stable single-family residential neighborhoods is maintained, allowing for infill development provided that is compatible with and maintains the scale and character of existing development."

Policy 3.5.2: "Require that new development in single-family neighborhoods maintains its predominant and distinguishing characteristics such as property setbacks and building scale."

GOAL 9N: "Work constructively with LAUSD to promote the siting and construction of adequate school facilities phased with growth."

Objective 9.32: "Work constructively with LAUSD to promote the siting and construction of adequate school facilities phased with growth."

Policy 9.32.1: "Work with the Los Angeles Unified School District to ensure that school facilities and programs are expanded commensurate with the City's population growth and development."

Policy 9.32.2: "Explore creative alternatives for providing new school sites in the City, where appropriate."

The project proposes the construction of a new public charter middle school (grades 6 through 8) for girls with an enrollment of up to 330 students. The project will provide the Girls Athletic Leadership School (GALS) Los Angeles with a new permanent campus that will enable it to create an exceptional and stable learning environment for its students. The school comprises 17 classrooms (including a dance studio), a multi-purpose room, an outdoor patio/lunch pavilion, and an outdoor athletic field and running track. As charter schools may enroll students from a wide geographic region, the project will enable GALS to both provide an additional neighborhood school option for the community and serve a greater population across the entire region. Quality schools are an essential part of any community. The project will enable GALS to better serve the community and provide a valuable service of high-quality education in a safe and stable environment.

The project site is situated in a long-established residential neighborhood, located midblock between Tyrone Avenue to the west and Hazeltine Avenue to the east. Properties surrounding the project site are zoned R1 and are developed with one-story single-family residences. The proposed school is a use that is permissible within the R1 Zone per LAMC via approval of a Conditional Use Permit. The school building will have a maximum height of 20 feet 9 inches, which is below the permitted height of 28 feet for the site. In the addition, the proposed development will adhere to the setback requirements of the project site's R1 zoning. The project has been thoughtfully designed in order to minimize the school's impact on surrounding residential properties. The building observes a 20-foot side yard setback from the westerly perimeter of the site and utilizes clerestory windows along its westerly façade in order to maintain privacy for the adjacent residential properties. In addition, the project incorporates extensive landscaping to further maintain privacy and compatibility with abutting residential properties and the surrounding neighborhood. Furthermore, the school is designed to alleviate traffic congestion by proposing a one-way, two-lane driveway for vehicular ingress and egress, that will accommodate up to 20 on-site vehicle queuing, thereby reducing vehicular buildup along Runnymede Street and Valerio Streets.

The proposed project is entirely consistent with the applicable provisions of the LAMC and the General Plan. The requests herein, including a Conditional Use Permit to allow the operation of a new public charter middle school in the R1 Zone and a Zoning Administrator's Determination allow deviation from the required fence height will not change the land use designation or zone of the project site and will not restrict or prohibit the use of the site for other permitted uses. The proposed project is a compatible and desirable use in the subject location and the requested increase in fence height facilitates the provision of a safe and secure school in this location. In addition, the operation has been carefully conditioned to ensure compliance with all applicable regulations and to ensure that there will be no negative impacts on the surrounding community. Therefore, the proposed project is consistent with the General Plan policies and zoning regulations within the City of Los Angeles.

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

The subject property is located wholly within the Van Nuys – North Sherman Oaks Community Plan Area within the City of Los Angeles. The project site is a level, rectangular-shaped through-lot comprised of three (3) parcels, totaling approximately 53,265 square feet (approximately 1.22 acres) in size. The project site is surrounded by residential uses and is not located near any areas designated for farmland or agricultural uses. The neighborhood is fully built-out with residential uses that are consistent with their General Plan land use designations and zoning.

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

The project site is a level, rectangular-shaped through-lot comprised of three (3) parcels, totaling approximately 53,265 square feet (approximately 1.22 acres) in size. The subject property is currently developed with a one-story single-family dwelling with a detached garage. The property also contains several accessory structures, as well as five (5) shipping containers located at the northeast corner of the site. A Tree Report dated December 22, 2020, prepared by Tree Case Management, Inc. identified a total of 42 trees on the subject property. Of the 42 trees identified on the subject property, three (3) of the trees are located within the public right-of-way at south end of the property along Valerio Street. The Tree Report further identified eight (8) Southern Black Walnut trees, a protected tree species as defined under LAMC Ordinance No. 177,404. It was determined in the report that two (2) of the eight (8) Southern Black Walnut trees are deceased. The project proposes the removal and replacement of 41 of the 42 existing trees on the project site, subject to review and approval from the City of Los Angeles' Urban Forestry Division.

A Biological Resources Report dated December 22, 2020, prepared by Glenn Lukos Associates determined that no protected wetlands, endangered species, or habitat for endangered species occur on or in the immediate vicinity of the project site. The Biological Resources Report identified a total of eight (8) Southern Black Walnut trees on the project site, two (2) of which are deceased. The report states that all of the Southern Black Walnut trees were planted as ornamental landscape and are not remnants of walnut woodland. Although the Southern Black Walnut is considered a protected tree species as defined under LAMC Ordinance No. 177,404, it is not considered a threatened, rare, or endangered species according to the Biological Resources Report. In addition, the project site is not located within an approved local, regional, or state habitat conservation plan. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources, or with the provisions of an adopted Habitat Conservation Plan. Furthermore, the project site is located in a long-established residential neighborhood which is fully built out with single-family residences. The project site, therefore, has no value as habitat for endangered species, 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. A significant impact may occur if the project conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new Los Angeles Department of Transportation (LADOT), Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds. LADOT has established that any project resulting in a net increase of 250 or more daily vehicle trips requires a VMT analysis.

The project involves the demolition of an existing single-family dwelling and accessory structures, removal of the existing shipping containers, and the construction, use, and maintenance of a new public charter middle school (grades 6 through 8) with a maximum enrollment of 330 students. The school building will be two stories, with a maximum height of 20 feet 9 inches, having approximately 23,294 square feet of floor area. The project includes an outdoor athletic field and running track, an outdoor lunch pavilion, and a surface parking lot containing 38 vehicular parking spaces and a designated drop-off/pick-up area for students. The project will additionally provide a total of 70 bicycle parking stalls: 68 short-term, and two (2) long-term parking stalls. Vehicular ingress and egress are via one-way, two-lane driveway that runs from the northeast corner of the property along Runnymede Street to the southeast corner of the site along Valerio Street. Vehicle traffic would enter the parking lot and designated pick-up/drop-off area from Runnymede Street and would exit onto Valerio Street.

A Traffic Assessment Report dated July 13, 2020 was prepared by Linscott, Law & Greenspan, Engineers to determine whether or not the proposed project would result in any significant impacts relating to traffic. The Traffic Study found that the project would generate a net increase of 612 daily vehicle trips and a net increase of 4,160 daily vehicle miles traveled (VMT), thus requiring the proposed project to conduct a vehicle miles traveled (VMT) analysis.

The LADOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the South Valley APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 9.4
- Work VMT per Employee: 11.6

The proposed project is projected to have a Household VMT per capita of 0 and a Work VMT per employee of 11.5 without applying any Transportation Demand Management (TDM) mitigation measures, both of which are below the established thresholds for the South Valley APC area. Furthermore, as cited in the VMT Analysis report prepared by

Linscott, Law & Greenspan, Engineers, the project proposes to incorporate the TDM strategy of Bicycle Parking per LAMC as a Project Design Feature which will reduce the Daily Work VMT per Employee from 11.5 to 11.4. Subsequently, LADOT completed its Transportation Impact Assessment, and in a letter dated September 3, 2020, concluded that implementation of the proposed project would not result in a significant Household or Work VMT impact and determined that no CEQA-related mitigation measures are required for the project. Therefore, the project is not expected to result in any significant impact relating to traffic.

Noise. The project must comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 and any subsequent ordinances which prohibit the emission or creation of noise beyond certain levels. The Ordinances cover both operational noise levels (i.e. post-construction), as well as any noise impact during construction. Section 41.40 of the LAMC regulates noise from demolition and construction activities and prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays and holidays; all such activities are also prohibited on Sundays. Section 112.05 of the LAMC also specifies the maximum noise level of construction machinery that can be generated in any residential zone of the city or within 500 feet thereof. As the project is required to comply with the above ordinances and regulations, it will not result in any significant noise impacts. All construction-related noise impacts would be less than significant and temporary in nature.

A Noise Technical Report prepared by DKA Planning in June 2020 and attached to the subject environmental case file, concluded that no significant permanent operational or cumulative noise impacts are expected as a result of the proposed project (the Noise Technical Modeling prepared by DKA Planning and the environmental report prepared by CAJA Environmental Services provides the full analysis). Given that the project would be required to comply with all existing and applicable noise regulations, the study concluded that the project would not result in any significant impacts and that no mitigation measures are necessary. Although noise arising from construction is unavoidable, the noise would be temporary and limited to the duration of the construction in any one location. The report states that standard, industry-wide best practices for construction in urban or otherwise noise-sensitive areas would ensure that construction noise does not exceed the noise limit imposed by LAMC Section 112.05. These could include erecting temporary noise barriers around the project's perimeter, using mufflers to dampen noise from internal combustion engines, and warming-up or staging equipment away from sensitive receptors. Complete elimination of construction activity noise is technically infeasible; however, incorporation of the best available noise reduction methods will minimize impacts on the residential uses bordering the project site. Compliance with the various local regulatory measures will further minimize any adverse construction noise impact potential.

The project is not expected to generate significant permanent operational noise impacts. Noise generated through human conversation and activities, landscape maintenance, or trash collection would not exceed the recommended noise compatibility guidelines. Any new stationary sources of noise, such mechanical HVAC equipment, installed on the proposed development will be required to comply with LAMC Sections 112.02 and 112.05 which prohibit noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level at neighboring occupied properties by more than five dBA. As such, the proposed project is expected to generate a negligible increase in ambient noise from operation. Through compliance with all existing regulations governing both construction and operational noise, any noise impacts resulting from the project will be less than significant.

Air Quality. The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. The 2016 Air Quality Management Plan (AQMP) was prepared by SCAQMD and adopted in April 2017 to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The project is not expected to conflict with, or obstruct, the implementation of the AQMP and SCAQMD rules. The project is consistent with current zoning regulations and policies within the City of Los Angeles, allowing for the proposed development on the subject site. The project would also comply with the 2020 Los Angeles Green Building Code (LAGBC)*,* which builds upon and sets higher standards than those in the 2017 California Green Building Standards Code. Therefore, project impacts related to air quality will be less than significant.

During construction, appropriate dust control measures would be implemented as part of the proposed project during each phase of development, as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas.

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

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

By implementing BMPs, all construction-related impacts will be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur from construction.

Furthermore, an Air Quality Technical Report was prepared by DKA Planning in June 2020, which is included in the subject case file. The study quantifies the estimated daily construction and operational emissions for various pollutants from the project site using CalEEMod simulations. Based on the simulation results, none of the construction and operational emissions are expected to exceed the South Coast Air Quality Management District (SCAQMD) air quality significance thresholds. Furthermore, the report finds that the project is consistent with all applicable aspects of the City’s General Plan Air Quality Element. The study does not recommend any mitigation measures as all construction and operational emissions are expected to be below the thresholds considered by SCAQMD to be significant under CEQA guidelines. Potential impacts related to air quality from the project will therefore be less than significant.

Water Quality. With regard to water quality, a significant impact would occur if the project would: 1) exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB); 2) increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded; or 3) increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. All wastewater from the project would be treated according to requirements of the National Pollutant Discharge Elimination System (NPDES) permit authorized by the LARWQCB. Therefore, the proposed project would result in a less than significant impact related to wastewater treatment requirements.

Additionally, prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would not result in a significant impact related to water or wastewater infrastructure.

Lastly, development of the proposed project would maintain existing drainage patterns; site generated surface water runoff would continue to flow to the City's storm drain system. The proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed project would not result in a significant impact related to existing storm drain capacities.

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

The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California (SoCal) Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. These utilities and public services have continuously served the area for the past several decades. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, LED lighting, etc. As a result of these new building codes, which are required of all projects, it can be anticipated that the proposed project will not create any substantial impact on existing utilities and public services.

In addition, roof and site drainage as well as sewer availability must comply with Bureau of Engineering and Bureau of Sanitation standards; and hydrants, Fire Department Access, and Fire Safety must be reviewed and approved by the Los Angeles Fire Department before permits can be issued. Furthermore, the project must comply with all City Regulatory Compliance Measures (RCMs) that apply. Therefore, the proposed project can be adequately served by all required utilities and public services.

EXCEPTIONS TO CATEGORICAL EXEMPTIONS

The City has further considered whether the proposed project is subject to any of the six exceptions set forth in State CEQA Guidelines Section 15300.2 that would prohibit the use of any categorical exemption. Planning staff has determined that none of the exceptions apply to the proposed project, as described below.

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

As the proposed project is not defined as a Class 3, 4, 5, 6 or 11 project, this exception is non-applicable. The project site is in a long-established residential neighborhood in the City of Los Angeles. The project site is not located in a particularly sensitive environment and is not located on a site containing wetlands, endangered species, or wildlife habitats; therefore, this exception is not applicable.

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

The proposed project is consistent with the zone and land use as designated by the Van Nuys – North Sherman Oaks Community Plan. A successive project of the same type and nature would reflect a development that is consistent with the underlying land use designation and the Los Angeles Municipal Code, and thus would be subject to the same regulations and requirements, including development standards and environmental impacts. The impacts of each subsequent project will be mitigated if necessary, and thus will not result in a cumulative impact.

The project would not result in a cumulatively considerable contribution to any impact. The threshold of significance for a cumulatively considerable contribution to a traffic impact is the same as the threshold of significance for a project impact. Therefore, since the project would not exceed that threshold, it would have neither a project-specific significant impact, nor the potential to result in a cumulatively considerable contribution to a significant traffic impact. The same is true for air quality thresholds of significance; the project does not have the potential to result in a project-specific significant air quality impact, and therefore, does not have the potential to result in a cumulatively considerable contribution to a significant air quality impact.

Regulatory Compliance Measures (RCMs) in the City of Los Angeles regulate impacts related to Air Quality, Construction Noise/Vibrations, Operational Noise/Vibrations, and Transportation/traffic. Numerous Los Angeles Municipal Code Sections provide requirements for construction activities and ensure impacts from construction related noise, traffic, and parking are less than significant. The Noise Regulation Ordinance, No. 144,331, provides regulatory compliance measures related to construction noise and maximum noise levels for all activities. LAMC Section 62 provides specific regulatory compliance measures related to construction traffic and parking. LAMC Section 41 requires construction site postings listing representative contact information and permitted construction/demolition hours as established by the Department of Building and Safety. Additionally, there is insufficient evidence to conclude that significant impacts will occur based on past project approvals or in progress entitlement applications and that the proposed project will have adverse impacts on the cumulative impacts of construction noise and transportation/traffic in this area. Further, there is insufficient evidence to conclude that the proposed project will be under construction at the same time as projects within the vicinity. Thus, this exception does not apply.

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

The project site is a level, rectangular-shaped through-lot comprised of three (3) parcels, totaling approximately 53,265 square feet (approximately 1.22 acres) in size. The subject property is currently developed with a one-story single-family dwelling with a detached garage. The property also contains several accessory structures, as well as five shipping containers located northeast corner of the site. A Tree Report dated December 22, 2020, prepared by Tree Case Management, Inc. identified a total of 42 trees on the subject property. Of the 42 trees identified on the subject property, three (3) of the trees are located within the public right-of-way at south end of the property along Valerio Street. The Tree Report further identified eight (8) Southern Black Walnut trees, a protected tree species as defined under LAMC Ordinance No. 177,404. It was determined in the report that two (2) of the eight (8) Southern Black Walnut trees are deceased. The project proposes the removal and replacement of 41 of the 42 existing trees on the project site, subject to review and approval from the City of Los Angeles' Urban Forestry Division.

A Biological Resources Report dated December 22, 2020, prepared by Glenn Lukos Associates determined that no protected wetlands, endangered species, or habitat for endangered species occur on or in the immediate vicinity of the project site. The Biological Resources Report identified a total of eight (8) Southern Black Walnut trees on the project site, two (2) of which are deceased. The report states that all of the Southern Black Walnut trees were planted as ornamental landscape and are not remnants of walnut woodland. Although the Southern Black Walnut is considered a protected tree species as defined under LAMC Ordinance No. 177,404, it is not considered a threatened, rare, or endangered species according to the Biological Resources Report. In addition, the project site is not located within an approved local, regional, or state habitat conservation plan. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources, or with the provisions of an adopted Habitat Conservation Plan. Furthermore, the project site is located in a long-established residential neighborhood which is fully built out with single-family residences. The project site, therefore, has no value as habitat for endangered species, rare, or threatened species.

The project involves the demolition of an existing single-family dwelling and accessory structures, removal of the existing shipping containers, and the construction, use, and maintenance of a new public charter middle school (grades 6 through 8) with a maximum enrollment of 330 students. The school building will be two stories, with a maximum height of 20 feet 9 inches, having approximately 23,294 square feet of floor area. The project includes an outdoor athletic field and running track, an outdoor lunch pavilion, and a surface parking lot containing 38 vehicular parking spaces and a designated drop-off/pick-up area for students. The project will additionally provide a total of 70 bicycle parking stalls: 68 short-term, and two (2) long-term parking stalls. Vehicular ingress and egress are via one-way, two-lane driveway that runs from the northeast corner of the property along Runnymede Street to the southeast corner of the site along Valerio Street. Vehicle traffic would enter the parking lot and designated pick-up/drop-off area from Runnymede Street and would exit onto Valerio Street. The project will also include 8-foot masonry walls and wrought-iron fencing, including vehicular and pedestrian access gates, along the perimeter of the property. The project proposes approximately 10,471 square feet of landscaped area at both the interior and surrounding perimeter of the site, including an educational garden at the northwest corner of the property. The project involves associated grading that will result in approximately 2,000 cubic yards of earth being exported from the project site.

The project site is located in a long-established residential neighborhood within the City of Los Angeles and is a use that is compatible with the surrounding single-family residences. The site does not demonstrate any unusual circumstances, and the project will not generate any significant impacts regarding traffic, noise, air quality, or water quality. There are no special districts or other known circumstances that indicate a sensitive surrounding environment. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

(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.

Based on a review of the California Scenic Highway Mapping System, the subject site is not located along a California State Scenic Highway and will not impact any identified scenic resources, including trees, historic buildings, rock outcroppings, or other similar resources, within a highway officially designated as a State Scenic Highway. Therefore, this exception does not apply.

(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.

Based on a review of the California Department of Toxic Substances Control "Envirostor Database," no known hazardous waste sites are located on the project site. Additionally, there are also no listed hazardous waste sites within the immediate vicinity of the project site. The subject property is currently developed as a residential use which is not expected to utilize hazardous waste or materials that pose significant constraint on the site.

Furthermore, the project site is not located within a Methane Zone or Methane Buffer Zone, nor is it located in a Hazardous Waste / Border Zone Property area as designated by the City of Los Angeles. Therefore, this exception for a Class 32 Categorical Exemption does not apply to this project.

(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.

The project site is currently developed with a one-story single-family dwelling with a detached garage and several accessory structures, and has not been identified as a historic resource by local or state agencies, and has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or the Los Angeles Historic-Cultural Monuments Register. While the existing structures were built in 1926, the project site is not identified as a historic resource per SurveyLA. For these reasons, construction of the proposed project would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA, therefore, this exception does not apply.

<u>CONCLUSION</u>

The project proposes the construction, use, and maintenance of a new public charter middle school (grades 6 through 8) with a maximum enrollment of 330 students over a project site comprised of four (4) contiguous lots encompassing approximately 55,787 square feet (approximately 1.28 acres) of lot area. The school building will be two stories, with a maximum height of 20 feet 9 inches, having approximately 23,294 square feet of floor area. The project includes an outdoor athletic field and running track, an outdoor lunch pavilion, and a surface parking lot containing 38 vehicular parking spaces and a designated drop-off/pick-up area for students. The project will additionally provide a total of 70 bicycle parking stalls: 68 short-term, and two (2) long-term parking stalls. Vehicular ingress and egress are via one-way, two-lane driveway that runs from the northeast corner of the property along Runnymede Street to the southeast corner of the site along Valerio Street. Vehicle traffic would enter the parking lot and designated pick-up/drop-off area from Runnymede Street and would exit onto Valerio Street. The project will also include 8-foot masonry walls and wrought-iron fencing, including vehicular and pedestrian access gates, along the perimeter of the property. The project proposes approximately 10,471 square feet of landscaped area at both the interior and surrounding perimeter of the site, including an educational garden at the northwest corner of the property.

The project is compatible with the surrounding development (which consists of long-established residential uses) and is consistent with the existing General Plan designation, zoning, and requirements of the LAMC. The project will not generate a significant number of vehicle trips and will not result in any significant impacts to land use planning, environmental habitat, noise, air quality, or water quality. The project is located in a long-established neighborhood, and thus will be adequately served by all required public utilities and services.

Furthermore, the project is not in a particularly sensitive environment, and will not impact an environmental resource of hazardous or critical concern that is designated, precisely mapped, or officially adopted by any federal, state, or local agency. The project will not result in any significant impacts and, therefore, will not make a cumulatively considerable contribution to any significant impacts that are not already accounted for by the General Plan and future environmental clearances. The project is consistent with the surrounding developments, including established residential and commercial uses, does not present any unusual circumstances that would result in a significant impact on the environment, and would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA. Therefore, none of the possible exceptions to Categorical Exemptions, found in Section 15300.2 Exceptions, apply to this project, and as such, the project qualifies for a Class 32 Categorical Exemption.

CATEGORICAL EXEMPTION STUDY

Section B – Environmental Analysis

1. Regulatory Framework

Title 14 of the California Code of Regulations, Chapter 3 (Guidelines for Implementation of [CEQA], Article 19 (Categorical Exemptions), Section 15300 (Categorical Exemptions) includes a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

For the reasons discussed in detail later in this document, the Project is categorically exempt from the requirement for the preparation of environmental documents under the Class 32 exemption in Section 15332, Article 19, Chapter 3, Title 14 of the California Code of Regulations (CCR). The Class 32 exemption, which is stated below, is intended to promote infill development within urbanized areas. The class consists of infill projects that are consistent with the local general plan and zoning requirements, can be served by existing utilities and public services and would not result in any significant traffic, noise, air quality, or water quality impacts. Application of this exemption, as all categorical exemptions, is limited by certain exceptions identified in Section 15300.2, which are stated below.

Section 15332. In-Fill Development Projects

> *Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.*
>
> *(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*
>
> *(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*
>
> *(c) The project site has no value as habitat for endangered, rare or threatened species.*
>
> *(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*
>
> *(e) The site can be adequately served by all required utilities and public services.*

Section 15300.2. Exceptions

> *(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located - a project that is ordinarily insignificant in its impact on the environment*

may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply [to] all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

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

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

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

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

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

2. Discussion of CCR Section 15332(a)

The Project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

A significant impact may occur if a project is inconsistent with applicable land use plans or zoning designations adopted for the purpose of avoiding mitigating an environmental effect. Plan inconsistencies in and of themselves are not a significant impact on the environment cognizable under CEQA, which recognizes only direct physical changes or reasonably foreseeable indirect physical changes in the environment.[1]

The Project is subject to the Framework Element of the City's General Plan (General Plan), as discussed below. However, the City's threshold of significance considers only inconsistencies with policies "adopted for the purpose of avoiding or mitigating an environmental effect." The Framework Element's goals, objectives and policies were adopted for primarily economic purposes, not to avoid or mitigate environmental impacts. To the extent the Framework's provisions arguably reflect environmental considerations, they address whether uses would affect nearby land uses. The Project does not affect these policies because CEQA considers only the Project's impacts on its environment, not the environment's impacts on the Project. The legal standard that governs consistency determinations is that a project must only be in "harmony" with the applicable land use plan to be consistent with that plan.[2]

a) General Plan

The General Plan consists of a series of documents, including the seven State-mandated elements: Land Use, Mobility, Noise, Safety, Housing, Open Space, and Conservation; and elements addressing Air Quality, Infrastructure Systems, Public Facilities and Services, Health and Wellness, as well as the Citywide General Plan Framework Element. The Framework Element establishes the overall policy and direction for the entire General Plan. It provides a citywide context and a comprehensive long-range strategy to guide the comprehensive update of the General Plan's other mandated and optional elements. The Framework Element establishes the fundamental and over-arching goals, objectives, and policies for the City and its Community Plans and Specific Plans.

1 See Guidelines Section 15064(d)-(e),

2 See *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 717-18 [upholding a city's determination that a subdivision project was consistent with the applicable general plan]). As the Court explained in Sequoyah, "state law does not require an exact match between a proposed subdivision and the applicable general plan." To be "consistent" with the general plan, a project must be "compatible with the objectives, policies, general land uses, and programs specified in the applicable plan," meaning, the project must be "in agreement or harmony with the applicable plan." (see also *Greenebaum v. City of Los Angeles* (1984) 153 Cal.App.3d 391, 406; San Franciscans Upholding the Downtown Plan, supra, 102 Cal.App.4th at p. 678.) Further, "[a]n action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment." (*Friends of Lagoon Valley v. City of Vacaville* (2007) 154 Cal.App.4th 807, 817.) Courts also recognize that general plans "ordinarily do not state specific mandates or prohibitions," but instead provide "policies and set forth goals." (Friends of Lagoon Valley at page 378.)

(1) Framework Element

(a) Land Use Chapter

The Land Use Chapter of the Framework Element provides primary objectives to support the viability of the City's residential neighborhoods and commercial and industrial districts, and to encourage sustainable growth in appropriate locations. The Land Use Chapter establishes land use categories, which are broadly described by ranges of intensity/density, heights, and lists of typical uses. The designated land use categories are Neighborhood Districts, Community Centers, Regional Centers, Downtown Center, Mixed-Use Boulevards, and Industrial Districts. However, these land use categories do not connote land use entitlements or affect existing zoning for properties in the City and are intended to serve as guidelines for the Community Plans.[3]

(2) Mobility Element

The goals of the Transportation Chapter of the Framework Element are to provide adequate accessibility to commerce, work opportunities, and essential services, and to maintain acceptable levels of mobility for all those who live, work, travel, or move goods in the City. The Transportation Chapter includes proposals for major transportation improvements to enhance the movement of goods and to provide greater access to major intermodal facilities, such as the ports and airports. As discussed in the Transportation Chapter of the Framework Element, the goals, objectives, policies, and related implementation programs of the Transportation Chapter are set forth in the Transportation Element of the General Plan adopted by the City in September 1999. As an update to the Transportation Element, the City Council initially adopted Mobility Plan 2035 in August 2015. Mobility Plan 2035 was readopted in January 2016 and amended in September 2016.[4] Mobility Plan 2035 incorporates "complete streets" principles and lays the policy foundation for how the City's residents interact with their streets. Mobility Plan 2035 includes five main goals that define the City's high-level mobility priorities: (1) Safety First; (2) World Class Infrastructure; (3) Access for All Angelenos; (4) Collaboration, Communication, and Informed Choices; and (5) Clean Environments and Healthy Communities. Each of the goals contains objectives and policies to support the achievement of those goals. Accordingly, the goals of the Transportation Chapter of the Framework Element are now implemented through Mobility Plan 2035.

(3) Noise Element

The Noise Element of the General Plan applies to the City as a whole. It addresses noise mitigation regulations, strategies and programs and delineates Federal, State and City jurisdiction relative to rail, automotive, aircraft and nuisance noise. Noise is analyzed in its own section, further below.

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3 As indicated in Chapter 1 of the Framework Element, the Framework Element neither overrides nor supersedes the Community Plans. It guides the City's long-range growth and development policy, establishing citywide standards, goals, policies and objectives for citywide elements and Community Plans. The Framework Element is flexible, suggesting a range of uses within its land use definitions. Precise determinations are made in the Community Plans.

4 City of Los Angeles, Department of City Planning, Mobility Plan 2035, adopted September 2016.

(4) Safety Element

The Safety Element of the General Plan provides a contextual framework for understanding the relationship between hazard mitigation, response to a natural disaster and initial recovery from a natural disaster. Chapters I and III of the Safety Element outline the scope of the City Emergency Operations Organization (CEOO)'s on-going efforts to use experiences and new information to improve the City's hazard program. Chapter II outlines the City's historic commitment to improving its prevention of controllable disasters, mitigation of impacts associated with disasters and response to disaster events. Goals and policies of the Safety Element, relate to hazard mitigation by the City, including emergency response (multi-hazard), and disaster recovery (multi-hazard). The goals and objectives of the Safety Element provide a guideline for the City's service systems and do not relate to actions of the private developer. As such, these goals and objectives are not evaluated. However, regulations arising out of the objectives of the Safety Element are reflected in the City's Building Code and Fire Code, the applicable provisions of which the Project must comply with in order to obtain building permits.

(5) Housing Element

Adopted in December 2013, the Housing Element 2013–2021 of the City's General Plan identifies four primary goals as follows:

- A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy, sanitary, and affordable to people of all income levels, races, ages, and suitable for their various needs;
- A City in which housing helps to create safe, livable and sustainable neighborhoods;
- A City where there are housing opportunities for all without discrimination; and
- A City committed to ending and preventing homelessness.

(6) Open Space Element

The Open Space Plan provides an official guide to the City Planning Commission, the City Council, the Mayor, and other governmental agencies for the identification, preservation, conservation, and acquisition of open space in the City. The Plan includes definitions, objectives, policies, standards and criteria, programs, and a map which are to be used when decisions are made pertaining to open space in the City, but does not contain objectives or policies that are applicable to specific development projects.

(7) Conservation

The General Plan includes a Conservation Element. Section 5 of the Conservation Element recognizes the City's responsibility for identifying and protecting its cultural and historical heritage. The Conservation Element established an objective to protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes and a corresponding policy to continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities.[5]

(8) Air Quality

The General Plan includes an Air Quality Element. The Air Quality Element identifies policies and strategies for advancing the City's clean air goals. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals. Air quality is analyzed in its own section, further below.

(9) Infrastructure Systems

The General Plan includes an Infrastructure Systems Element. The Infrastructure Systems Element includes the following subsections: (1) City-Collected Refuse Disposal Plan; (2) Power System Plan; (3) Sewerage Plan; and (4) Water System Plan.

(10) Health and Wellness

The General Plan includes a Health and Wellness Element, the Plan for a Healthy Los Angeles. The Plan for a Healthy Los Angeles lays the foundation to create healthier communities for all Angelenos. As an Element of the General Plan, it provides high level policy vision, along with measurable objectives and implementation programs, to evaluate health as a priority for the City's future growth and development.

(11) Public Facilities & Services

The General Plan includes a Public Facilities and Services Element. The Public Facilities & Services Element includes the following subsections: (1) Cultural and Historical Monuments Plan; (2) City Owned Power Transmission Rights-of-Way Development Plan; (3) Major Equestrian and Hiking Trails Plan; (4) Public Libraries Plan; (5) Public Recreation Plan; and 6) Public Schools Plan.

(12) Consistency Analysis

Table B-1 lists the objectives and policies that apply to developers in collaboration with local government. As shown, the Project would be consistent with the applicable (developer-controlled or focused) objectives and policies of the General Plan. In addition, the land use designation for the Project Site is Low Residential, which allows for the development of school uses. Therefore, there would be no significant impacts due to inconsistency with land use designations in the General Plan.

5 City of Los Angeles Conservation Element of the General Plan, adopted September 26, 2001, p. II-9.

Table B-1
General Plan Consistency Analysis

Goal, Objectives, Policies	Discussion
Framework Element	
Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.	**Consistent.** The Project proposes the development of a middle school, which would provide educational uses for the area's residents.
Policy 3.1: Identify areas on the Long Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.	
Objective 3.5 Ensure that the character and scale of stable single-family residential neighborhoods is maintained, allowing for infill development provided that is compatible with and maintains the scale and character of existing development.	**Consistent.** The Project is a middle school, which is conditionally permitted under the zoning designation for the Project Site. The main building of the proposed school campus is two stories with a maximum height of 20 feet, 9 inches, which is below the maximum permitted height of 28 feet, and which would be generally consistent with the character and scale of the existing neighborhood.
Policy 3.5. Require that new development in single-family neighborhoods maintains its predominant and distinguishing characteristics such as property setbacks and building scale.	
Mobility Element	
Policy 1.3 Prioritize the safety of school children on all streets regardless of highway classifications.	**Consistent.** The Project prioritizes the safety of school children by conducting all student drop-off and pick-up operations on the Project Site. The Project design accommodates the onsite queuing of up to 20 vehicles (10 in each of the two lanes) for drop-off and pick-up activities.
Policy 1.6: Design detour facilities to provide safe passage for all modes of travel during times of construction.	**Consistent**. The Applicant would implement a Construction Traffic Management Plan to minimize potential conflicts associated with construction activity. During periods of time where offsite street surfaces are needed, such as during grading and excavation, the Applicant would submit for review and approval a traffic control plan detailing the work days, time of day, and safety features. Further, any temporary lane closures would require approval by the City of Los Angeles Bureau of Street Services, and would be limited to non-peak commute hours.
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.	**Consistent**. The Project would promote this policy by providing adequate vehicular access, improving pedestrian access, and providing bicycle parking facilities.
Policy 3.2: Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	**Consistent**. The Project would be designed to provide accessibility and accommodate the needs of people with disabilities as required by the American with Disabilities Act (ADA) and the City.

Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.	**Consistent**. The Project would be located in an area well-served by public transit provided by Metro and DASH.
Policy 3.8: Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.	**Consistent**. The Project provides bicycle parking spaces in accordance with Los Angeles Municipal Code (LAMC) requirements.
Policy 4.13 Balance on-street and off-street parking supply with other transportation and land use objectives.	**Consistent**. Adequate parking for both vehicles and bicycles would be provided onsite in accordance with LAMC requirements. Furthermore, the Project would be located in an area well-served by public transit, which could potentially reduce parking demand.
Policy 5.4 Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.	**Consistent**. While this policy applies to large-scale goals relative to fuel sources, technologies and infrastructure, the Project would facilitate the use of alternative-fuel, low-emitting, and fuel-efficient vehicles by providing parking spaces that are equipped with electric vehicle charging stations.
Policy 5.5 Maximize opportunities to capture and infiltrate stormwater within the City's public right-of-ways.	**Consistent**. The Project would implement best management practices (BMPs) and other erosion control measures to minimize the discharge of pollutants in stormwater runoff. In addition, during operation, the Project would include BMPs to collect, detain, treat, and discharge runoff onsite before discharging into the municipal storm drain system as part of the Standard Urban Stormwater Mitigation Plan (SUSMP).
Housing Element	
Objective 2.2 Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.	**Consistent.** The Project includes the development of a new school facility in close proximity to both single-family and multi-family residential uses, as well as other institutional uses (such as the North America Chinese Education Center), thereby helping to promote sustainable neighborhoods.
Objective 2.3 Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources.	**Consistent.** The Project would comply with the Los Angeles Green Building Code (LAGBC), which is based on the 2019 CALGreen Building Standards Code. Further, pursuant to the CALGreen Building Standards, the Applicant would be required to recycle/divert construction waste generated on the Project Site in accordance with the LAMC. As such, the Project would contribute to the promotion of development of sustainable buildings to minimize the adverse effects on the environment and the use of non-renewable resources.
Health and Wellness Element	
2.3 Strive to eliminate barriers for individuals with permanent and temporary disabilities to access health care and health resources.	**Consistent.** Design of the Project would comply with all existing Federal, State, and local regulations, including the ADA, to eliminate barriers for individuals with permanent and temporary disabilities.
2.5 Support strategies that make schools centers of health and well-being by creating economic, environmental, social, and physical conditions in and around local schools that are safe, abundant in healthy goods and services, and offer opportunities for physical activity and recreation.	**Consistent.** The Project includes the development of a middle school that includes multiple facilities for physical activity and recreation, including an outdoor patio/lunch pavilion, an outdoor athletic field, and running track.

3.8 Support public, private, and nonprofit partners in the ongoing development of new and innovative active spaces and strategies to increase the number of Angelenos who engage in physical activity across ages and level of abilities.	
5.1 Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.	**Consistent.** The Project would facilitate the use of alternative-fuel, low-emitting, and fuel-efficient vehicles by providing parking spaces that are equipped with electric vehicle charging stations per LAMC Section 99.04.106.4. In addition, as discussed further below, the Project's impacts with respect to air emissions would be below the applicable significance thresholds, and therefore less than significant, during both construction and operation. In addition, as the Project's localized and regional emissions would not exceed the significance thresholds, the Project would not contribute to pollutant concentrations that would be considered hazardous or unhealthy.
5.4 Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.	**Consistent.** The Project's impacts with respect to air emissions would be below the applicable significance thresholds, and therefore less than significant, during both construction and operation. Increases in noise as a result of the Project would also be below the applicable significance thresholds, and would therefore be less than significant. In addition, as the Project's localized and regional emissions would not exceed the significance thresholds, the Project would not contribute to pollutant concentrations that would be considered hazardous or unhealthy. As a school facility, the Project would use, at most, minimal amounts of hazardous materials for routine cleaning and maintenance. The Project would comply with existing regulations pertaining to the use of hazardous materials to ensure that no significant impacts related to upset and accident conditions related to hazardous materials would occur as a result of the Project. Finally, as a school, the Project is not a land use that is typically associated with odor complaints.
5.7 Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.	**Consistent.** The Project would be consistent with applicable plans to reduce GHG emissions, including the 2017 Climate Change Scoping Plan, the City of Los Angeles Green LA/ClimateLA Implementation Plan, and Sustainable City pLAn. In addition, the Project would comply with Section 2485 in CCR Title 13, which requires trucks and vehicles in loading and unloading queues to have their engines turned off after five minutes when not in use, in order to reduce vehicle emissions.
6.2 Support initiatives and partnerships that create opportunities for youth, especially in low-income communities, to obtain the services and resources that will prepare them for college and 21st century careers by keeping them engaged and academically challenged.	**Consistent.** The Project includes the development of a middle school that includes 17 classrooms (including a dance studio), a multi-purpose room, an outdoor patio/lunch pavilion, an outdoor athletic field, and running track. In addition, the Project includes administrative offices and ancillary space to support school operations.
6.3 Create opportunities for education and growth at all stages of life to ensure that every Angeleno	

has access to the services and resources that will empower them to improve their quality of life and well-being.	
Public Facilities and Services	
Public Schools Plan Objective 1 To make available a full range of public educational facilities from the elementary grades through the junior college level within the Los Angeles City area.	**Consistent.** The Project includes the development of a middle school facility within the City.
Public Schools Plan Objective 2 To select future school sites relatively free from such external disturbing factors as heavy traffic, excessive noise, offensive odors, and incompatible land uses.	**Consistent.** The Project Site, which is located in a largely residential area, does not include any external disturbing factors. The Project Site is surrounded by single-family residential uses, and the larger Project area also includes multi-family residential and institutional uses.
Public Schools Plan Objective 3 To provide school sites of sufficient size to provide adequate space for all school activities.	**Consistent.** The Project Site is approximately 1.2 acres in size and contains a sufficient amount of space for classrooms and additional educational facilities, administration space, and recreation facilities.
General Plan, Chapter 3-Land Use: https://planning.lacity.org/cwd/framwk/chapters/03/03207.htm City of Los Angeles, Conservation Element of the General Plan, March 2001. Housing Element: http://planning.lacity.org/HousingInitiatives/HousingElement/Text/Ch6.pdf City of Los Angeles, Health and Wellness Element of the General Plan, March 2015. General Plan, http://cityplanning.lacity.org/cwd/framwk/fwhome0.htm Note: This table includes only the policies that are applicable to the Project.	

b) Van Nuys - North Sherman Oaks Community Plan

The Van Nuys – North Sherman Oaks Community Plan (Community Plan) is one of 35 community plans geographically established for different areas of the City that collectively comprise the General Plan Land Use Element. The specific purpose of the Community Plan is to promote an arrangement of land use, circulation, and services that encourages and contributes to the economic, social and physical health, safety, welfare, and convenience of the community within the larger framework of the City. In addition, the Community Plan serves to guide the development, betterment, and change of the community to meet existing and anticipated needs and conditions, as well as to balance growth and stability, reflect economic potentials and limits, land development and other trends, and to protect investment to the extent reasonable and feasible.

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

Table B-2 discusses the Project's consistency with applicable Community Plan objectives and policies. As shown, the Project would be consistent with the applicable objectives and policies of the Community Plan, as the Project includes a new middle school that would maintain the character of the existing neighborhood and that would provide a new school facility to serve students in the area. Therefore, the Project's school use is consistent with the goals of the Community Plan, and there would be no significant impacts due to inconsistency with land use designations in the Community Plan.

Table B-2
Community Plan Consistency Analysis

Goals, Objectives, Policies	Discussion
Objective 6-1: To site schools in locations complimentary to existing land uses and in locations which will enhance community identity.	**Consistent.** The Project is the development of a new school facility, which is conditionally permitted under the zoning designation for the Project Site. The proposed school would be in close proximity to both single-family and multi-family residential uses, as well as other institutional uses (such as the North America Chinese Education Center), thereby helping to enhance community identity.
Policy 6-1.1: Encourage compatibility in school locations, site layout, and architectural design with adjacent land uses and community character, and as appropriate, use schools to create a logical transition and buffer between different uses.	**Consistent.** The Project is a middle school, which is a conditionally permitted use for the Project Site. The main building in the proposed school campus is two stories with a maximum height of 20 feet, nine inches, which is below the maximum permitted height of 28 feet, and would be generally consistent with the character and scale of the existing neighborhood.
Policy 7-1:1: Explore creative alternatives for providing new school sites in the City, where appropriate.	**Consistent**. The Project includes the development of a middle school on the approximately 1.2-acre Project Site, in an area that contains both single-family and multi-family residential uses, as well as other institutional uses.
Source: Van Nuys – North Sherman Oaks Community Plan.	

c) Zoning

The Project Site's zoning designation is R1-1, with a corresponding land use designation of Low Residential. The R1 zoning designation permits the development of educational facilities with a conditional use permit. Therefore, with the approval of the requested conditional use permit, the proposed school use would be consistent with the zoning designation for the Project Site. In addition, the Project Applicant has requested a determination to allow a fence with a maximum height of eight feet in the front-yard setback, in lieu of the maximum height of three feet, six inches otherwise allowed in the R1 zone. With the approval of these requested entitlements, the Project will comply with all applicable zoning standards.

d) Conclusion

For all the foregoing reasons, the Project is consistent with the General Plan land use designation and zoning designation for the Project Site, the applicable (developer-controlled or focused) objectives and policies in the General Plan and the zoning standards applicable to the Project Site.

3. Discussion of CCR Section 15332(b)

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

The Project Site is currently developed with one single-story residential structure, an associated detached garage and several accessory structures, including five shipping containers at the northeastern corner of the Project Site. The Project Site is located in an urbanized area of the San Fernando Valley, which is part of the City, with urban single-family land uses surrounding the Project Site. The Project Site includes approximately 1.2 acres of land, which is less than five acres. Therefore, the proposed development occurs within the City limits, is of no more than five acres, and is substantially surrounded by urban uses, so that the requirement in CCR Section 15332(b) is satisfied with respect to the Project.

4. Discussion of CCR Section 15332(c)

The Project Site has no value as habitat for endangered, rare, or threatened species.

This section is based in part on the following document, included in Appendix A to this CE Study:

A-1 Protected Tree Report, Tree Case Management, Inc., December 22, 2020.

A-2 Biological Review, Glenn Lukos Associates, December 22, 2020.

There are no City or county significant ecological areas on the Project Site or in the Project Site's vicinity.[6] No federally protected wetlands (e.g., estuarine and marine deepwater, estuarine and marine, freshwater pond, lake, riverine) occur on or in the immediate vicinity of the Project Site.[7] No riparian or other sensitive habitat areas are located on or adjacent to the Project Site.[8] There is no value of the Project Site as habitat for endangered, rare, or threatened species. The Project Site is not located in an approved local, regional, or state habitat conservation plan. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, or with the provisions of an adopted Habitat Conservation Plan.

The City's Protected Tree Ordinance (Chapter IV, Article 6 of the LAMC) regulates the relocation and/or removal of all Oak trees indigenous to California (excluding the Scrub Oak or *Quercus dumosa*), as well as the following tree species: Southern California Black Walnut (*Juglans californica var. californica*); Western Sycamore (*Platanus racemosa*); and California Bay (*Umbellularia californica*).[9] According to the Protected Tree Report prepared for the Project Site (included as Appendix A-1 to this CE Study), there are eight protected Black Walnut trees located on the site. Two of the Black Walnut trees are dead, two others are in poor condition, and the remaining four are in fair condition. Seven of the eight Black Walnut trees would be removed as part of the Project, and one Black Walnut tree at the northern edge of the Project Site would be preserved. The Project includes the planting of 20 new Black Walnut and Sycamore trees, which results in the replacement of five of the eight existing Black Walnut trees at a 4:1 ratio (the two dead Black Walnut trees do not have to be replaced and no replacement is required for the Black Walnut tree that would be preserved), which exceeds the minimum replacement ratio of 2:1 in LAMC Section 46.02(c).2. Therefore, the Project's impact on protected street trees would be less than significant.

As discussed in the Biological Review prepared for the Project Site (included as Appendix A-2 to this CE Study), the Project Site does not contain any sensitive biological resources, including special-status plants or animals, including state or federally listed threatened or endangered plants or animals. As discussed above, there are six living Southern California Black Walnut trees on the Project Site, all of which were planted as ornamental landscape trees and are not remnants

6 Navigate LA, Significant Ecological Areas layer: http://navigatela.lacity.org/navigatela/, accessed July 29, 2020.

7 U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: https://www.fws.gov/wetlands/data/mapper.html, accessed July 29, 2020.

8 Ibid.

9 City of Los Angeles, Ordinance 177404, approved March 13, 2006 and effective April 23, 2006.

of walnut woodland. While this species has been designated as a protected tree in the City's tree ordinance, the Southern California Black Walnut is not considered a threatened, rare, or endangered plant. Further, the Southern California Black Walnut is a California Rare Plant Rank (CRPR) List 4 "watch list" species and has a California Natural Diversity Database (CNDDB) ranking of S4, indicating the species is "secure" in California. Therefore, as set forth in the Biological Review, the Project Site has no value as habitat for threatened, endangered, rare, or special-status species and the presence of six Southern California Black Walnut trees does not create such value, so that the Project's impact would be less than significant.

Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 CFR Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The Project would comply with the MBTA, which regulates vegetation removal during the nesting season to ensure that significant impacts to migratory birds would not occur. In accordance with the MBTA, tree removal activities would take place outside the nesting season (February 1 through August 31). However, to the extent that vegetation removal activities must occur during the nesting season, a biological monitor would be present during the removal activities to ensure that no active nests would be impacted. If any active nests are detected, the area would be flagged with a buffer (ranging between 50 and 300 feet (500 feet for raptors), as determined by the monitoring biologist), and the area would be avoided until the nesting cycle has been completed or the monitoring biologist has determined that the nest has failed. With compliance with this existing regulatory requirement, the Project's impact on nesting and migratory birds would be less than significant.

Thus, the Project Site has no value as habitat for endangered, rare or threatened species and, therefore, the requirement in CCR Section 15332(c) is satisfied with respect to the Project.

5. Discussion of CCR Section 15332(d)

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

Traffic

This section is based on the following documents, included in Appendix B to this CE Study:

B-1 Transportation Assessment, GALS LA Middle School, Linscott, Law & Greenspan (LLG), July 13, 2020.

B-2 Assessment Letter, Los Angeles Department of Transportation, September 3, 2020.

An evaluation of the Project's potential transportation impacts has been conducted using the procedures adopted by the Los Angeles Department of Transportation (LADOT) in their Transportation Assessment Guidelines (TAG), July 2019. LADOT has reviewed the Transportation Assessment and has stated that it adequately evaluates the Project's traffic impacts (see letter included in Appendix B-2 to this CE Study).

a) Consistency with Adopted Plans and Policies

(1) Impact Criteria and Methodology

The impact criteria set forth in Appendix G to the CEQA Guidelines, as well as Section 2.1.3 of the City's TAG, regarding conflicts with plans, programs, ordinances, or policies (referred to as Threshold T-1 in the TAG), are as follows:

- Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

The threshold test is to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in vehicle miles traveled (VMT). Conversely, a project would not always have a significant impact merely based on whether or not it would implement a particular transportation-related program, plan, policy, or ordinance. Many of these programs must be implemented by the City itself over time, and over a broad area, and it is the intention of this threshold test to ensure that proposed development projects and plans do not preclude the City from implementing adopted programs, plans and policies.

The methodology for determining a project's transportation impact associated with conflicts with plans, programs, ordinances, or policies is describe in the City's TAG as follows:

- A project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent. The Project Applicant should review the documents and ordinances identified in the TAG (refer to Table 2.1-1 on pages 10 and 11) for City plans, policies, programs, ordinances and standards relevant to determining project consistency. A specific list of questions (refer to Table 2.1-2 on pages 12 through 14 of the TAG) shall be answered in order to help guide whether the project conflicts with City circulation system policies. A "yes" or "no" answer to these questions does not determine a conflict. Rather, as indicated in the list of questions (i.e., Table 2.1-2 of the TAG), the Applicant shall review relevant policies and programs corresponding to the questions to assess whether the Project precludes the City's implementation of any adopted policy and/or program.

- If vacation of a public right-of-way, or relief from a required street dedication is sought as part of a proposed project, an assessment should be made as to whether the right-of-way in question is necessary to serve a long-term mobility need, as defined in Mobility Plan 2035, transportation specific plan, or other planned improvement in the future.

(2) Review of Project Consistency

As demonstrated in the Transportation Assessment (see Appendix B-1, Table 4-1), the Project would be generally consistent with the relevant City plans, policies and programs and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Therefore, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities, and the impact would therefore be less than significant. Furthermore, the Applicant would comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance in LAMC Section 12.26.J) and other requirements in the LAMC.

b) Vehicle Miles Traveled

(1) Impact Criteria and Methodology

A development project would have a potential VMT impact if the project meets the following criteria stated in Section 2.2.3 of the TAG:

- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located.

- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located.

- For regional serving retail projects, the project would result in a net increase in VMT.

- For other land use types, measure VMT impacts for the work trip element using the criteria for office projects above.

The City's TAG establishes different VMT significance thresholds for each of the seven Area Planning Commission (APC) areas as the characteristics of each are distinct in terms of land use, density, transit availability, employment, etc. The City's significance thresholds (i.e., based on a daily household VMT per capita basis and a daily work VMT per employee) for each of the APC areas are presented in Table B-3. As the Project Site is located within the area governed by the South Valley APC, the VMT significant impact criterion (i.e., 15% below the APC average) applicable to the Project is 11.6 daily work VMT per employee.

Table B-3
City of Los Angeles VMT Impact Criteria

Area Planning Commission	15 Percent (15%) Below APC Criteria	
	Daily Household VMT Per Capita	Daily Work VMT per Employee
Central	6.0	7.6
East Los Angeles	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South Los Angeles	6.0	11.6
South Valley	**9.4**	**11.6**
West Los Angeles	7.4	11.1

Source: LADOT Transportation Assessment Guidelines, July 2019.
The development project will have a potential impact if the project meets the following:
- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the APC area in which the project (refer to above [source: Table 2.2-1 of the TAG]).
- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located (refer to above [source: Table 2.2-1 of the TAG]).
- For retail projects, the project would result in a net increase in VMT.
- For other land use types, measure VMT impacts for the work trip element using the criteria for office project above (source: Table 2.2-1 of the TAG).

The impact methodology set forth in the TAG for a middle school is as follows:

- Office Projects. Middle school projects should be treated as office for screening and analysis. Daily vehicle trips, daily VMT, and daily work VMT per employee for office projects should be estimated using the VMT calculator tool. TDM strategies to be included as project design features should be considered in the estimation of a project's daily vehicle trips and VMT.

(2) Summary of Project VMT Analysis

The daily vehicle trips and VMT expected to be generated by the Project were forecast using Version 1.3 of the City's VMT Calculator tool. As shown in Table B-4:

- The Project is estimated to generate a total of 616 daily vehicle trips.
- The estimated Daily Work VMT per Employee for the Project is 11.4 Daily Work VMT per Employee, which is less than the South Valley APC significance threshold of 11.6 Daily Work VMT per Employee.

Table B-4
VMT Analysis Results

Daily Trips	Daily VMT	Household VMT			Work VMT		
		Per Capita	Threshold	Impact?	Per Employee	Threshold	Impact?
616	4,189	0	9.4	No	11.4	11.6	No
Source: Transportation Assessment, LLG, July 13, 2020.							

It is noted that the Project will include the following TDM measure as a project design feature:

1. Include Bike Parking Per LAMC – The Project will provide the LAMC-required number of short-term and long-term bicycle parking spaces, which is 68 short-term and two long-term bicycle parking spaces.

Thus, based on the above analyses, the Project’s impact with respect to VMT would be less than significant.

c) Geometric Design

(1) Impact Criteria and Methodology

The significance threshold set forth in Appendix G to the CEQA Guidelines, as well as the City’s TAG, for substantially increasing hazards due to a geometric design feature or incompatible use (referred to a Threshold T-3), is as follows:

- Threshold T-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

As set forth in Section 2.4.3 of the TAG, in making this determination, preliminary project access plans are to be reviewed in light of commonly accepted traffic engineering design standards to ascertain whether any deficiencies are apparent in the site access plans which would be considered significant.

The determination of significance shall be on a case-by-case basis, considering the following factors:

- The relative amount of pedestrian activity at project access points.

- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
- The type of bicycle facilities the project driveway(s) crosses and the relative level of utilization.
- The physical conditions of the site and surrounding area, such as curves, slopes, walks, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts.
- The project location, or project-related changes to the public right-of-way, relative to proximity to the High Injury Network or a Safe Routes to School program area.
- Any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard.

With respect to vehicle, bicycle and pedestrian safety impacts, the TAG (refer to Section 2.4.4 thereof) indicates that a review of all project access points, internal circulation, and parking access from an operational and safety perspective (for example, turning radii, driveway queuing, line of sight for turns into and out of project driveway[s]) should be conducted. Where project driveways would cross pedestrian facilities or bicycle facilities (bike lanes or bike paths), operational and safety issues related to the potential for vehicle/pedestrian and vehicle/bicycle conflicts and the severity of consequences that could result should be considered. In areas with moderate to high levels of pedestrian or bicycle activity, the collection of pedestrian or bicycle count data may be required.

(2) Qualitative Review of Site Access Points

The Project Site has frontage along Runnymede Street, a Local Street – Standard, with an assumed speed limit of 25 miles per hour, and Valerio Street, a Collector with a posted speed limit of 30 miles per hour. Runnymede Street and Valerio Street run parallel to the Project Site's northerly and southerly frontages, respectively, which provides excellent line of sight for all modes of travel. Bicycle infrastructure currently does not exist along Runnymede Street or Valerio Street, and given that the surrounding area is primarily developed with residential uses, pedestrian activity is relatively minimal. Further, as the student drop-off/pick-up area is internal to the Project Site, students will not have to utilize the public right-of-way to walk to and from the main school building. Neither Runnymede Street nor Valerio Street are noted in the City's High Injury Network. Given the existing physical condition of the Project Site and planned pedestrian enhancements, no safety concerns related to geometric design are noted. Therefore, it can be determined that the Project would not substantially increase hazards due to a geometric design feature or incompatible use, and the impact would be less than significant.

d) Conclusion

For these reasons, the Project would not result in any significant effects relating to traffic and, therefore, the requirement in CCR Section 15332(d) relating to traffic is satisfied with respect to the Project.

Noise

This section is based on the following document, included as Appendix C to this CE Study:

C Noise Technical Modeling, DKA Planning, June 2020.

a) Regulatory Framework

(1) Federal

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

(2) State

(a) 2017 General Plan Guidelines

The State's 2017 General Plan Guidelines propose county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities. Table B-5 illustrates State compatibility considerations between various land uses and exterior noise levels. The State's suggested compatibility considerations between various land uses and exterior noise levels are not regulatory in nature, but recommendations intended to aid communities in determining their noise-acceptability standards.

(3) City

(a) General Plan Noise Element

The City's General Plan contains a Noise Element that includes objectives and policies intended to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to manage long-term noise impacts to preserve acceptable noise environments for all types of land uses. The Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise impacts. However, the Noise Element does contain a land use and noise compatibility table, which is shown in Table B-5, below.

Policy P16 in the Noise Element instructs to use, "as appropriate," this table "or other measures that are acceptable to the city, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this chapter…"[10] "Noise sensitive" uses are defined as "single-family and multi-unit dwellings, long-term care facilities (including convalescent

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10 Noise Element of the Los Angeles City General Plan, February 1999.

and retirement facilities), dormitories, motels, hotels, transient lodgings and other residential uses; houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves, and parks."[11] The Noise Element further instructs that the table is designed "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels."

Table B-5
City of Los Angeles Noise Element – Guidelines for Noise Compatible Land Use

Land Use Category	Day-Night Average Exterior Sound Level (CNEL dB)						
	50	55	60	65	70	75	80
Residential Single Family, Duplex, Mobile Home	A	C	C	C	N	U	U
Residential Multi-Family	A	A	C	C	N	U	U
Transient Lodging, Motel, Hotel	A	A	C	C	N	U	U
School, Library, Church, Hospital, Nursing Home	A	A	C	C	N	N	U
Auditoriums, Concert Halls, Amphitheaters	C	C	C	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	C	C	C	C	C/U	U	U
Playground, Neighborhood Park	A	A	A	A/N	N	N/U	U
Golf Course, Riding Stable, Water Recreation, Cemetery	A	A	A	A	N	A/N	U
Office Building, Business, Commercial, Professional	A	A	A	A/C	C	C/N	N
Industrial, Manufacturing, Utilities, Agriculture	A	A	A	A	A/C	C/N	N

[a] A = Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
[b] C = Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.
[c] N = Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
[d] U = Clearly Unacceptable - New construction or development should generally not be undertaken.
[e] Source: Noise Element of the Los Angeles City General Plan – Exhibit I

(b) Los Angeles Municipal Code

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

LAMC Section 112.05 establishes noise limits for powered equipment and hand tools operated within 500 feet of residential zones. Of particular importance is subdivision (a), which institutes a maximum noise limit of 75 dBA at 50 feet for the types of construction vehicles and equipment that would be required for the Project's construction. However, the LAMC notes that these

[11] Noise Element of the Los Angeles City General Plan, February 1999.

limitations would not necessarily apply if it can be proven that compliance would be technically infeasible despite the use of noise-reducing means or methods.

LAMC Section 112.01 would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems, etc.), from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Any amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the property line of the Project Site, as the Project Site is located within 500 feet of residential zones.

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

The LAMC also provides regulations regarding vehicle-related noise, including Sections 114.02, 114.03, and 114.06. Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City in a manner that would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than 5 dBA. Section 114.03 prohibits loading and unloading causing any impulsive sound, raucous, or unnecessary noise within 200 feet of any residential building between the hours of 10 PM and 7 AM. Section 114.06 requires vehicle theft alarm systems to be silenced within five minutes.

b) Existing Conditions

(1) Existing Ambient Noise Levels

The Project Site is largely vacant except for a single-family home and accessory structures. Noise from the Project Site comes primarily from the seven estimated vehicle trips that access the Project Site from Valerio Street daily.[12] Occasional noise is generated from refuse and recycling trucks that manage solid waste from Valerio Street.

As public health restrictions in the spring and summer of 2020 precluded in-field noise measurements, local ambient noise levels were modeled based on traffic volumes measured in 2018, and were adjusted to represent current conditions. Existing traffic noise on local roadways were calculated using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) version 2.5. As illustrated in Table B-6, ambient noise levels would range from 58.7 dBA CNEL to 68.8 dBA L_{eq} near the Project Site. These levels are largely a function of traffic volumes and speeds on these local roadways (see Figure B-1). Noise levels are elevated along Valerio Street, which carries approximately 786 westbound and eastbound trips between Tyrone Avenue and Hazeltine Avenue during the morning peak traffic hour.[13]

12 Transportation Assessment, Linscott, Law & Greenspan, July 13, 2020.
13 Ibid.

Table B-6
Existing Noise Levels

Sensitive Receptor Locations	Sound Levels (dBA, L_{eq})
1. North America Chinese Education Center	58.7
2. Runnymede Street (north side)	59.2
3. 14153 Valerio Street residence	60.2
4. 14217 Valerio Street residence	59.3
5. Valerio Street (south side)	68.8
Source: DKA Planning, 2020. Due to public health restrictions, ambient noise levels modeled using the SoundPLAN Essential 5.0 model using the federal TNM2.5 model. Sound levels for each receptor were estimated for the building façade facing the Project Site.	

(2) Sensitive Receptors

Land uses sensitive to noise may include residences, schools, libraries, churches, hospitals, nursing homes, playgrounds, and parks. Sensitive receptors in the vicinity of the Project Site include the following representative sampling:

- Single-family residence, 14153 Valerio Street, approximately five feet east of the Project Site.
- Single-family residence, 14217 Valerio Street, approximately five feet west of the Project Site.
- Single-family residences, 14000 block of Valerio Street (south side), approximately 60 feet south of the Project Site.
- North America Chinese Education Center, 14123 Valerio Street, approximately 210 feet east of the Project Site.
- Single-family residences, 14000 block of Runnymede Street (north side), approximately 60 feet north of the Project Site.

c) Methodology

(1) Onsite Construction Activities

Construction noise levels at nearby sensitive receptors were modeled using the SoundPLAN Essential model (version 5.0). This software package considers reference equipment noise levels, noise management techniques, distance to receptors, and any attenuating features to predict noise levels from sources like construction equipment. The distance from construction equipment noise sources (e.g., engines and tailpipes) assume that vehicles would not be capable of operating directly where the Project's property line abuts adjacent structures. These vehicles would retain some setback to preserve maneuverability, in addition to operating at reduced power and intensity to maintain precision at these locations.

Figure B-1, Existing Noise Levels

(2) Offsite Construction Activities

The Project's offsite construction noise impact from haul trucks was analyzed by considering the Project's estimated haul truck usage with existing traffic and roadway noise levels along the Project's anticipated haul route. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy to elevate ambient noise levels by 3 dBA, the analysis focused on whether truck traffic would double traffic volumes on key roadways to be used for hauling soils to and/or from the Project Site during construction activities. Because haul trucks have a larger roadway capacity than traditional passenger vehicles, a 2.0 passenger car equivalency (PCE) was used to convert haul truck trips to an equivalent number of passenger vehicles.[14]

Similarly, offsite noise impacts from vendors and employees that access the construction site were also analyzed. The analysis focused on whether truck traffic would double traffic volumes on key roadways to be used for hauling soils to and/or from the Project Site during construction activities.

(3) Onsite Operational Noise Sources

The Project's potential to result in significant noise impacts from onsite operational noise sources was evaluated by identifying sources of onsite noise sources and considering the impact that they could produce given the nature of the source (i.e., loudness and whether noise would be produced during daytime or more-sensitive nighttime hours), distances to nearby sensitive receptors, surrounding ambient noise levels, the presence of similar noise sources in the vicinity, and maximum allowable noise levels permitted by the LAMC.

Noise generated by HVAC equipment was evaluated using typical maximum HVAC equipment noise levels. These noise levels were calculated at sensitive land use locations and compared to the City's noise standards for mechanical equipment and maximum allowable noise established by the State's modeled community noise ordinance. Incremental noise increases at nearby sensitive receptors were estimated using logarithmic methodologies that consider reference equipment noise levels, noise management techniques, distance to receptors, and any attenuating features. Noise impacts from the onsite parking lot and student drop-off and pick-up zone were calculated using recommended worksheets from the Federal Transit Administration.[15]

(4) Offsite Operational Noise Sources

The Project's offsite noise impact from Project-related traffic was evaluated based its potential to increase traffic volumes on local roadways that serve the Project Site. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA, the analysis focused on whether auto trips generated by the

14 Transportation Research Board, Transportation Circular No. 212 and Exhibit 12-25 of Highway Capacity manual, 6th Edition.

15 Federal Transit Administration, Noise Impact Assessment Spreadsheet, version 7/3/2007; 2007.

Project would double traffic volumes on key roadways to be used for access to and from the Project Site.

d) Thresholds of Significance

(1) Construction Noise Thresholds

Based on direction from the City's Department of City Planning, an onsite construction noise impact would be considered significant if:

- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly L_{eq}) or more at a noise-sensitive use; or
- Construction activities lasting more than one day would exceed existing ambient exterior sound levels by 10 dBA (hourly L_{eq}) or more at a noise-sensitive use;
- Construction activities of any duration would exceed the ambient noise level by 5 dBA (hourly L_{eq}) at a noise-sensitive use between the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday, or at any time on Sunday.

Because the Project's construction phase would occur for more than three months, the applicable City threshold of significance for the Project's construction noise impacts is an increase of 5 dBA over existing ambient noise levels (the first bullet point provided above).

(2) Operational Noise Thresholds

In addition to applicable City standards and guidelines that would regulate or otherwise manage the Project's operational noise impacts, the following criteria are adopted to assess the impacts of the Project's operational noise sources:

- Project operations that would cause ambient noise levels at offsite locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise and land use compatibility categories, as defined by the State's General Plan Guidelines.
- Project operations that would cause 5 dBA or greater noise increase.[16]

[16] As a 3 dBA increase represents a barely noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use's "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. For instances when the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a readily noticeable 5 dBA increase would still be considered significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be considered less than significant.

e) Project Impacts

(1) Onsite Construction Activities

Construction would generate noise during the approximately nine months of construction activities. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 AM and 9:00 PM Monday through Friday, in accordance with LAMC Section 41.40(a). On Saturdays, construction would be permitted to occur between 8:00 AM and 6:00 PM. The construction of the Project would generally not require the use of heavy equipment given the limited fine grading needed to prepare the Project Site for construction and the heavy reliance on offsite prefabrication of building elements. Instead, cranes and other logistical equipment would be used to piece together the modular facilities at the Project Site. The analysis therefore assumes the use of up to one heavy-duty piece of equipment and five smaller pieces of equipment operating at one time. The use of one heavy-duty piece of equipment for fine grading would generate the greatest noise impacts because it uses a large diesel-fueled internal combustion engine, as shown in Table B-7, below.

Table B-7
Maximum Construction Noise Levels

Noise Source	Noise Level (dBA, L_{max})[1]
	Reference
Crane	83
Dozer	85
Grader	85
Front End Loader	80
Paver	85
Roller	85
[1] Federal Transit Administration Noise and Vibration Manual, 2018.	

While Table B-7 summarizes maximum noise levels for each piece of equipment, actual noise levels would generally be lower for two key reasons. First, equipment does not always operate in a steady-state full load, but rather powers up and down depending on the duty cycle needed to conduct work. As such, equipment is occasionally idle during which time no noise is generated by that equipment. Second, equipment will often operate away from offsite receptors, as mobile equipment generally does not operate continuously in one place or at the property line as room is needed to maneuver equipment.

During other phases of construction (e.g., site preparation, paving, building construction), noise impacts are generally lower because the construction work is less reliant on heavy equipment with internal combustion engines. Smaller equipment such as forklifts, generators, and various powered hand tools and pneumatic equipment would generally be utilized. Offsite secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks.

Regardless of the construction activity, compliance with LAMC Section 112.05 would limit noise levels from powered construction equipment to 75 dBA or below at 50 feet, as the Project Site is within 500 feet of residential zones. This is generally met by the use of best practices techniques, which would include the following:

- Erecting temporary noise barriers along the Project Site's east and west property lines.
- Warming up or staging equipment away from noise-sensitive receptors.
- Placing generators, compressors, and other noisy equipment within acoustic enclosures or behind baffles or screens.

Therefore, compliance with LAMC Section 112.05 would minimize noise impacts from construction equipment.

When considering ambient noise levels, this analysis assumes the use of multiple pieces of powered equipment (i.e., up to one heavy-duty piece of equipment and five smaller pieces of equipment) simultaneously could increase noise by up to 1.9 dBA L_{eq} at the closest residences along Valerio Street, as shown in Table B-8, below. These increases would not exceed the City's 5 dBA threshold, that governs construction activities lasting more than 10 days over a three-month period. Therefore, the Project's noise impact from onsite construction activities would be less than significant.

Table B-8
Construction Noise Impacts at Offsite Sensitive Receptors (without Mitigation)

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Significant?
1. North America Chinese Education Center	39.1	58.7	58.7	0.0	No
2. Runnymede Street (north side)	48.3	59.2	59.5	0.3	No
3. 14153 Valerio Street residence	57.5	60.2	62.1	1.9	No
4. 14217 Valerio Street residence	54.4	59.3	60.5	1.2	No
5. Valerio Street (south side)	48.9	68.8	68.8	0.0	No
Source: DKA Planning, 2020.					

(2) Offsite Construction Activities

LAMC Section 112.05 does not regulate offsite noise emissions from road legal trucks such as delivery vehicles, concrete mixing trucks, pumping trucks, haul trucks, and worker vehicles. However, the operations of these vehicles would still comply with the construction restrictions set forth by LAMC Section 41.40.

Trucks and other construction-related vehicles would access the Project Site over the course of all construction phases. The Project's peak construction vehicle trip generation would occur during the grading phase, when up to 200 haul round trips (200 inbound trips and 200 outbound trips, for a total of 400 trips) may be needed if trucks with 10 cubic-yard capacity are used. However, as soil export would be spread over the course of approximately 20 days, it is unlikely that more than 10 round trips would occur per day (10 inbound trips and 10 outbound trips, for a total of 20 daily trips). Such intermittent activity would not have a substantial effect on roadside sensitive receptors, and the Project's noise impact from offsite construction sources would therefore be less than significant.

(3) Onsite Operational Noise

During operation, the Project would produce noise from both onsite and offsite sources, as discussed below.

(a) Mechanical Equipment

Regulatory compliance with LAMC Section 112.02 would ultimately ensure that noise from mechanical sources such as heating, ventilation, and air conditioning (HVAC) systems would not increase ambient noise levels at neighboring occupied properties by more than 5 dBA (which is the significance threshold for onsite project operations). Given this regulation and the relatively quiet operation of modern HVAC systems, it is unlikely that the Project's HVAC systems would be capable of increasing offsite noise levels by a discernable degree.

(b) Auto-Related Activities

Like most schools, the majority of vehicle-related noise impacts at the Project Site would come from vehicles entering and exiting the Site to drop off students in the morning and pick them up in the afternoon. Approximately 237 vehicles would enter the Project Site from a one-way driveway on Runnymede Street, in order to drop off and pick up children at a designated area near Valerio Street, before exiting onto Valerio Street..[17] As shown in Table B-9, cars entering the parking lot would increase ambient noise levels by 1.2 dBA L_{eq}, below the 3 dBA significance threshold at which the most sensitive humans can detect changes in noise levels. These trips would also include some faculty members and visitors who arrive and park in 38 at-grade spaces along the eastern portion of the Project Site.

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17 Transportation Assessment, Linscott, Law & Greenspan, July 13, 2020.

Table B-9
Parking Lot-Related Impacts at Offsite Sensitive Receptors

Receptor	Maximum Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Significant?
14200 block of Runnymede Street	54.2	59.2	60.4	1.2	No
Source: DKA Planning, 2020, using FTA Noise Impact Assessment Spreadsheet.					

The parking lot-related noise impact for receptors along Valerio Street would be lower than for Runnymede Street, given the substantially higher volume of traffic on Valerio Street that results in higher ambient noise levels, especially along the south side of the street facing the Project Site. As such, the Project's parking lot activities would have no noticeable effect on the surrounding noise environment.

(c) School Uses

While most operations are primarily conducted inside the school, there are several outdoor activities that would generate noise that could impact local sensitive receptors. These would include human conversation, recreational activities, trash collection, and landscape maintenance, as follows:

- Human Conversation. Noise associated with everyday human activities would largely be contained internally within the Project building. Noise associated with outdoor school activities could include passive activities such as human conversation and socializing in outdoor spaces, which would produce negligible impacts from human speech, based on the Lombard effect. This phenomenon recognizes that voice noise levels in face-to-face conversations generally increase proportionally to background ambient noise levels, but only up to approximately 67 dBA at a reference distance of one meter. Specifically, vocal intensity increases about 0.38 dB for every 1.0 dB increase in noise levels above 55 dB, meaning people talk slightly above ambient noise levels in order to communicate.[18]

  While the noise levels from human conversation in outdoor spaces would be marginal, the attenuation from the built environment would virtually eliminate any exposure to elevated noise levels at the nearest sensitive receptors. Noise from speech and conversation generally does not exceed approximately 65 dBA at a reference distance of one meter. These noises attenuate rapidly and would not be capable of elevating surrounding ambient noise levels by more than a nominal degree. As a result, the increase in ambient noise levels at nearby receptors would be marginal for sensitive receptors.

[18] Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.

- Outdoor Recreation. The Project includes an outdoor lunch pavilion, as well as an outdoor athletic field with running track. No amplified music or speaking is proposed in any of these outdoor areas. As shown in Table B-10, ambient noise levels from these intermittent outdoor activities would not result in substantial increases in ambient noise levels of 5 dBA or more at local receptors.

- Landscape Maintenance. Noise from gas-powered leaf flowers, lawnmowers, and other landscape equipment can generate substantial bursts of noise during regular maintenance. For example, gas powered leaf blowers and other equipment with two-stroke engines can generate 100 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.[19] This would generally represent no change in noise from existing landscaping maintenance at the Project Site or at the surrounding residential uses. Any intermittent landscape equipment would operate during the day and would represent a negligible impact that would not increase CNEL noise levels at offsite locations.

- Trash Collection. Onsite trash and recyclable materials would be managed and picked up in the parking lot, where trash and recycling trucks would access these facilities from Runnymede Street. Solid waste activities would include use of trash compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.[20] Thus would generally represent no change in noise from existing trash collection. Intermittent solid waste management activities would operate during the day and would represent a negligible impact that would not increase CNEL noise levels at any offsite location.

It is noted that the school would not have a bell. It would have an intercom system, but it would be internal within the classrooms. There would not be any announcements made with a loudspeaker or intercom that would be heard outdoors. Accordingly, bells and loudspeakers would not be expected to generate a significant amount of operational noise.

Based on an assessment of these onsite sources, the Project would not increase surrounding noise levels by more than 5 dBA CNEL, the operational threshold of significance. Therefore, the impact of the Project's onsite operational noise sources would be less than significant.

19 Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017

20 RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.

Table B-10
Outdoor Recreation Noise Impacts at Offsite Sensitive Receptors

Receptor	Maximum Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Significant?
1. North America Chinese Education Center	42.0	58.7	58.8	0.1	No
2. Runnymede Street (north side)	37.0	59.2	59.2	0.0	No
3. 14153 Valerio Street residence	60.5	60.2	63.4	3.2	No
4. 14217 Valerio Street residence	59.6	59.3	62.5	3.2	No
5. Valerio Street (south side)	60.6	68.8	69.4	0.6	No
Source: DKA Planning, 2020					

(4) Offsite Operational Noise

The majority of the Project's operational noise impacts would be from offsite mobile sources associated with its net new daily vehicle trips. On a typical weekday, the Project would generate 612 net daily trips, including adding 237 net new AM peak hour trips and 50 net new PM peak hour trips.[21] These would result in incremental increases in traffic volumes on major arterials like Sherman Way or Roscoe Boulevard. Because it takes a doubling of traffic volumes to increase ambient noise levels by 3 dBA L_{eq}, the Project's traffic would neither increase ambient noise levels 3 dBA or more into "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, nor increase ambient noise levels 5 dBA or more. Twenty-four hour CNEL impacts would similarly be minimal, far below the LA CEQA Thresholds Guide criteria for significant operational noise impacts, which begin at 3 dBA. As such, this impact would be less than significant.

f) Conclusion

For these reasons, the Project would not result in any significant effects relating to noise and, therefore, the requirement in CCR Section 15332(d) relating to noise is satisfied with respect to the Project.

21 Transportation Assessment, Linscott, Law & Greenspan, July 13, 2020.

Air Quality

This section is based on the following item, included as Appendix D to this CE Study:

D Air Quality Technical Modeling, DKA Planning, June 2020.

a) Regulatory Framework

(1) Federal

(a) Clean Air Act

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments occurring in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementing some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California the California Clean Air Act (CCAA) is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

The CAA governs the establishment, review, and revision, as appropriate, of the National Ambient Air Quality Standards (NAAQS), which provide protection for the nation's public health and the environment. NAAQS are based on quantitative characterizations of exposures and associated risks to human health or the environment. The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress towards attainment and the incorporation of additional sanctions for failure to attain or to meet interim milestones. NAAQS have been established for seven major air pollutants: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), $PM_{2.5}$ (particulate matter, 2.5 microns), PM_{10} (particulate matter, 10 microns), sulfur dioxide (SO_2), and lead (Pb).

The CAA requires USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS have been achieved. The federal standards are shown in Table B-11. USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O_3, $PM_{2.5}$, and Pb.

(2) State

(a) California Clean Air Act

In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the CCAA. In California, the CCAA is administered by CARB at the State level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to achieve and maintain the CAAQS. CAAQS are generally more stringent than their corresponding NAAQS and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. CAAQS define clean air; they represent the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without any harmful effects on people or the environment.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. The State standards and attainment/non-attainment are also shown in Table B-11.

(b) California Air Toxics Program

CARB's Air Toxics Program was established in 1983 in response to the adoption of AB 1807, the Toxic Air Contaminant Identification and Control Act. AB 1807 directs CARB and the State Office of Environmental Health Hazard Assessment (OEHHA) to identify toxic air contaminants (TACs) and determine whether any regulatory action is necessary to reduce their risks to public health. Substances formally identified as TACs include diesel particulate matter and environmental tobacco smoke.

(c) Air Quality and Land Use Handbook: A Community Health Perspective

Released by CARB in 2005, the Air Quality and Land Use Handbook: A Community Health Perspective provides recommendations regarding the siting of new sensitive land uses near potential sources of TACs (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gas stations), as well as the siting of new TAC sources in proximity to existing sensitive land uses.[22] The recommendations are advisory and should not necessarily be interpreted as defined "buffer zones"; if a project or sensitive land uses are within the siting distance, CARB recommends further analysis.

[22] CARB, Air Quality and Land Use Handbook, A Community Health Perspective, April 2005.

Table B-11
State and National Ambient Air Quality Standards and Attainment Status for LA County

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm (180 μg/m^3)	Non-attainment	--	--
	8-hour	0.070 ppm (137 μg/m^3)	N/A[1]	0.070 ppm (137 μg/m^3)	Non-attainment
Respirable Particulate Matter (PM_{10})	24-hour	50 μg/m^3	Non-attainment	150 μg/m^3	Maintenance
	Annual Arithmetic Mean	20 μg/m^3	Non-attainment	--	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	--	35 μg/m^3	Non-attainment
	Annual Arithmetic Mean	12 μg/m^3	Non-attainment	12 μg/m^3	Non-attainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Maintenance
	8-hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Maintenance
Nitrogen Dioxide (NO_2)	1-hour	0.18 ppm (338 μg/m^3)	Attainment	100 ppb (188 μg/m^3)	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 μg/m^3)	Attainment	53 ppb (100 μg/m^3)	Maintenance
Sulfur Dioxide (SO_2)	1-hour	0.25 ppm (655 μg/m^3)	Attainment	75 ppb (196 μg/m^3)	Attainment
	24-hour	0.04 ppm (105 μg/m^3)	Attainment	--	--
Lead (Pb)	30-day average	1.5 μg/m^3	Attainment	--	--
	Calendar Quarter	--	--	0.15 μg/m^3	Non-attainment
Visibility Reducing Particles	8-hour	Extinction of 0.07 per kilometer	N/A	No Federal Standards	
Sulfates	24-hour	25 μg/m^3	Attainment	No Federal Standards	
Hydrogen Sulfide (H_2S)	1-hour	0.03 ppm (42 μg/m^3)	Unclassified	No Federal Standards	
Vinyl Chloride	24-hour	0.01 ppm (26 μg/m^3)	N/A	No Federal Standards	

[1]N/A = not available
Source: CARB, Ambient Air Quality Standards, and attainment status, 2020 (www.arb.ca.gov/desig/adm/adm.htm).

(3) Regional

(a) South Coast Air Quality Management District

The Project Site is located within the 6,745-square-mile South Coast Air Basin. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and San Diego County to the south. The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for air pollution control in the Basin. Specifically, SCAQMD is responsible for planning, implementing, and enforcing programs designed to attain and maintain CAAQS established by CARB and NAAQS established by the USEPA. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to, the following:

- Rule 401 Visible Emissions: This rule prohibits air discharge that results in a plume that is as dark as or darker than what is designed as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.

- Rule 402 Nuisance: This rule prohibits the discharge of "such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or 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."

- Rule 403 Fugitive Dust: This rule mandates that projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage pile, or disturbed surface area.

(i) 2016 Air Quality Management Plan

The 2016 Air Quality Management Plan (AQMP) was adopted in April 2017 and represents the most updated regional blueprint for achieving federal air quality standards. It relies on emissions forecasts based on demographic and economic growth projections provided by the Southern California Association of Governments' (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS).

(b) Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties that is tasked with addressing regional issues relating to transportation, the economy, community development, and the environment. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities conform to, and are supportive of, regional and state air quality plan goals to attain NAAQS. Additionally, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the Basin's AQMP. The 2016-2040 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and that continued recognition of this close relationship will help the region make choices that sustain existing resources and expand efficiency, mobility, and accessibility for people across the region. In particular, the 2016-2040 RTP/SCS draws a closer connection between where people live and work, and it offers a blueprint for how Southern California can grow more sustainably. To this end, the 2016-2040 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in the region's High Quality Transit Areas (HQTAs). Though these areas currently account for just 3 percent of total land in the SCAG region, they are projected to accommodate 46 percent of the region's future household growth and 55 percent of the region's future employment growth by 2040.[23] HQTAs are a cornerstone of land use planning best practice in the SCAG region, and studies by the California Department of Transportation, the USEPA, and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional, and statewide benefits including reduced air pollution and energy consumption.

(4) Local

(a) City of Los Angeles General Plan Air Quality Element

The City's General Plan Air Quality Element identifies policies and strategies for advancing the City's clean air goals. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals. The Air Quality Element includes six key goals:

Goal 1: Good air quality 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: Minimize impacts 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

23 SCAG, Final 2016-2040 RTP/SCS, April 2017. HQTAs are defined as areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours.

conservation measures including passive measures such as site orientation and tree planting.

Goal 6: Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

(5) Pollutants and Effects

(a) State and Federal Criteria Pollutants

Air quality is measured by the ambient air concentrations of seven pollutants that have been identified by the USEPA due to their potentially harmful effects on public health and the environment. These "criteria air pollutants" include carbon monoxide, ground-level ozone, nitrogen dioxide, sulfur dioxide, particulate matter ten microns or less in diameter, particulate matter 2.5 microns or less in diameter, and lead. The following descriptions of each criteria air pollutant and their health effects are based on information provided by the USEPA and the SCAQMD.[24, 25]

Carbon Monoxide – CO

CO is a colorless and odorless gas that is released when something is burned. Outdoors, the greatest sources of CO are cars, trucks, and other vehicles or machinery that burn fossil fuels. Unvented kerosene and gas space heaters, leaking chimneys and furnaces, and gas stoves can release CO and affect air quality indoors. Breathing air with elevated concentrations of CO reduces the amount of oxygen that can be transported via the blood stream and can lead to weakened heart contractions; as a result, CO inhalation can be particularly harmful to people with chronic heart disease. At moderate concentrations, CO inhalation can cause nausea, dizziness, and headaches. High concentrations of CO may be fatal; however, such conditions are not likely to exist outdoors.

Ozone – O_3

O_3 is a colorless gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_X) undergo slow photochemical reactions in the presence of ultraviolet sunlight. The greatest source of VOC and NO_X emissions is automobile exhaust. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperatures are favorable to its formation. Elevated levels of O_3 irritate the lungs and airways and may cause throat and chest pain, as well as coughing, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to the scarring of lung tissue and reduced lung efficiency.

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24 USEPA, Criteria Air Pollutants, www.epa.gov/criteria-air-pollutants.

25 SCAQMD, Final 2012 Air Quality Management Plan, February 2013.

Nitrogen Dioxide – NO_2

NO_2 is primarily a byproduct of fossil fuel combustion and is therefore emitted by automobiles, power plants, and industrial facilities. The principal form of nitrogen oxide produced by fossil fuel combustion is nitric oxide (NO), which reacts quickly to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 absorbs blue light and results in reduced visibility and a brownish-red cast to the atmosphere. NO_2 also contributes to the formation of PM_{10}. Nitrogen oxides irritate the nose and throat and increase susceptibility to respiratory infections, especially in people with asthma. Longer exposures to elevated concentrations of NO_2 may even contribute to the development of asthma. The principal concern of NO_X is as a precursor to the formation of ozone.

Sulfur Dioxide – SO_2

Sulfur oxides (SO_X) are compounds of sulfur and oxygen molecules. SO_2 is the pre-dominant form found in the lower atmosphere and is a product of burning sulfur or sulfur-containing materials. Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. SO_2 may aggravate lung diseases, especially bronchitis. It also constricts breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO_2 may cause wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of SO_2, and long-term exposure to both pollutants leads to higher rates of respiratory illnesses.

Particulate Matter - PM_{10} and $PM_{2.5}$

The human body naturally prevents the entry of larger particles into itself. However, smaller particles less than 10 microns (PM_{10}) or even less than 2.5 microns ($PM_{2.5}$) in diameter can enter the body and become trapped in the nose, throat, and upper respiratory tract. Here, these particulates may aggravate existing heart and lung diseases, affect the body's defenses against inhaled materials, and damage lung tissue. Those most sensitive to PM_{10} and $PM_{2.5}$ include children, the elderly, and those with chronic lung and/or heart disease.

Lead – Pb

Airborne lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting and other metal processing activities are the primary sources of lead emissions. The lead effects most commonly encountered in currently populations are neurological effects in children and cardiovascular effects in adults (e.g., high blood pressure and heart disease). Infants and young children are especially sensitive to even low levels of lead, which may contribute to behavioral problems, learning deficits, and lowered IQ.

(b) Toxic Air Contaminants

TACs refer to a diverse group of "non-criteria" air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above, but because their effects tend to be local rather than regional. As discussed earlier, CARB and OEHHA determine if a substance should be formally identified, or "listed," as a TAC in California. A complete list of these substances is maintained on CARB's website.[26]

One key TAC is diesel particulate matter (diesel PM), which is emitted in diesel engine exhaust. Released in May 2015 by the SCAQMD, the Multiple Air Toxics Exposure Study in the South Coast Air Basin Final Report (Mates IV) determined that about 90 percent of the carcinogenic risk from air toxics in the Basin is attributable to mobile source emissions. Of the three carcinogenic TACs that constitute the majority of the known health risk from motor vehicle emissions – diesel PM from primarily trucks, and benzene and 1,3-butadiene from passenger vehicles – diesel PM represents the majority of the potential cancer risk from vehicle traffic.[27] Overall, diesel PM was found to account for, on average, about 68 percent of the air toxics risk in the Basin.[28] In addition to its carcinogenic potential, diesel PM may also contribute to increased respiratory and cardiovascular hospitalizations, worsened asthma and other respiratory symptoms, decreased lung function in children, and premature death for people already with heart or lung disease. Those most vulnerable to the non-cancer effects of diesel PM are children whose lungs are still developing and the elderly who may have other chronic health problems.[29]

b) Existing Conditions

(1) Existing Project Site Emissions

The Project Site is largely vacant except for a single-family home and accessory structures. As summarized in Table B-12, existing air quality emissions are limited to the seven daily vehicle trips to and from the residence.[30]

Table B-12
Existing Estimated Daily Operational Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	0.005	0.00001	0.06	0.00	0.00005	0.00005
Energy Sources	0.00009	0.0008	0.0003	0.000005	0.00006	0.00006
Mobile Sources	0.03	0.1	0.29	0.00009	0.07	0.02
Net Regional Total	**0.07**	**0.11**	**0.37**	**0.0001**	**0.07**	**0.02**
Source: DKA Planning, 2020 based on CalEEMod 2016.3.2 model runs (included in Appendix D)						

26 CARB, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.
27 CARB, Air Quality and Land Use Handbook: A Community Health Perspective, April 2005.
28 SCAQMD, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES IV), May 2015.
29 CARB, Overview: Diesel Exhaust & Health, ww2.arb.ca.govv/resources/overview-diesel-exhaust-and-health.
30 Transportation Assessment, Linscott, Law & Greenspan, July 13, 2020.

(2) Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. Generally speaking, sensitive land uses, or sensitive receptors, are those where sensitive individuals are most likely to spend time. Individuals most susceptible to poor air quality include children, the elderly, athletes, and those with cardiovascular and chronic respiratory diseases. As a result, sensitive receptors to air quality may include schools, child care centers, parks and playgrounds, long-term health care facilities, rehabilitation facilities, convalescent facilities, retirement facilities, residences, and athletic facilities. Sensitive receptors in the vicinity of the Project Site include the following representative sampling:

- Single-family residence, 14153 Valerio Street, approximately five feet east of the Project Site.
- Single-family residence, 14217 Valerio Street, approximately five feet west of the Project Site.
- Single-family residences, 14000 block of Valerio Street (south side), approximately 60 feet south of the Project Site.
- North America Chinese Education Center, 14123 Valerio Street, approximately 210 feet east of the Project Site.
- Single-family residences, 14000 block of Runnymede Street (north side), approximately 60 feet north of the Project Site.

c) Methodology

The air quality analysis conducted for the Project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air Quality Handbook, as provided on the SCAQMD website. The SCAQMD recommends the use of the California Emissions Estimator Model (CalEEMod, version 2016.3.2) as a tool for quantifying emissions of air pollutants that will be generated by constructing and operating development projects. The analyses focuses on the potential change in air quality conditions due to Project implementation. Air pollutant emissions would result from both construction and operation of the Project. Specific methodologies used to evaluate these emissions are discussed below, and modeling results are included in Appendix D to this CE Study.

(1) Construction

Sources of air pollutant emissions associated with construction activities include heavy-duty off-road diesel equipment and vehicular traffic to and from the Project construction site. Project-specific information was provided describing the schedule of construction activities and the equipment inventory required from the Applicant. Details pertaining to the schedule and equipment can be found in Appendix D to this CE Study. The CalEEMod model provides default values for daily equipment usage rates and worker trip lengths, as well as emission factors for heavy-duty equipment, passenger vehicles, and haul trucks that have been derived by the CARB. Maximum daily emissions were quantified for each construction activity based on the number of equipment and daily hours of use, in addition to vehicle trips to and from the Project Site.

The SCAQMD recommends that air pollutant emissions be assessed for both regional scale and localized impacts. The regional emissions analysis includes both onsite and offsite sources of emissions, while the localized emissions analysis focuses only on sources of emissions that would be located on the Project Site.

Localized impacts were analyzed in accordance with the SCAQMD Localized Significance Threshold (LST) methodology.[31] The localized effects from onsite portion of daily emissions were evaluated at sensitive receptor locations potentially impacted by the Project according to the SCAQMD's LST methodology, which uses onsite mass emission look-up tables and Project-specific modeling, where appropriate.[32] SCAQMD provides LSTs applicable to the following criteria pollutants: NO_X, CO, PM_{10}, and $PM_{2.5}$. SCAQMD does not provide an LST for SO_2 since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O_3 formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to 5 acres. If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed.

In accordance with SCAQMD guidance, maximum daily emissions of NOX, CO, PM_{10}, and $PM_{2.5}$ from onsite sources during each construction activity were compared to LST values for a 1-acre site having sensitive receptors within 25 meters (82 feet), given the size of the Project Site and the proximity of homes to the west and east of the Project Site.[33] Though the Project Site is 1.2 acres, this analysis conservatively used the thresholds for a smaller site, per SCAQMD guidance. SCAQMD LST thresholds are for 1, 2 and 5 acres. Reliance on the smaller threshold of 1 acre ensures that the analysis holds the Project's impacts to a threshold more stringent than would otherwise be the case.

31 SCAQMD, Final Localized Significance Methodology, revised July 2008.
32 SCAQMD, LST Methodology Appendix C-Mass Rate LST Look-Up Table, October 2009.
33 SCAQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

The Basin is divided into 38 SRAs, each with its own set of maximum allowable LST values for onsite emissions sources during construction and operations based on locally monitored air quality. Maximum onsite emissions resulting from construction activities were quantified and assessed against the applicable LST values.

The significance criteria and analysis methodologies in the SCAQMD's CEQA Air Quality Handbook were used in evaluating impacts in the context of the CEQA significance criteria listed below. The SCAQMD localized significance thresholds (LSTs) for NO_2, CO, and PM_{10} were initially published in June 2003 and revised in July 2008.[34] The LSTs for $PM_{2.5}$ were established in October 2006.[35] Updated LSTs were published on the SCAQMD website on October 21, 2009.[36] Table B-13 presents the significance criteria for both construction and operational emissions.

Table B-13
SCAQMD Emissions Thresholds

Criteria Pollutant	Construction Emissions		Operational Emissions
	Regional	Localized /a/	
Volatile Organic Compounds (VOC)	75	--	55
Nitrogen Oxides (NO_X)	100	80	55
Carbon Monoxide (CO)	550	498	550
Sulfur Oxides (SO_X)	150	--	150
Respirable Particulates (PM_{10})	150	4	150
Fine Particulates ($PM_{2.5}$)	55	3	55

/a/ Localized significance thresholds for the East San Fernando Valley source receptor area assumed a 1-acre and 25-meter (82-foot) receptor distance, which are the applicable thresholds for a 1.2-acre site with the nearest receptor five feet away. Though the Project Site is 1.2 acres, this analysis conservatively used the thresholds for a smaller site, per SCAQMD guidance. SCAQMD LST thresholds are for 1, 2, and 5 acres. Reliance on the smaller threshold of 1 acre ensures that the analysis holds the Project's impacts to a threshold more stringent than would otherwise be the case.
The SCAQMD has not developed LST values for VOC or SO_X.
Source: SCAQMD.

(2) Operation

CalEEMod also generates estimates of daily and annual emissions of air pollutants resulting from future operation of a project. Operational emissions of air pollutants are produced by mobile sources (vehicular travel) and stationary sources (utilities demand). The Project Site is serviced by the Los Angeles Department of Water and Power (LADWP), for which CalEEMod has derived default emissions factors for electricity and natural gas usage that are applied to the size and land use type of the Project. CalEEMod also generates estimated operational emissions associated water use, wastewater generation, and solid waste disposal.

Similar to construction, SCAQMD's CalEEMod software was used for the evaluation of Project emissions during operation. CalEEMod was used to calculate on-road fugitive dust, architectural coatings, landscape equipment, energy use, mobile source, and stationary source emissions. To

34 SCAQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

35 SCAQMD, Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, October 2006.

36 SCAQMD, Final Localized Significance Threshold Methodology Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009.

determine if a significant air quality impact would occur, the net increase in regional and local operational emissions generated by the Project was compared against the SCAQMD's significance thresholds.[37] Details describing the operational emissions of the Project can be found in Appendix D to this CE Study.

(3) Toxic Air Contaminants

Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with the CARB Handbook, followed by a more detailed analysis (i.e., dispersion modeling), as necessary. The qualitative analysis consists of reviewing the Project to identify any new or modified TAC emissions sources. If the qualitative evaluation does not rule out significant impacts from a new source, or modification of an existing TAC emissions source, a more detailed analysis is conducted.

For TACs, the following criteria set forth in the SCAQMD's CEQA Air Quality Handbook serve as quantitative air quality standards to be used to evaluate project impacts under Appendix G thresholds. Under these thresholds, a significant impact would occur when:[38]

> The Project results in the exposure of sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0.[39] For projects with a maximum incremental cancer risk between 1 in one million and 10 in one million, a project would result in a significant impact if the cancer burden exceeds 0.5 excess cancer cases.

SCAQMD has not adopted any rules for to assess health risks associated with "short-term" construction activities. SCAQMD recommends, as pertinent to the Project, that health risk assessments be considered for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions. Yet, since the Project is not the type of project that would emit substantial diesel particle matter (DPM), no health risk assessment is required under the applicable SCAQMD guidance. Further, the Project does not qualify as a "facility" subject to Assembly Bill 2588. The Office of Environmental Health Hazards Assessment (OEHHA) adopted a new version of the Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments (Guidance Manual) in March of 2015.[40] The Guidance Manual was developed by OEHHA, in conjunction with CARB, for use in implementing the Air Toxics "Hot Spots" Program (Health and Safety Code

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[37] SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015. SCAQMD based these thresholds, in part on the federal Clean Air Act and, to enable defining "significant" for CEQA purposes, defined the setting as the South Coast Air Basin. (See SCAQMD, CEQA Air Quality Handbook, April 1993, pp. 6-1-6-2.).

[38] SCAQMD, CEQA Air Quality Handbook, April 1993, Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants).

[39] Hazard index is the ratio of a toxic air contaminant's concentration divided by its Reference Concentration, or safe exposure level. If the hazard index exceeds one, people are exposed to levels of TACs that may pose noncancer health risks.

[40] See OEHHA, Notice of Adoption of Air Toxics Hot Spots Program Guidance Manual for the Preparation of Health Risk Assessments 2015, www.oehha.ca.gov/air/hot_spots/hotspots2015.html.

Section 44360 et. seq.). The Air Toxics “Hot Spots” Program requires stationary sources to report the types and quantities of certain substances routinely released into the air. The goals of the Air Toxics “Hot Spots” Act are to collect emission data, to identify facilities having localized impacts, to ascertain health risks, to notify nearby residents of significant risks, and to reduce those significant risks to acceptable levels. The Guidance Manual provides recommendations related to cancer risk evaluation of certain short-term projects. As discussed in Section 8.2.10 of the Guidance Manual, “The local air pollution control districts sometimes use the risk assessment guidelines for the Hot Spots program in permitting decisions for short-term projects such as construction or waste site remediation.” The Guidance Manual does not provide specific recommendations for evaluation of short-term use of mobile sources (e.g., heavy-duty diesel construction equipment).

d) Thresholds of Significance

(1) Construction

The following criteria set forth in the SCAQMD’s CEQA Air Quality Handbook serve as quantitative air quality standards to be used to evaluate Project construction impacts with respect to the CEQA Appendix G thresholds. Under these thresholds, a significant impact would occur if:

- Regional emissions from both direct and indirect sources exceed the thresholds shown in Table B-13, above.
- Maximum onsite daily localized emissions exceed the LSTs also shown in Table B-13.

(2) Operation

The following SCAQMD thresholds serve as quantitative air quality standards to evaluate project operational impacts with respect to the Appendix G thresholds. Under these thresholds, a significant impact would occur if:

- Operational emissions from both onsite and offsite sources exceed the regional thresholds shown in Table B-13, above.
- Maximum onsite daily localized emissions exceed the LSTs also shown in Table B-13.
- The Project creates an odor nuisance pursuant to SCAQMD Rule 402.

e) Project Impacts

(1) Construction Emissions

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2016.3.2 model using assumptions from the Project's developer, including the Project's construction schedule of approximately nine months. Table B-14 summarizes the estimated construction schedule that was modeled for air quality impacts.

Table B-14
Estimated Construction Schedule

Phase	Duration	Notes
Demolition	Month 1 (two weeks)	Approximately 2,060 square feet of building material demolished and hauled in 10-cubic-yard capacity trucks up to 30 miles to an offsite landfill.
Site Preparation	Month 1 (two weeks)	
Grading	Month 2	Approximately 2,000 cubic yards of soil export hauled in 10-cubic-yard capacity trucks up to 30 miles to an offsite landfill.
Building Construction	Months 3-9	Prefabrication of major structural elements at an offsite location in the City of Carson. These modular elements would be transported to the Project Site and require 72 trips by 40-foot trucks and six 20-foot trucks. Onsite construction focused on infrastructure, utilities installation, site and street work, architectural coatings.
Paving	Month 9	Concurrent with completion of building construction.
Architectural Coatings	Months 8-9	Concurrent with completion of building construction.
Source: DKA Planning, 2020.		

The Project would be required to comply with the following regulations, as applicable:

- SCAQMD Rule 403, which would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions.

- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.

- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials 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.

- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.

- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

(a) Regional Emissions

Construction activity has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. Fugitive dust emissions would primarily result from fine grading activities. As stated above, it is mandatory for all construction projects in the Basin to comply with SCAQMD Rule 403 for fugitive dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying water and/or soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional $PM_{2.5}$ and PM_{10} emissions associated with construction activities by approximately 61 percent.

Following the fine grading of the Project Site, the school's structures would be prefabricated at an offsite location in the City of Carson that will reduce emissions typically associated with building and erecting structures on a site. This type of construction would result in the transport of prefabricated structures (approximately 36 miles) as opposed to the conventional transport of building materials by vendors and contractors. Once these prefabricated structures arrive at the Project Site, a crane and a small collection of construction equipment would erect and weld the structures together. NO_X emissions would primarily result from the use of construction equipment and truck trips during these phases of work.

Building finishing, paving, and the application of architectural coatings (e.g., paints) would occur while wrapping the building with stucco and other architectural finishes. These activities would release VOCs that are regulated by SCAQMD Rule 1113.

As shown in Table B-15, construction of the Project would produce VOC, NO_X, CO, SO_X, PM_{10} and $PM_{2.5}$ emissions that do not exceed the SCAQMD's regional significance thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone), and this impact would therefore be less than significant.

Table B-15
Estimated Daily Construction Emissions - Unmitigated

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2021	2.49	45.92	16.19	0.12	4.27	2.17
2022	8.09	22.47	25.09	0.05	1.40	1.09
Maximum Regional Total	**8.09**	**45.92**	**25.09**	**0.12**	**4.27**	**2.17**
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Localized Total	**7.16**	**17.42**	**14.51**	**0.02**	**2.76**	**1.78**
Localized Threshold	**--**	**80**	**498**	**--**	**4**	**3**
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

The construction dates are used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed in the environmental analysis, the actual emissions would be lower than analyzed because of the increasing penetration of newer equipment with lower certified emission levels. Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions).
Source: DKA Planning, 2020, based on CalEEMod 2016.3.2 model runs (included in Appendix D of this CE Study).
LST analyses based on 1-acre site with 25-meter distances to receptors in East San Fernando Valley source receptor area. Though the Project Site is 1.2 acres, this analysis conservatively used the thresholds for a smaller site, per SCAQMD guidance. SCAQMD LST thresholds are for 1, 2, and 5 acres. Reliance on the smaller threshold of 1 acre ensures that the analysis holds the Project's impacts to a threshold more stringent than would otherwise be the case.
Numbers may not reconcile due to rounding.

(b) Localized Emissions

In addition to maximum daily regional emissions (discussed above), maximum localized (onsite) emissions were quantified for each construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to determine localized construction emissions thresholds for the Project.[41] LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are based on the most recent background ambient air quality monitoring data for the Project area.

Maximum onsite daily construction emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the East San Fernando Valley SRA based on construction site acreage that is less than or equal to one acre. Though the Project Site is 1.2 acres, this analysis conservatively used the thresholds for a smaller site, per SCAQMD guidance. SCAQMD LST thresholds are for 1, 2, and 5 acres. Reliance on the smaller threshold of 1 acre ensures that the analysis holds the Project's impacts to a threshold more stringent than would otherwise be the case. Potential impacts were evaluated at the closest offsite sensitive receptor, which are the residences to the east and west adjacent to the Project Site. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

[41] SCAQMD, LST Methodology Appendix C-Mass Rate LST Look-up Table, revised October 2009.

As shown in Table B-15, above, the Project would produce emissions that do not exceed the SCAQMD's recommended localized thresholds of significance for NO_2 and CO during the construction phase. Similarly, construction activities would not produce PM_{10} and $PM_{2.5}$ emissions that exceed localized significance thresholds recommended by the SCAQMD. These estimates assume the use of Best Available Control Measures (BACMs) that address fugitive dust emissions of PM_{10} and $PM_{2.5}$ through SCAQMD Rule 403. These would include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. Therefore, the Project's construction impact on localized air quality would be less than significant.

SCAQMD significance thresholds represent the maximum emissions that would not be expected to cause or materially contribute to an exceedance of NAAQS or CAAQS, which themselves represent the maximum concentrations of pollutants that can be present in outdoor air without any harmful effects on people or the environment. Therefore, the Project's construction-related emissions would not be expected to cause or measurably contribute to adverse health impacts, and the Project's construction-related emissions impacts on regional and localized air quality would be less than significant.

(2) Operational Emissions

Operational emissions of criteria pollutants would come from area sources and mobile sources. Area sources include natural gas for space heating and water heating, gasoline-powered landscaping and maintenance equipment, consumer products such as household cleaners, and architectural coatings for routine maintenance. The CalEEMod program generates estimates of emissions from energy use based on the land use type and size. The Project would also produce long-term air emissions to the region primarily from motor vehicles that access the Project Site. The Project could add up to 619 daily vehicle trips to the local roadway network on a peak weekday at the start of operations.[42] When existing vehicle trips to the Project Site are considered (7 average daily trips), the Project would result in 612 net daily vehicle trips on local streets.

As shown in Table B-16, the Project's net emissions would not exceed the SCAQMD's regional or localized significance thresholds. SCAQMD thresholds represent the maximum emissions that would not be expected to cause or materially contribute to an exceedance of NAAQS or CAAQS, which themselves represent the maximum concentrations of pollutants that can be present in outdoor air without any harmful effects on people or the environment. Therefore, the Project's operations-related emissions, which are well below applicable regional and localized significance thresholds, would not be expected to cause or measurably contribute to adverse health impacts, and the Project's operations-related emissions impacts on regional and localized air quality would therefore be less than significant.

42 Transportation Assessment, Linscott, Law & Greenspan, July 13, 2020

Table B-16
Estimated Daily Operations Emissions - Unmitigated

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	0.55	0.00004	0.04	0.00	0.00001	0.00001
Energy Sources	0.0007	0.07	0.06	0.00004	0.0005	0.0005
Mobile Sources	1.14	5.52	15.92	0.06	4.80	1.32
Regional Total	**1.70**	**5.58**	**16.02**	**0.06**	**4.80**	**1.32**
Existing Sources	-0.07	-0.11	-0.37	-0.0001	-0.07	-0.02
Net Regional Total	**1.63**	**5.47**	**15.65**	**0.06**	**4.73**	**1.30**
Regional Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Net Localized Total	**0.55**	**0.00004**	**0.10**	**0.00004**	**0.0005**	**0.0005**
Localized Significance Threshold	**N/A**	**80**	**498**	**--**	**1**	**1**
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

LST analyses based on 1-acre site with 25-meter distances to receptors in East San Fernando Valley source receptor area. Though the Project Site is 1.2 acres, this analysis conservatively used the thresholds for a smaller site, per SCAQMD guidance. SCAQMD LST thresholds are for 1, 2, and 5 acres. Reliance on the smaller threshold of 1 acre ensures that the analysis holds the Project's impacts to a threshold more stringent than would otherwise be the case.
Numbers may not reconcile due to rounding.
Source: DKA Planning, 2020 based on CalEEMod 2016.3.2 model runs (included in Appendix D of this CE Study).

(3) Toxic Air Contaminants

(a) Construction

Construction of the Project could expose sensitive receptors to substantial pollutant concentrations if maximum daily emissions of regulated pollutants generated by sources located on and/or near the Project Site exceeded the applicable LST values presented in Table B-13, or if construction activities generated significant emissions of TACs that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of 10 excess cancers per million or a non-carcinogenic Hazard Index greater than 1.0. As discussed above, the LST values were derived by the SCAQMD for the criteria pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$ to prevent the occurrence of concentrations exceeding the air quality standards at sensitive receptor locations based on proximity and construction site size.

As shown in Table B-15, above, during construction of the Project, maximum daily localized unmitigated emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ from sources on the Project Site would remain below each of the respective LST values. Unmitigated maximum daily localized emissions would not exceed any of the localized standards for receptors that are within 25 meters of the Project's construction activities. Therefore, based on SCAQMD guidance, localized emissions of criteria pollutants would not have the potential to expose sensitive receptors to substantial concentrations that would present a public health concern.

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust stacks of construction equipment. The construction emissions modeling conservatively assumed that all equipment present on the Project Site would be operating simultaneously throughout most of the day, while this would rarely, if ever, be the case. Average daily emissions of diesel PM would be less than one pound per day throughout the course of Project construction. Therefore, the magnitude of daily diesel PM emissions would not be sufficient to result in substantial pollutant concentrations at nearby offsite locations.

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be approximately nine months, and the magnitude of daily diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period, Project's construction TAC emissions would result in a less than significant impact. Therefore, construction of the Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.

(b) Operation

The Project Site would be developed with a middle school, a land use that is not typically associated with TAC emissions. Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs generated onsite (e.g., cleaning solvents, paints, landscape pesticides) for the types of proposed land uses would be below thresholds warranting further study under California Accidental Release Program.

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).[43] The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.[44] Together, the CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.

The primary sources of potential air toxics associated with Project operations include DPM from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and to a lesser

43 CARB, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

44 SCAQMD, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

extent, facility operations (e.g., natural gas fired boilers). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.[45] The Project does not include these types of land uses, and therefore is not considered to be a substantial source of DPM warranting a refined HRA, since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, the CARB-mandated airborne toxic control measures (ATCM) allows diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time, which would further limit diesel particulate emissions.

As the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of offsite sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0, and the Project's potential TAC impact would be less than significant.

The Project would generate long-term emissions onsite from area and energy sources that would generate negligible pollutant concentrations of CO, NO_2, $PM_{2.5}$, or PM_{10} at nearby sensitive receptors. There would also be onsite emissions of CO, NO_2, $PM_{2.5}$, or PM_{10} from minor queuing of vehicles dropping off children at the drop-off and pick-up zones on campus. While long-term operations of the Project would generate traffic that produces offsite emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to the project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce the amount of emissions needed to trigger a potential CO hotspot.[46]

In addition, the Project would not result in any substantial operational emissions of TACs. The Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs during operation.

The SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.[47] The Project would not

45 SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2002.

46 Caltrans, Transportation Project-Level Carbon Monoxide Protocol, updated October 13, 2010.

47 SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.

generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with onsite activities.

For these reasons, the Project's operational impacts on local sensitive receptors would be less than significant because CO emissions would not exceed the LST thresholds set by the SCAQMD. Furthermore, TAC emissions would not result in significant chronic or acute human health risks.

(4) Odors

No other emissions, including objectionable odors, are anticipated as a result of the construction or operation of the Project. Project construction would involve the use of conventional building materials typical to construction projects of similar type and size. Any odors that may be generated during construction would be localized and temporary in nature and would not be sufficient to affect a substantial number of people. With regard to Project operation, the Project is a middle school, which is not a land use normally associated with odor complaints (e.g., agricultural uses, wastewater treatment facilities, food processing facilities, etc.). As a result, the Project's potential to result in other emissions, including objectionable odors, adversely affecting a substantial number of people would be less than significant.

f) Conclusion

For these reasons, the Project would not result in any significant effects relating to air quality and, therefore, the requirement in CCR Section 15332(d) relating to air quality is satisfied with respect to the Project.

Water Quality

a) Project Impacts

(1) Construction

To address water quality during the Project's construction phase, the Applicant would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP), in accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities. The site-specific SWPPP would be prepared prior to earthwork activities and would be implemented during Project construction. The SWPPP would include implementation of BMPs and erosion control measures to prevent pollution in storm water discharge. Typical BMPs that could be used during construction include good-housekeeping practices (e.g., street sweeping, proper waste disposal, vehicle and equipment maintenance, concrete washout area, materials storage, minimization of hazardous materials, proper handling and storage of hazardous materials, etc.) and erosion/sediment control measures (e.g., silt fences, fiber rolls, gravel bags, storm water inlet protection, and soil stabilization measures, etc.). The SWPPP would be subject to review and approval by the City for compliance with the City's Development Best Management Practices Handbook, Part A, Construction Activities. Additionally, all Project construction activities would comply with the City's grading permit regulations, which require the implementation of grading and dust control measures, including a wet weather erosion control plan if construction occurs during rainy season, as well as inspections to ensure that sedimentation and erosion is minimized. Therefore, through compliance with NPDES requirements and City grading regulations, water quality impacts during construction of the Project would be less than significant.

(1) Operation

During the operation of the Project, in accordance with the City's Low Impact Development (LID) Ordinance, the Applicant would be required to incorporate appropriate stormwater pollution control measures into the design plans and submit these plans to the City's Department of Public Works, Bureau of Sanitation, Watershed Protection Division (WPD) for review and approval. Upon satisfaction that all stormwater requirements have been met, WPD staff would stamp the plan approved. Under Section 3.1.3 of the City's LID Manual, post-construction stormwater runoff from new projects must be infiltrated, evapotranspirated, captured and used, and/or treated through high efficiency BMPs onsite for the volume of water produced by the 85th percentile storm event. Through compliance with the City's LID Ordinance to handle runoff from the 85th percentile storm event, the Project would satisfy the City's water quality standards. Therefore, water quality impacts during operation of the Project would be less than significant. Approval of the Project would thus not result in any significant effects relating to water quality.

(2) Conclusion

For these reasons, the Project would not result in any significant effects relating to water quality and, therefore, the requirement in CCR Section 15332(d) relating to water quality is satisfied with respect to the Project.

6. Discussion of CCR Section 15332(e)

The site can be adequately served by all required utilities and public services.[48]

a) Fire Protection

The factors that the Los Angeles Fire Department (LAFD) considers in determining whether fire protection services for a project are adequate include whether the Project: (1) is within the maximum response distance for the land uses proposed; (2) complies with emergency access requirements; (3) complies with fire-flow requirements; and (4) complies with fire hydrant placement.[49] Pursuant to LAMC Section 57.507.3.3, the maximum response distance is 1.0 mile for an engine company and 1.5 miles for a truck company. The maximum response distances for both fire suppression companies (engine and truck) must be satisfied. If this distance is exceeded, all structures shall be constructed with automatic fire sprinkler systems.

LAFD Station No. 81 located at 14355 Arminta Street, which is approximately 0.5 miles northwest of the Project Site, would serve the Project Site. While Station No. 81 includes an Assessment Engine, Paramedic Rescue Ambulance, BLS Rescue Ambulance, and a Rehab Air Tender, it does not house an engine and truck company. The closest station that houses an engine and truck company is Station No. 89, located approximately 2.5 miles from the Project Site. Therefore, the school building would include automatic fire sprinkler systems, and the Project's impact related to fire response distances would be less than significant.

Emergency vehicle access to the Project Site would continue to be provided from both Valerio Street and Runnymede Street. All ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department and LAFD standards and requirements for design and construction. Therefore, the Project would not impact emergency access.

Final fire-flow demands, fire hydrant placement, and other fire protection equipment would be determined for the Project during LAFD’s plan check process in order to ascertain whether further water system or site-specific improvements would be necessary to meet the required fire flow. Hydrants and water lines, if necessary, would be installed per Division 7, Section 57.09.06 of the Los Angeles Fire Code. In addition, the LAFD would review the plans for compliance with applicable City Fire Code, California Fire Code, City of Los Angeles Building Code, and National Fire Protection Association standards, thereby ensuring the Project would not create any undue fire hazard. Further, emergency access to the Project Site would be maintained at all times during both Project construction and operation. Through compliance with these mandatory requirements, Project impacts related to fire protection services would not occur.

48 Each of these topic areas (public services [fire, police, schools, parks, libraries] and utilities [wastewater, water, solid waste]) are discussed in their own subsection.

49 L.A. CEQA Thresholds Guide, City of Los Angeles, 2006.

Based on the analysis provided above, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection, and the Project's impact would be less than significant. Furthermore, consistent with *City of Hayward v. Trustees of California State University* (2015) 242 Cal.App.4th 833, significant impacts under CEQA consist of adverse changes in any of the physical conditions within the area of a project, and the obligation to provide adequate fire and EMS is the responsibility of the City. Thus, the need for additional fire protection services is not an environmental impact that CEQA requires a project applicant to mitigate.

b) Police Protection

For the purpose of this analysis, a significant impact may occur if the Los Angeles Police Department (LAPD) could not adequately serve a project, necessitating a new or physically altered station, the construction of which may cause significant environmental impacts. Based on City guidance, the determination of whether a project results in a significant impact on police protection shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of residential units or square footage of non-residential floor area; (b) the demand for police services anticipated at the time of project buildout compared to the expected level of service available, considering, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project’s proportional contribution to the demand; and (c) whether the project includes security and/or design features that would reduce the demand for police services.

The Project Site is currently served by the LAPD’s Valley Bureau, Van Nuys Community Police Station, located at 6240 Sylmar Avenue. This station is approximately 2.0 miles driving distance from the Project Site.

During construction, all sides around the Project Site would need to be secured to prevent trespass and theft of building materials. The Applicant would employ construction security features, such as fencing, which would serve to minimize the need for LAPD services. Temporary construction fencing would be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

Operation of the Project would result in students, employees (teachers and administrative staff), and visitors at the Project Site, thereby generating a potential increase in the number of service calls. Responses to thefts, vehicle burglaries, vehicle damage, and traffic-related incidents would be anticipated to increase as a result of the increased onsite activity and increased traffic on adjacent streets. As stated above, the Project would be served by the Van Nuys Community Police Station, which currently serves a population of over 325,000 people.[50] Therefore, the

50 Los Angeles Police Department, website: http://lapdonline.org/van_nuys_community_police_station/content_basic_view/1765, accessed July 29, 2020.

increase in students, employees, and visitors at the Project Site would result in a negligible increase when compared to the existing service population. As such, the Project would not require the construction of new police facilities.

The Project would implement principles of the City of Los Angeles Crime Prevention through Environmental Design (CPTED) Guidelines. Specifically, the Project would include adequate and strategically positioned functional and thematic lighting to enhance public safety. Visually obstructed and infrequently accessed “dead zones” would be limited and, where possible, security controlled to limit public access. The building design would include low level LED perimeter lighting on the Project Site to ensure safety. In addition, as shown in Figures A-11 and A-12, the Project would include fencing around the perimeter of the Project Site, including an eight-foot fence with gates along Runnymede Street. These preventative and proactive security measures would decrease the amount of service calls the LAPD would receive. In light of these features, it is anticipated that any increase in demands upon police services would be relatively low and would not necessitate the construction of a new police station, the construction of which may cause significant environmental impacts. Through compliance with existing LAPD requirements, the Project's impact with respect to police protection services would be less than significant.

Overall, the Project would not result in substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for police protection, and the Project's impact would be less than significant. Furthermore, as discussed in Subsection 3.b., consistent with *City of Hayward v. Trustees of California State University* (2015) 242 Cal.App.4th 833, significant impacts under CEQA consist of adverse changes in any of the physical conditions within the area of a project, and the protection of the public safety is the first responsibility of local government where local officials have an obligation to give priority to the provision of adequate public safety services. Thus, the need for additional police protection services is not an environmental impact that CEQA requires a project proponent to mitigate.

c) Schools

The Project includes the development of a new school facility, and would not create a residential population that could then create the need for additional school services. The Project would create a new school facility that would help fulfill existing demand for school services. Therefore, the Project would not create the need for new or expanded schools, and no impact related to this issue would occur.

d) Parks

The Project includes the development of a new school facility, and would not create a residential population that could then create the need for additional parks and recreational services. In addition, the Project includes an outdoor patio area and an outdoor athletic field and running track that would serve the recreational needs of the proposed school. Therefore, the Project would not create the need for new or expanded parks and recreational facilities, and no impact related to this issue would occur.

e) Other Public Facilities

The City of Los Angeles Public Library (LAPL) provides library services throughout the City through its Central Library, 8 regional branches, and 64 community branches. The LAPL collection has 7.1 million books, magazines, electronic media, 120 online databases, and 34,000 e-books and related media.[51] On February 8, 2007, the Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes Criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities – 12,500 square feet for communities with less than 45,000 people, 14,500 square feet for community with more than 45,000 people, and up to 20,000 square feet for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.

The closest libraries serving the Project Site are: (1) Van Nuys Branch Library; (2) Panorama City Branch Library; and (3) Mid-Valley Regional Library.

The Project includes the development of a new school facility, and would not create a residential population that could then create the need for additional library facilities. The *L.A. CEQA Thresholds Guide* considers features (onsite library facilities, direct support to LAPL) that would reduce the demand for library services. As the Project is a middle school, the students would be supplied with textbooks and other supplemental materials for their classes. In addition, it is likely that the students would have individual access to internet service, which provides information and research capabilities that studies have shown reduce demand at physical library locations.[52],[53],[54] The Project would therefore not necessitate the need for a new library facility.

Further, the LAPL has indicated that there are no planned improvements to add capacity through expansion. There are no plans for the development of any other new libraries to serve this community. The LAPL uses the most recent Census figures to determine if a branch should be constructed in a given area, and Measure L has provided funds to restore adequate services to the existing library system. For all of these reasons, it is not anticipated that the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, or need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for library services. The Project's impact on library service would be less than significant and the Project is adequately served by the City's libraries.

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51 LAPL website: https://www.lapl.org/sites/default/files/media/pdf/about/LAPL_FY2017-18_Backgrounder_10022018.pdf.

52 "To Read or Not To Read", see pg. 10: "Literary reading declined significantly in a period of rising Internet use": http://www.nea.gov/research/toread.pdf.

53 "How and Why Are Libraries Changing?" Denise A. Troll, Distinguished Fellow, Digital Library Federation: http://old.diglib.org/use/whitepaper.htm.

54 "Use and Users of Electronic Library Resources: An Overview and Analysis of Recent Research Studies", Carol Tenopir: http://www.clir.org/pubs/reports/pub120/contents.html.

f) Wastewater

The Los Angeles Bureau of Sanitation (BOS) provides sewer service to the Project area. Sewage from the Project Site would be conveyed via sewer infrastructure to the Hyperion Treatment Plan (HTP). The HTP treats an average daily flow of 362 million gallons per day (mgd) and has a design capacity to treat 450 mgd. This equals a remaining capacity of approximately 88 mgd of wastewater able to be treated at the HTP. As shown in Table B-17 below, the Project would generate approximately 3,960 gpd of wastewater (or approximately 0.004 mgd), representing a small fraction of the available capacity. As the HTP has a remaining capacity to treat 88 additional mgd, it would have adequate capacity to serve the Project. Therefore, the Project's impact on sewer treatment capacity would be less than significant.

Table B-17
Estimated Wastewater Generation

Land Use	Size	Generation Rate	Total (gpd)
School	330 students	12 gallons / student	3,960
		Total	**3,960**

Note: gpd = gallons per day
Source: City of Los Angeles CEQA Thresholds Guide, 2006, Exhibit M.2-12, Sewage Generation Factors. As stated in footnote 5 of Exhibit M.2-12, the sewage generation factor for schools based on student capacity covers the following facilities: classrooms and lecture halls, professors' offices, administration offices, laboratories for classes or research, libraries, bookstores, student/professor lounges, school cafeterias, warehouses and storage areas, auditoriums, and gymnasiums.
Table: CAJA Environmental Services, July 2020.

At the time of connection to the existing sewer lines in the area, BOS will check the gauging of the sewer lines and make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. The Applicant will be required to submit a Sewer Capacity Availability Request (SCAR) to verify the anticipated sewer flows and points of connection and to assess the condition and capacity of the sewer lines receiving additional sewer flows from the Project. If it is determined that the sewer system has insufficient capacity to serve the Project, the developer may be required to replace or build new sewer lines to a point in the sewer system with sufficient capacity to accommodate the Project's increased flows. Therefore, the Project's impact on sewer capacity and infrastructure would be less than significant. Additionally, water conservation measures required by City ordinance (e.g., installation of low flow toilets and plumbing fixtures, etc.) would be implemented as part of the Project and would help reduce the amount of Project-generated wastewater. Therefore, the Project's impact on wastewater treatment facilities and existing infrastructure would be less than significant.

g) Water

The Los Angeles Department of Water and Power (LADWP) ensures the reliability and quality of its water supply through an extensive distribution system that includes more than 7,100 miles of pipes, more than 100 storage tanks and reservoirs within the City, and eight storage reservoirs along the Los Angeles Aqueducts. Much of the water flows north to south, entering Los Angeles at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by

LADWP. Water entering the 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). The average plant flow is approximately 450 mgd during the non-summer months and 550 mgd during the summer months, and operates at between 75 and 90 percent capacity. With the remaining capacity of approximately 50 to 150 mgd, the LAAFP would have adequate capacity to serve the Project and the Project would not have a significant impact related to water treatment.

The City receives water from five major sources: (1) the Eastern Sierra Nevada watershed, via the Los Angeles Aqueduct (LAA); (2) the Colorado River, via the Colorado River Aqueduct; (3) the Sacramento-San Joaquin Delta, via the State Water Project (SWP) and the California Aqueduct; (4) local groundwater; and (5) recycled water. The amount of water obtained from these sources varies from year to year and is primarily dependent on weather conditions and demand.

As shown in Table B-18 below, the Project would generate a demand for approximately 3,960 gallons per day (gpd) of potable water. According to LADWP, if a project is consistent with the City's General Plan, the projected water demand associated with that project is considered to be accounted for in the most recently adopted Urban Water Management Plan (UWMP), which is prepared by the LADWP to ensure that existing and projected water demand within its service area can be accommodated. As discussed previously, the Project is consistent with the City's General Plan. Additionally, the Applicant would be required to comply with the water efficiency standards outlined in Los Angeles City Ordinance No. 180822 and in the Los Angeles Green Building Code (LAGBC) to minimize water usage. Furthermore, prior to issuance of a building permit, the Applicant would be required to consult with LADWP to determine Project-specific water supply service needs and all water conservation measures that shall be incorporated into the Project. As such, the Project would not require new or additional water supply or entitlements, and the Project would therefore have a less than significant impact related to water supply.

Table B-18
Estimated Water Demand

Land Use	Size	Demand Rate	Total (gpd)
School	330 students	12 gallons / student	3,960
		Total	**3,960**

Notes: gpd = gallons per day. Water consumption is assumed to equal wastewater generation.
Source: City of Los Angeles CEQA Thresholds Guide, 2006, Exhibit M.2-12 Sewage Generation Factors. As stated in footnote 5 of Exhibit M.2-12, the sewage generation factor for schools based on student capacity covers the following facilities: classrooms and lecture halls, professors' offices, administration offices, laboratories for classes or research, libraries, bookstores, student/professor lounges, school cafeterias, warehouses and storage areas, auditoriums, and gymnasiums.
Table: CAJA Environmental Services, July 2020.

In the event that any water main and/or other infrastructure upgrades are required for the Project, such infrastructure improvements would be constructed within the right-of-way easements serving the Project area and would not create a significant impact to the physical environment. This is largely due to the fact that (a) any disruption of service would be of a short-term nature, (b) the replacement of the water mains would be within public rights-of-way, and (c) any foreseeable infrastructure improvements would be limited to the immediate Project vicinity. Therefore, the

Project would be served by adequate water infrastructure and the Project's impacts resulting from water infrastructure improvements would be less than significant.

h) Solid Waste

Los Angeles County landfills are categorized as either Class III or unclassified landfills. Non-hazardous municipal solid waste is disposed of in Class III landfills, while inert waste such as construction waste, yard trimmings, and earth-like waste is disposed of in unclassified landfills.[55] Ten Class III landfills and one unclassified landfill with solid waste facility permits are currently operating within the County.[56]

As shown in Table B-19, based on the information provided in the 2018 Annual Report, the remaining disposal capacity for the County's Class III landfills is estimated at approximately 163.39 million tons.[57] In 2018, approximately 5.121 million tons of solid waste were disposed of at the County's Class III landfills, 0.358 million tons of inert waste were disposed of at the County's inert landfill, and 0.416 million tons were disposed of at County transformation facilities.[58]

Of the remaining Class III landfill capacity in the County, approximately 147.25 million tons of capacity is available to the City.[59] As is the case with solid waste haulers, landfills operate in a free-enterprise system. Their operating funds and profits are obtained by collecting disposal fees from the haulers on a per ton basis. Landfill capacity is regulated primarily through the amount of solid waste that each particular facility is permitted to collect on a daily basis relative to its capacity.

The 2018 Annual Report indicates that the countywide cumulative need for Class III landfill disposal capacity, approximately 176.1 million tons in 2033, will exceed the 2018 remaining permitted Class III landfill capacity of 163.4 million tons. Wasteshed boundaries, geographic barriers, weather, and natural disasters could place further constraints on accessibility of Class III landfill capacity. Therefore, the Annual Report evaluated seven scenarios to increase capacity and determined that the County would be able to meet the disposal needs of all jurisdictions through the 15-year planning period with six of the seven scenarios. The Annual Report also concluded that in order to maintain adequate disposal capacity, individual jurisdictions must continue to pursue strategies to maximize waste reduction and recycling, expand existing landfills,

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55 Inert waste is waste which is neither chemically or biologically reactive and will not decompose. Examples of this are sand and concrete.

56 County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2017 Annual Report, April 2019.

57 This total excludes the estimated remaining capacity at the Puente Hills Landfill, which closed on October 31, 2013.

58 County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2018 Annual Report, December 2019.

59 Total excludes Class III landfills not open to the City of Los Angeles for disposal (i.e., Scholl Canyon, Whittier, Burbank, Pebbly Beach, and San Clemente). In addition, total excludes the Calabasas Landfill, as its wasteshed does not include the Project Site. The Chiquita Canyon Landfill Expansion permits the facility to operate until it reaches 60 million tons, or after 30 years, whichever comes first. However, since the current volume of the facility's wasteshed is unknown, the volume of waste that it would take to reach 60 million tons cannot be determined. As such, for a conservative analysis, the Chiquita Canyon Landfill Expansion is excluded from the total.

promote and develop alternative technologies, expand transfer and processing infrastructure, and use out of county disposal, including waste by rail.

As shown in Table B-19, the County's unclassified landfill generally does not currently face capacity issues. The remaining disposal capacity for Azusa Land Reclamation is estimated at approximately 57.72 million tons. In 2018, approximately 0.358 million tons of inert waste (e.g., soil, concrete, asphalt, and other construction debris) were disposed of at this unclassified landfill. Given the remaining permitted capacity and based on the average disposal rate of 1,148 tons per day (based on 260 days of disposal per year) in 2018, this capacity would be exhausted in 28 years.[60] Thus, the unclassified landfill serving the County has adequate long-term capacity.

While the City's Bureau of Sanitation (BOS) generally provides waste collection services to single-family and some small multi-family developments, private haulers permitted by the City provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is either recycled, reused, or transformed at a waste-to-energy facility, or disposed of at a landfill.

As shown in Table B-20, in 2018, the City disposed of approximately 3.3 million tons of solid waste at the County's Class III landfills, approximately 1,968 tons at transformation facilities, and approximately 214 million tons at the inert landfill.[61] The 3.3 million tons of solid waste accounts for approximately 2.2 percent of the total remaining capacity (147.25 million tons) for the County's Class III landfills open to the City.[62]

Table B-19
County of Los Angeles Landfills

Name	Location	2018 Total Disposal (million tons)[1]	Estimated Remaining Capacity (million tons)[2]

60 County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2018 Annual Report, December 2019.

61 These numbers represent waste disposal, not generation, and thus do not reflect the amount of solid waste that was diverted via source reduction and recycling programs within the City

62 3.3 million tons ÷ 147.25 million tons x 100% = 2.2 %.

Class III			
Antelope Valley[3]	**Palmdale**	**0.517**	**12.00**
Burbank[4]	Burbank	0.032	2.26
Calabasas[5]	Unincorporated	0.318	4.91
Chiquita Canyon[6]	**Unincorporated**	**1.530**	**59.75**
Lancaster	**Unincorporated**	**0.116**	**10.23**
Pebbly Beach[7]	Unincorporated	0.004	0.05
San Clemente Island[8]	Unincorporated	0.0004	0.036
Scholl Canyon[9]	Glendale/Unincorporated	0.403	4.29
Sunshine Canyon City/County	**Los Angeles/ Unincorporated**	**2.111**	**65.27**
Whittier (Savage Canyon)[10]	Whittier	0.091	4.58
	Class III Total	**5.121**	**163.39**
	Class III Total Open to City of Los Angeles	**4.274**	**147.25**
Unclassified			
Azusa Land Reclamation	Azusa	0.358	57.72

Landfills open to the City of Los Angeles are in **bold** within the table.

[1] Disposal quantities are based on actual tonnages reported by owners/operators of permitted solid waste disposal facilities to the Los Angeles County Department of Public Works' Solid Waste Information Management System.

[2] As of December 31, 2018.

[3] The City of Palmdale approved the expansion and combined Antelope Valley Landfills #1 & #2 on September 19, 2011.

[4] Limited to the City of Burbank use only.

[5] Limited to Calabasas Wasteshed, as defined by Los Angeles County Ordinance No. 91-0003, which is composed of the incorporated cities of Hidden Hills, Agoura Hills, Westlake Village, and Thousand Oaks; that portion of the City of Los Angeles bordered by the northerly line of Township 2 North on the north, Interstate Highway 405 on the east, Sunset Boulevard and the Pacific Ocean on the south, and the City boundary on the west; and certain unincorporated areas in the Counties of Los Angeles and Ventura.

[6] CUP expires November 24, 2019 or when the maximum capacity is reached, whichever is sooner. Proposed expansion pending. Conditional Use Permit (CUP) limits waste disposal to 30,000 tons per week.

[7] Land Use Permit (LUP) expires July 29, 2028.

[8] Landfill owned and operated by the U.S. Navy.

[9] Limited to Scholl Canyon Wasteshed as defined by City of Glendale Ordinance No. 4780, which is defined as County incorporated cities of Glendale, La Canada Flintridge, Pasadena, South Pasadena, San Marino, and Sierra Madre; County unincorporated communities known as Altadena, La Crescenta, Montrose; unincorporated area bordered by the cities of San Gabriel, Rosemead, Temple City, Arcadia, and Pasadena; and the unincorporated area immediately to the north of the City of San Marino bordered by the City of Pasadena on the west, north and east sides.

[10] Limited to use by the City of Whittier and waste haulers contracted with the City of Whittier.

County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2018 Annual Report, December 2019.

Table B-20
City of Los Angeles Solid Waste Disposal

Landfill/Facility	Total Disposal (tons)[1]
Class III Landfills	

Antelope Valley	377,953.28
Calabasas	167,570.35
Chiquita Canyon	1,136,507.05
Lancaster	39,660.21
Savage Canyon Landfill	901.61
Scholl Canyon	16,704.90
Sunshine Canyon	1,574,302.18
Total Class III Landfills	**3,313,599.58**
Transformation Facilities	
Southeast Resource Recovery	1,968.19
Unclassified (Inert) Landfills	
Azusa Land Reclamation	213,616.95
Total Disposal	**3,529,184.72**
Note: Numbers may not total due to rounding. [1] Additional materials were also received for recycling and beneficial use (e.g., construction and demolition debris, sediment, green waste, auto shred) that are not part of these disposal amounts. Source: County of Los Angeles, Department of Public Works, Solid Waste Information System, Detailed Solid Waste Disposal Activity Report By Jurisdictions by Los Angeles (January 2019 to December 2019). https://pw.lacounty.gov/epd/swims/OnlineServices/reports.aspx	

As shown on Table B-21, the Project would generate an increase of 82.5 pounds per day of solid waste (or approximately 0.04 tons per day, or approximately 15 tons per year) after accounting for mandatory recycling. The increase in annual solid waste disposal would represent approximately 0.00001 percent increase of the remaining capacity for the County's Class III landfills open to the City of Los Angeles.[63] Based on the above, the landfills that serve the Site have sufficient permitted capacity to accommodate the solid waste generated by the Project. Therefore, the Project would have a less than significant impact on solid waste and would be adequately served by existing waste disposal facilities.

Table B-21
Estimated Solid Waste Generation

Land Use	Size	Generation Rate	Total (pounds per day)
School	330 students	1 pound / student	330
		Total	**330**
		Total after 75% recycling	**82.5**
Source: CalRecycle Estimated Solid Waste Generation Rates: http://www.calrecycle.ca.gov/wastechar/wastegenrates/. Rate accounts for all school uses, including classrooms, administration offices, cafeteria, and auditorium. Table: CAJA Environmental Services, July 2020.			

i) Conclusion

63 15 tons ÷ 147.25 million tons x 100% = 0.00001 %.

For all the foregoing reasons, the Project satisfies the requirement in CCR Section 15332(e) because the Project Site would be adequately served by all required utilities and public services.

7. Guideline 15300.2. Exceptions

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

The Project is seeking a Class 32 Exemption, not a Class 3, 4, 5, 6, or 11 exemption. Therefore, this exception to a categorical exemption would not apply to the Project.

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

The cumulative impact analysis considers the potential impacts associated with implementation of the Project, in conjunction with other developments in the area of the Project. There is one related project in the general vicinity of the Project Site (a LADWP water facility at 7600 Tyrone Avenue) that was identified by the Project's transportation assessment.[64] However, any successive projects of the same type and nature would be subject to the same regulations and requirements as the Project, including development standards and environmental impact analysis. The impacts of each subsequent project will be mitigated if necessary, and thus will not result in a cumulative impact. Accordingly, as discussed below, the Project would not contribute to any significant cumulative impacts resulting from successive projects of the same type in the same place over time.

(1) Traffic

(a) Plan Consistency

As described above and in Appendix B of this CE Study, the Project would be generally consistent with the plans and programs listed in Table 2.1.1 of the TAG, and Project impacts with respect to plan consistency were therefore determined to be less than significant. Given the built out conditions of the greater Los Angeles region, including the Project area, cumulative development would likely convert existing underutilized properties to revitalized higher density developments to respond to the need for housing, sources of employment, institutional uses, and commercial and retail land uses. The Project would implement important local and regional goals and policies for the Los Angeles area, by providing a new middle school that would maintain the character of the existing neighborhood and that would provide a new school facility to serve the students in the area. Like the Project, future development associated with the related project as well as any other development in the Project area would support the furtherance of the buildout of Los Angeles and the surrounding area. This is consistent with SCAG and other regional policies for promoting more intense land uses adjacent to transit and job centers, providing a variety of housing options, and increasing the number of retail, commercial, and institutional uses near housing, all of which would reduce VMT. Therefore, cumulative impacts related to plan consistency would be less than significant. In addition, since the Project does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives, there is no cumulative inconsistency that can be determined.

(b) VMT

Per Section 2.2.4 of the TAG, traffic analyses should consider both short-term and long-term project effects on VMT. Short-term effects are evaluated in the detailed Project-level VMT analysis summarized above. Cumulative effects are determined through a consistency check with SCAG's

64 Transportation Assessment, Linscott, Law & Greenspan, July 13, 2020.

2016 RTP/SCS, which is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets. As such, projects that are consistent with this plan in terms of general development, location, density, and intensity are part of the regional solution for meeting air pollution and GHG goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. Development in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. However, as discussed in the TAG, for projects that do not demonstrate a significant impact based on an efficiency-based significance threshold (i.e., VMT per capita or VMT per employee), the determination that the project would individually have a less than significant VMT impact is sufficient to demonstrate there would be no cumulatively significant VMT impact associated with the project and the relevant related projects. This is because projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and GHG reduction goals of the RTP/SCS. Based on the Project-related VMT analysis and conclusion (i.e., the Project falls under the City's efficiency-based significant impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), no cumulative VMT impact is anticipated. Therefore, the Project's cumulative VMT impact would be less than significant.

(c) Geometric Design Hazards

There are no identified related projects proposed with access points along the same block of the Project. Therefore, the Project would not result in cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

(2) Noise

During the construction of the Project, there could be other development in the area that could contribute to cumulative noise impacts. Noise from construction of development projects is typically localized and has the potential to affect noise-sensitive uses within 500 feet from the construction site, based on the City's screening criteria. As such, noise from construction activities for two projects within 1,000 feet of each other can contribute to a cumulative noise impact for receptors located between the two construction sites. The Project's transportation assessment identified one related project, which is located approximately 1,200 feet northwest of the Project Site. This related project is located too far from the Project Site to have common sensitive receptors that could be impacted by cumulative construction activities.

Moreover, construction-related noise levels from the Project and related project would be intermittent and temporary, and it is anticipated that, as with the Project, any related projects would comply with the LAMC's restrictions, including construction hours and noise from powered equipment. Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through best practice techniques and compliance with locally adopted and enforced noise ordinances. This further reflects that the Project would not have a significant cumulative noise impact at any nearby sensitive receptors located near the Site in the event of concurrent construction activities.

The majority of the Project's noise during operation would come from traffic traveling to and from the Project Site. The addition of future traffic from any new developments in the Project Site area would elevate ambient noise levels surrounding local roadways. However, because noise disperses, it is unlikely that there will be a significant enough number of successive projects in close enough proximity to the Project Site to have a significant impact on noise and traffic levels in the immediate vicinity. Therefore, the cumulative operational noise impact of successive projects of the same type in the same place over time would not be significant.

(3) Air Quality

The SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.[65] Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. The SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions. As discussed previously, the Project would not produce VOC, NO_X, CO, SO_X, $PM_{2.5}$, and PM_{10} emissions in excess of SCAQMD's significance thresholds. In addition, as the Project's localized and regional emissions would not exceed the significance thresholds, the Project would not contribute to pollutant concentrations that would be considered hazardous or unhealthy. As such, the cumulative air quality impact of successive projects of the same type in the same place over time would not be significant.

(4) Water Quality

The Project Site and the related project are located in an urbanized area where most of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from an urban built-out environment. When new construction occurs it generally does not lead to substantial additional runoff, since new developments are required to control the amount and quality of stormwater runoff coming from their respective sites. Additionally, all new development in the City is required to comply with the City's LID Ordinance and incorporate appropriate stormwater pollution control measures into the design plans to ensure that water quality impacts are minimized. Therefore, the cumulative water quality impact of successive projects of the same type in the same place over time would not be significant.

65 White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.

(5) Public Services

(a) Fire Protection

Implementation of the Project combined with the one related project could result in a net increase in the number of students, residents, employees, and visitors to the Project area and could further increase the demand for fire protection services. Cumulative development requires the LAFD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. Similar to the Project, the related project would be subject to the Fire Code and other applicable regulations of the LAMC including, but not limited to, automatic fire sprinkler systems for high-density buildings and/or residential projects located farther than 1.5 miles from the nearest LAFD Engine or Truck Company to compensate for additional response time, and other recommendations made by the LAFD to ensure fire protection safety. Through the process of compliance with existing regulatory requirements, the ability of the LAFD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Furthermore, the increased demands for additional LAFD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and related projects would contribute. Finally, consistent with *City of Hayward v. Trustees of California State University* (2015) 242 Cal.App.4th 833, significant impacts under CEQA consist of adverse changes in any of the physical conditions within the area of a project, and the obligation to provide adequate fire and EMS is the responsibility of the City. Thus, the need for additional fire protection services is not an environmental impact that CEQA requires a project applicant to mitigate. Therefore, the cumulative impact to fire protection from successive projects of the same type in the same place over time would not be significant.

(b) Police Protection

Implementation of the Project combined with the related project could result in a net increase in the number of students, residents, employees, and visitors to the Project area and could further increase the demand for police protection services. Cumulative development requires the LAPD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. Similar to the Project, the related project would be subject to the review and oversight of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. Through the process of compliance with existing regulatory requirements, the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Furthermore, the increased demands for additional LAPD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and related projects would contribute. Finally, consistent with *City of Hayward v. Trustees of California State University* (2015) 242 Cal.App.4th 833, significant impacts under CEQA consist of adverse changes in any of the physical conditions within the area of a project, and the protection of the public safety is the first responsibility of local government where local officials have an obligation to give priority to the provision of adequate public safety services. Thus, the need for additional police protection services is not an environmental impact that CEQA requires a project proponent to mitigate. Therefore, the cumulative impact to police protection from successive projects of the same type in the same place over time would not be significant.

(c) Schools

As discussed above, the Project includes the development of a new school facility, and therefore would not result in any impacts with respect to schools. Implementation of the related projects could result in a net increase in the number of students in the Project area. However, the applicant of the related project would be required to pay the State mandated applicable school fees to the LAUSD to ensure that no significant impacts to school services would occur. Therefore, the cumulative impact to schools from successive projects of the same type in the same place over time would not be significant.

(d) Parks

As stated above, the Project would meet the recreational needs of the proposed school facility, through the inclusion of an outdoor patio area and an outdoor athletic field and running track. Therefore, the Project was determined to result in no impacts with respect to parks and recreational facilities. In addition, the identified related project is for the development of an office use. Employees generated by cumulative commercial projects would not typically enjoy long periods of time during the workday to visit parks and/or recreational facilities. Therefore these employees would not contribute to the future demand on park and recreational facility services. Therefore, the cumulative impact to parks from successive projects of the same type in the same place over time would not be significant.

(e) Other Public Facilities

Implementation of the Project combined with the related project could result in a net increase in the demand for library services in the Project area. There are no residential related projects, but even if there were, they would be subject to the standards to determine demand for library facilities used by the City, and would likely be required to comply with regulatory requirements or implement mitigation where applicable. As such, the demand for library services created by these residential projects could be accommodated, and impact would be less than significant. Therefore, the cumulative impact to libraries from successive projects of the same type in the same place over time would not be significant.

(6) Utilities

(a) Wastewater

Implementation of the Project combined with the related project could increase the need for wastewater treatment. The remaining treatment capacity of the HTP (88 mgd) would accommodate the wastewater treatment requirements of the related projects. The Project would create the need for a fraction of one percent of the remaining capacity of the HTP, and would not result in any significant impacts related to sewer treatment. No new or upgraded treatment facilities would be required to serve the Project, and it is unlikely that any subsequent projects would significantly impact remaining capacity. Therefore, the cumulative wastewater impacts from successive projects of the same type in the same place over time would not be significant.

(b) Water

The one identified related project is for LADWP's Mid-Valley Water Facility Project, which consists primarily of office uses. Therefore, implementation of the Project combined with this related project could result in a net increase in water consumption within LADWP's service area. Similar to the Project, the water supply needs of any related projects that are consistent with the City's General Plan have been accounted for in the most recently adopted UWMP. However, the applicants of all projects within LADWP's service area would be required to consult with LADWP to determine the specific water supply needs of each respective project, appropriate water conservation measures to minimize water usage, and LADWP's ability to serve each related project. In addition, the Project would create the need for a fraction of one percent of the remaining capacity of the LAAFP, and would not result in any significant impacts related to water treatment. No new or upgraded treatment facilities would be required to serve the Project, and it is unlikely that any subsequent projects would significantly impact remaining capacity. As such, the cumulative water impacts of successive projects of the same type in the same place over time would not be significant.

(c) Solid Waste

Implementation of the Project combined with the related project could increase the need for landfill capacity. All development in the City is required to comply with the City's Curbside Recycling Program and the Construction and Demolition Waste Recycling Ordinance to minimize the amount of solid waste generated and the need for landfill capacity. As discussed previously, the landfills serving the Project area have more than adequate capacity to accommodate the Project. Therefore, cumulative solid waste impacts from successive projects of the same type in the same place over time would not be 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.

There are no unusual circumstances related to development of the proposed school facility at this location. As discussed previously, the Project is an infill development that is consistent with the General Plan and applicable zoning standards. The Project would also be consistent with policies related to the preservation of residential neighborhoods, as well as the provision of school facilities to serve the needs of children in the City. There is sufficient public infrastructure and services in the Van Nuys area to support the proposed school facility.

There is also no reasonable possibility that any significant effects could result from development of the Project. Specifically, the Project would not result in any significant impacts related to traffic, noise, air quality, water quality, public services and/or utilities.

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

The Project Site is not located within or along a designated scenic highway, corridor, or parkway.[66] Therefore, this exception does not apply to the Project.

66 California Scenic Highway Mapping Systems: http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm

(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.

A Phase I Environmental Site Assessment (Phase I ESA) was prepared for the Project Site by California Environmental in November 2019. According to the results of the Phase I ESA, the Project Site is not included on any list compiled pursuant to Section 65962.5 of the Government Code. Therefore, the Project would not create a hazard to the public or the environment, and this exception does not apply to the Project.

(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.

The Project Site is currently developed with one single-story residential structure, an associated detached garage, and several accessory structures, including five shipping containers at the northeastern corner of the Project Site. Accordingly to Historic Places LA and SurveyLA, the City's databases for tracking historic resources, there are no historic resources on or adjacent to the Project Site. Thus, the Project would not cause a substantial adverse change in the significance of a historical resource, and this exception does not apply to the Project.

LINSCOTT
LAW &
GREENSPAN
engineers

TRANSPORTATION ASSESSMENT

GALS LA MIDDLE SCHOOL

City of Los Angeles, California
July 13, 2020

Prepared for:

Girls Athletic Leadership School Los Angeles
8015 Van Nuys Boulevard
Panorama City, CA 91402

LLG Ref. 5-20-0506-1

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APPENDICES

APPENDIX

TRANSPORTATION ASSESSMENT

GALS LA MIDDLE SCHOOL

City of Los Angeles, California
July 13, 2020

1.0 INTRODUCTION

1.1 Transportation Assessment Overview

This transportation assessment report has been conducted to identify and evaluate the potential transportation impacts of the proposed GALS LA Middle School project (the "Project") on the surrounding street system. The "Project Site" is located at 14203 W. Valerio Street in the Van Nuys-North Sherman Oaks Community Plan area of the City of Los Angeles (the "City"). The Project Site is currently improved with a one-story, single-family residential dwelling unit and accessory structures, and the site is generally bounded by Runnymede Street to the north, Valerio Street to the south, and existing single-family residential dwelling units to the east and west. The Project Site location and general vicinity are shown in ***Figure 1–1***.

The traffic analysis follows City's applicable transportation assessment guidelines[1] (TAG). The TAG are focused on transportation metrics that promote the reduction of greenhouse gas emissions, the development of multimodal networks and access to diverse land uses, as well as safety, sustainability and smart growth. In compliance with the California Environmental Quality Act (CEQA), the TAG identify vehicle miles traveled (VMT) as the primary metric for evaluating a project's transportation impacts along with whether the proposed project conflicts or is inconsistent with local plans and policies. In addition, the TAG require evaluation of non-CEQA mobility elements such as pedestrian, bicycle and transit access, project access and circulation, and project construction.

This transportation assessment presents (i) a CEQA assessment of Project-related VMT, (ii) a CEQA assessment of whether the Project conflicts or is inconsistent with local transportation-related plans and policies, (iii) a non-CEQA assessment of pedestrian, bicycle and transit access, (iv) a non-CEQA evaluation of Project access, safety and circulation, and (v) a non-CEQA review of Project construction activities.

1.2 Study Area

The CEQA and non-CEQA analysis criteria for this transportation assessment were identified in consultation with City of Los Angeles Department of Transportation (LADOT) staff. The analysis criteria were determined based on the City's TAG, the proposed Project description and location, and the characteristics of the surrounding transportation system. As defined by the City as Lead Agency under CEQA, LADOT confirmed the appropriateness of the analysis criteria

[1] *Transportation Assessment Guidelines,* City of Los Angeles Department of Transportation, July 2019.

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MAP SOURCE: GOOGLE MAPS
★ PROJECT SITE
(X) STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

GALS LA MIDDLE SCHOOL

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when it entered into a transportation assessment Memorandum of Understanding (MOU) for the Project on June 9, 2020. The approved MOU is contained in ***Appendix A***.

2.0 PROJECT DESCRIPTION

2.1 Project Site Location

The Project Site is located at 14203 W. Valerio Street in the Van Nuys-North Sherman Oaks Community Plan area of the City. The Project Site is generally bounded by Runnymede Street to the north, Valerio Street to the south, and existing single-family residential dwelling units to the east and west. The Project Site location and general vicinity are shown in *Figure 1–1*.

The Project Site is located within a Transit Priority Area and is currently served by many local lines and regional/commuter lines via stops located within convenient walking distance along Runnymede Street, Valerio Street, Tyrone Avenue, and Hazeltine Avenue to stops along Van Nuys Boulevard and Sherman Way. The bus lines with stops in the direct vicinity of the Project Site include: Metro Local Lines 162/163 and 233, Metro Rapid Lines 744 and 788, and DASH Panorama City/Van Nuys.

2.2 Existing Project Site

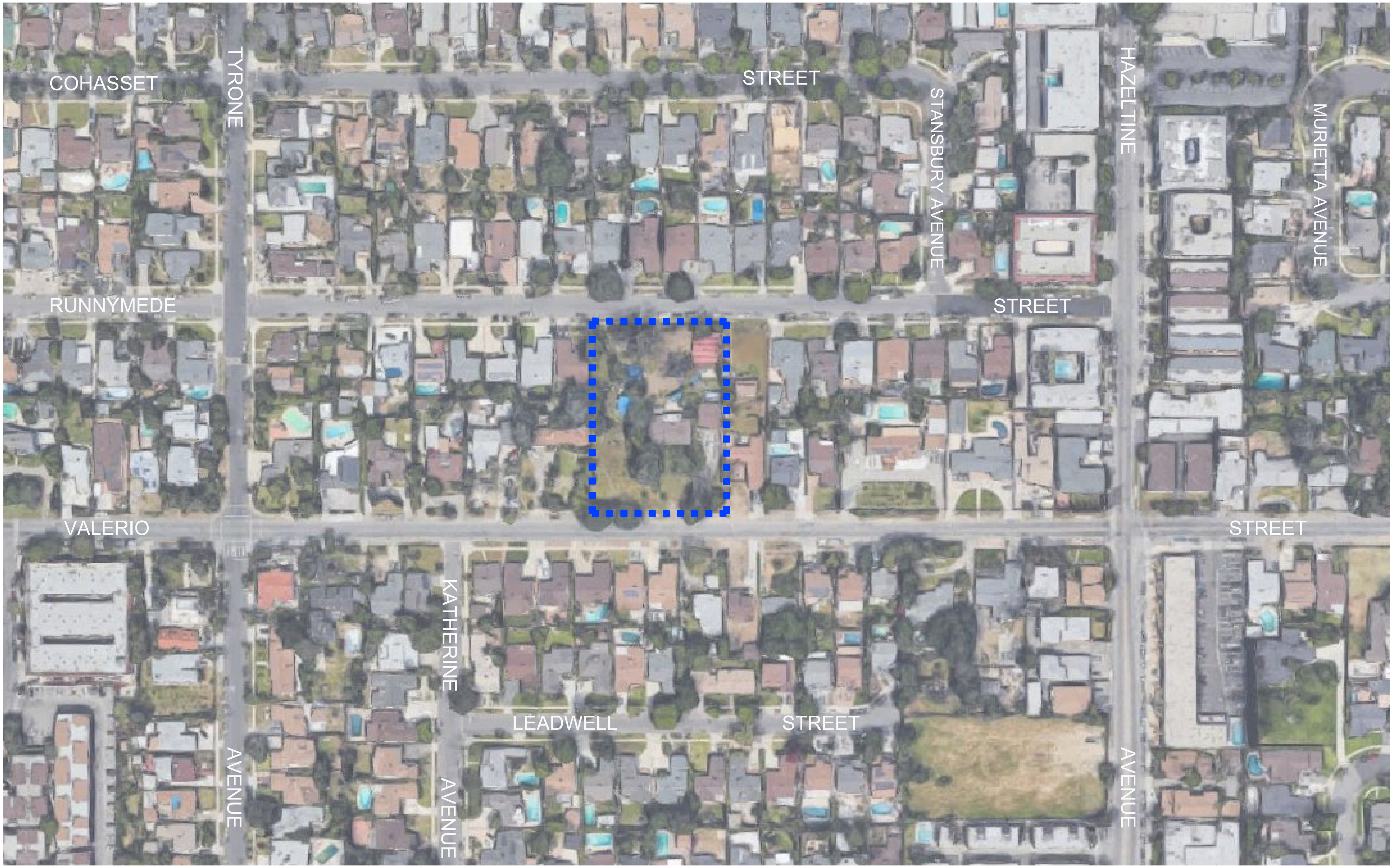
The Project Site includes approximately 1.19 acres of land and is currently occupied by a one-story single-family residential dwelling unit and accessory structures. Vehicular access to the existing Project Site is provided by one driveway along the north side of Valerio Street. The Project Site is highlighted in an aerial photograph presented in ***Figure 2–1***.

2.3 Project Description

Girls Athletic Leadership School Los Angeles (the "Applicant") proposes to remove the existing improvements on the Project Site and construct a new charter middle school (Grades 6-8) with a maximum enrollment of 330 students. The Project will include 23,294 square feet of total floor area within a new two-story building that will contain 17 classrooms, administrative offices, and a multipurpose room with an integrated serving area. A total of 38 parking spaces will be provided in the surface parking lot located on the easterly portion of the Project Site. Construction and occupancy of the Project is proposed to be completed by the year 2022. The site plan for the Project is shown in ***Figure 2–2***.

2.4 Vehicular Project Site Access

Vehicular access to the Project Site will be provided by one inbound-only driveway along the south side of Runnymede Street. The Runnymede Street driveway will provide access to the onsite surface parking lot and the student drop-off/pick-up area. Vehicular egress from the Project Site will be provided by one outbound-only driveway along the north side of Valerio Street. The Runnymede Street driveway will provide full vehicular ingress access (i.e., left-turn and right-turn ingress movements). The Valerio Street driveway will provide right-turn egress movements only (i.e., left-turn egress movements will be prohibited).



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MAP SOURCE: GOOGLE MAPS
PROJECT SITE

FIGURE 2-1
PROJECT SITE AERIAL

LINSCOTT, LAW & GREENSPAN, engineers

GALS LA MIDDLE SCHOOL

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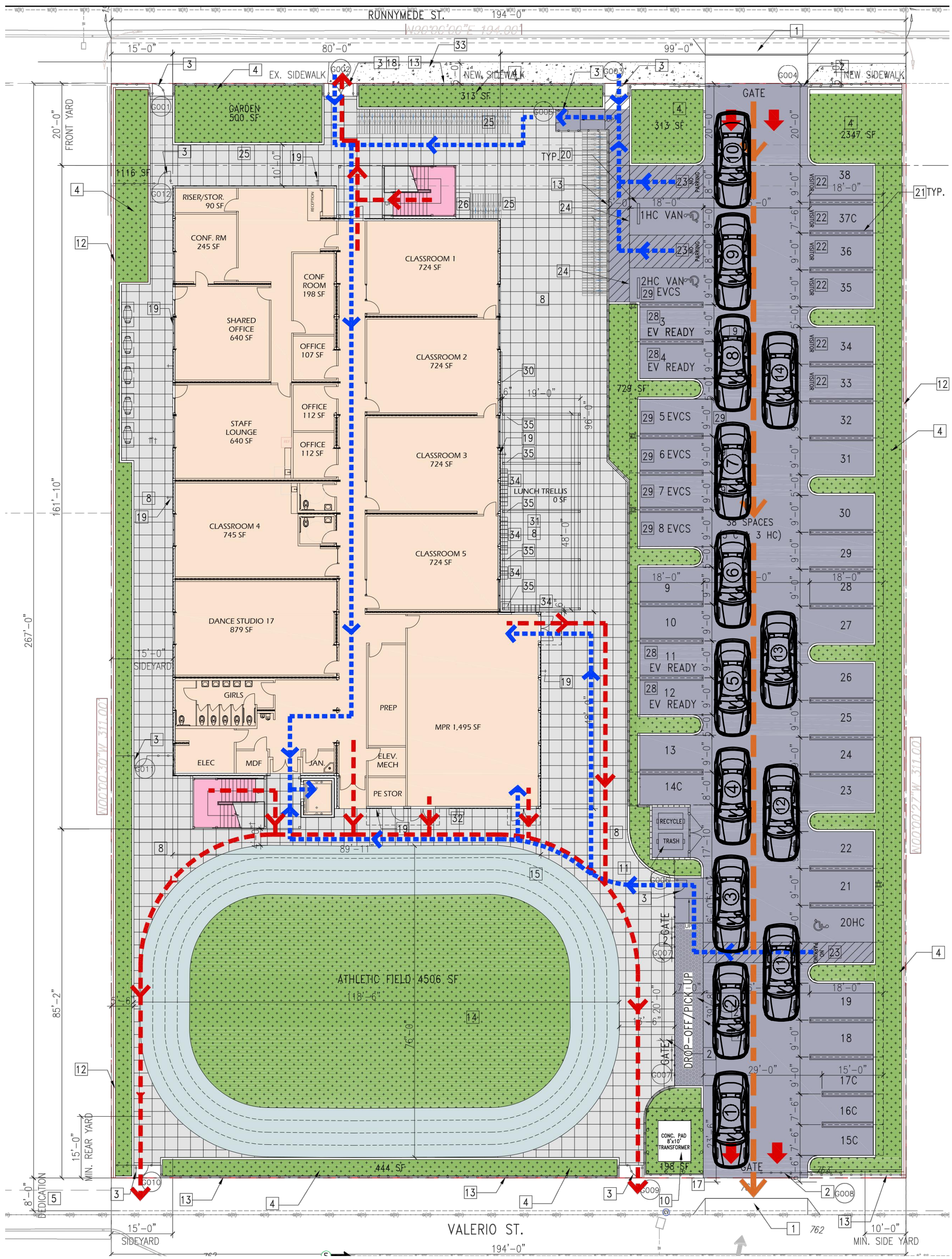

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SOURCE: FRANCO & ASSOCIATES, INC.

FIGURE 2-2
PROJECT SITE PLAN
GROUND FLOOR PLAN

LINSCOTT, LAW & GREENSPAN, engineers

GALS LA MIDDLE SCHOOL

2.5 Student Drop-Off and Pick-Up Operations

The student drop-off/pick-up area is shown in *Figure 2–2*. Vehicles destined to the Project Site to drop off or pick up students will enter the Project Site by an eastbound right-turn movement of westbound left-turn movement from Runnymede Street. Vehicles will then travel through the drop-off/pick-up area within the surface parking lot, where student drop-off and pick-up will occur. Vehicles will then continue southbound and exit onto Valerio Street by a right-turn movement. The drop-off/pick-up lane can accommodate a queue of 10 vehicles. As shown, the drop-off/pick-up lane is approximately 26 feet in width, which is sufficient to accommodate one lane of queued vehicles, plus a bypass lane to allow an additional 10 vehicles to bypass the queue should there be delay related to the passenger loading/unloading of one or more of the queued vehicles. Therefore, the effective queuing capacity is 20 vehicles.

2.5.1 *Estimated Peak Vehicle Queue*

Private vehicles are the main component that contributes to the vehicle queuing analysis during the peak student drop-off and pick-up periods. The analysis focuses on the morning student drop-off period, as the pick-up of students tends to be more dispersed throughout the afternoon, in particular because many students are involved with after-school activities.

The charter middle school (not accounting for the existing single-family residential dwelling unit on the Project Site) is forecast to generate 145 inbound trips and 93 outbound trips during the AM peak hour (refer to Subsection 2.8.1, Project Traffic Generation, for a discussion of the Project's trip generation forecasts). While the ITE trip rates do not distinguish between trips related to staff arrivals and student drop-offs in the morning, it can be generally assumed that the 93 outbound trips during the AM peak hour would correlate with 93 inbound trips during this period related to student drop-off operations. The remaining inbound vehicle trips during the AM peak hour are likely due to administrative staff, visitors, etc., at the campus, who would arrive at the Project Site outside of the AM student drop-off period. Therefore, for this queuing analysis, it has been assumed that approximately 93 vehicles would utilize the onsite vehicle queue area during the AM peak hour as part of the student drop-off operations.

While the ITE forecasts are made for a peak one-hour (i.e., 60-minute) period, it has been observed that student drop-offs are typically concentrated in shorter timeframes leading up to the start of classes for the day. Thus, for this analysis it has been conservatively (i.e., worst case) assumed that the 93 vehicles would arrive in a 30-minute period, which is equivalent to approximately three (3) vehicles per minute. Multiplying this average arrival by two to approximate the 95th percentile confidence level of a Poisson distribution (which is typically used by transportation engineers in planning the lengths of left- and right-turn pockets at intersections) results in an estimated maximum of approximately six (6) vehicles during the peak minute. As previously noted, the vehicle queue area can accommodate 20 queued vehicles (10 vehicles in the primary drop-off/pick-up lane and 10 vehicles in the bypass lane). Accordingly, Project-related trips are not expected to queue onto Runnymede Street. Therefore, it is concluded that the planned drop-off/pick-up area can adequately accommodate the forecast peak demand of six queued vehicles during the morning student drop-off operation.

2.6 Project Parking

The Project includes a surface parking lot with 38 parking spaces on the easterly portion of the Project Site.

2.7 Project Loading

Student drop-off/pick-up operations and loading activities associated with services and deliveries will occur within the surface parking lot. Trash and recycling facilities will be placed in the westerly portion of the surface parking lot. The locations of the drop-off/pick-up zone and trash and recycling facilities are shown in *Figure 2–2*.

2.8 Project Traffic Generation and Distribution

2.8.1 *Project Traffic Generation*

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the proposed Project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*.[2] The following trip generation rates were used to forecast the traffic volumes expected to be generated by the Project:

- Charter Middle School: ITE Land Use Code 536 (Private School K-12) trip generation average rates were used to forecast the traffic volumes expected to be generated by the Project.

In addition to the trip generation forecasts for the Project (which are essentially an estimate of the number of vehicles that could be expected to enter and exit the Project Site access points), an adjustment was made to the trip generation forecast based on the Project Site's existing land use. The existing land use includes one single-family residential dwelling unit, and the trips associated with that existing use will be subtracted from the projected Project trips to account for the existing environmental condition. ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates were used to estimate the trip reduction related to the existing office use.

Lastly, a forecast was also made of the transit trips that will be generated by the Project in lieu of trips by the private automobile. The Project Site is within a Transit Priority Area and is currently served by many local lines and regional/commuter lines via stops located within convenient walking distance along Runnymede Street, Valerio Street, Tyrone Avenue, and Hazeltine Avenue to stops along Van Nuys Boulevard and Sherman Way. The bus lines with stops in the direct vicinity of the Project Site include: Metro Local Lines 162/163 and 233, Metro Rapid Lines 744 and 788, and DASH Panorama City/Van Nuys. Further discussion of the transit framework is provided in Section 3.2 herein. A transit adjustment of 10% has been utilized, consistent with guidance provided in the TAG.

[2] Institute of Transportation Engineers, *Trip Generation Manual,* 10th Edition, Washington, D.C., 2017.

The trip generation forecast for the Project was submitted for review and approval by LADOT staff. As presented in ***Table 2–1***, the Project is expected to generate 237 net new vehicle trips (145 inbound trips and 92 outbound trips) during the AM peak hour. During the PM peak hour, the Project is expected to generate 50 net new vehicle trips (21 inbound trips and 29 outbound trips).

2.8.2 *Project Traffic Distribution and Assignment*

Project traffic volumes both entering and exiting the Project Site have been distributed and assigned to the adjacent street system based on the following considerations:

- The Project Site's proximity to major traffic corridors (i.e., Van Nuys Boulevard, Hazeltine Avenue, Woodman Avenue, I-405 Freeway, SR-170 Freeway, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress availability at the Project Site assuming the site access and circulation scheme described in Section 2.4;
- The location of proposed parking areas;
- Nearby population and employment; and
- Input from LADOT staff.

The general, directional traffic distribution patterns for Project-related trips bound to the Project Site is presented in ***Figures 2–3***. The forecast net new weekday AM and PM peak hour Project traffic volumes at the study intersections associated with the proposed Project are presented in ***Figures 2–4*** and ***2–5***, respectively. The traffic volume assignments presented in *Figures 2–4* and *2–5* reflect the traffic distribution characteristics shown in *Figures 2–3*, and the Project traffic generation forecast presented in *Table 2–1*.

2.9 Project Transportation Demand Management Features

The Project includes one transportation demand management (TDM) strategy as a Project Design Feature. The TDM strategy is listed in Table 2.2-2 of the TAG. Further discussion of the TDM strategy is provided in the section below.

2.9.1 *Include Bike Parking per Los Angeles Municipal Code*

Table 12.21.A.16(a)(2) in the LAMC provides the required short-term and long-term bicycle parking spaces for the Project. The short-term bicycle parking ratios are as follows:

- Charter School (17 classrooms): 4 spaces per classroom (68 spaces).

Table 2-1
PROJECT TRIP GENERATION [1]

07-Jul-20

LAND USE	SIZE	AM PEAK HOUR VOLUMES [2] IN	AM OUT	AM TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM OUT	PM TOTAL
Proposed Project							
Charter Middle School [3]	330 Students	161	103	264	24	32	56
Subtotal		161	103	264	24	32	56
Transit Trips [4]							
Charter Middle School (10%)		(16)	(10)	(26)	(2)	(3)	(5)
Subtotal		(16)	(10)	(26)	(2)	(3)	(5)
Subtotal Project Driveway Trips		**145**	**93**	**238**	**22**	**29**	**51**
Existing Site							
Single-Family Home [5]	(1) DU	0	(1)	(1)	(1)	0	(1)
Subtotal		0	(1)	(1)	(1)	0	(1)
Subtotal Existing Driveway Trips		**0**	**(1)**	**(1)**	**(1)**	**0**	**(1)**
NET INCREASE DRIVEWAY TRIPS		**145**	**92**	**237**	**21**	**29**	**50**

[1] Source: ITE *Trip Generation Manual,* 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 536 (Private School K-12) trip generation average rates per number of students.
- AM Peak Hour Trip Rate: 0.80 trips/student; 61% inbound/39% outbound
- PM Peak Hour Trip Rate: 0.17 trips/student; 43% inbound/57% outbound

[4] The transit reduction is based on the Project Site's proximity to Metro Rapid bus stops, and various bus lines, as well as the land use characteristics of the Project.
[5] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.
- AM Peak Hour Trip Rate: 0.74 trips/dwelling unit; 25% inbound/75% outbound
- PM Peak Hour Trip Rate: 0.99 trips/dwelling unit; 63% inbound/37% outbound

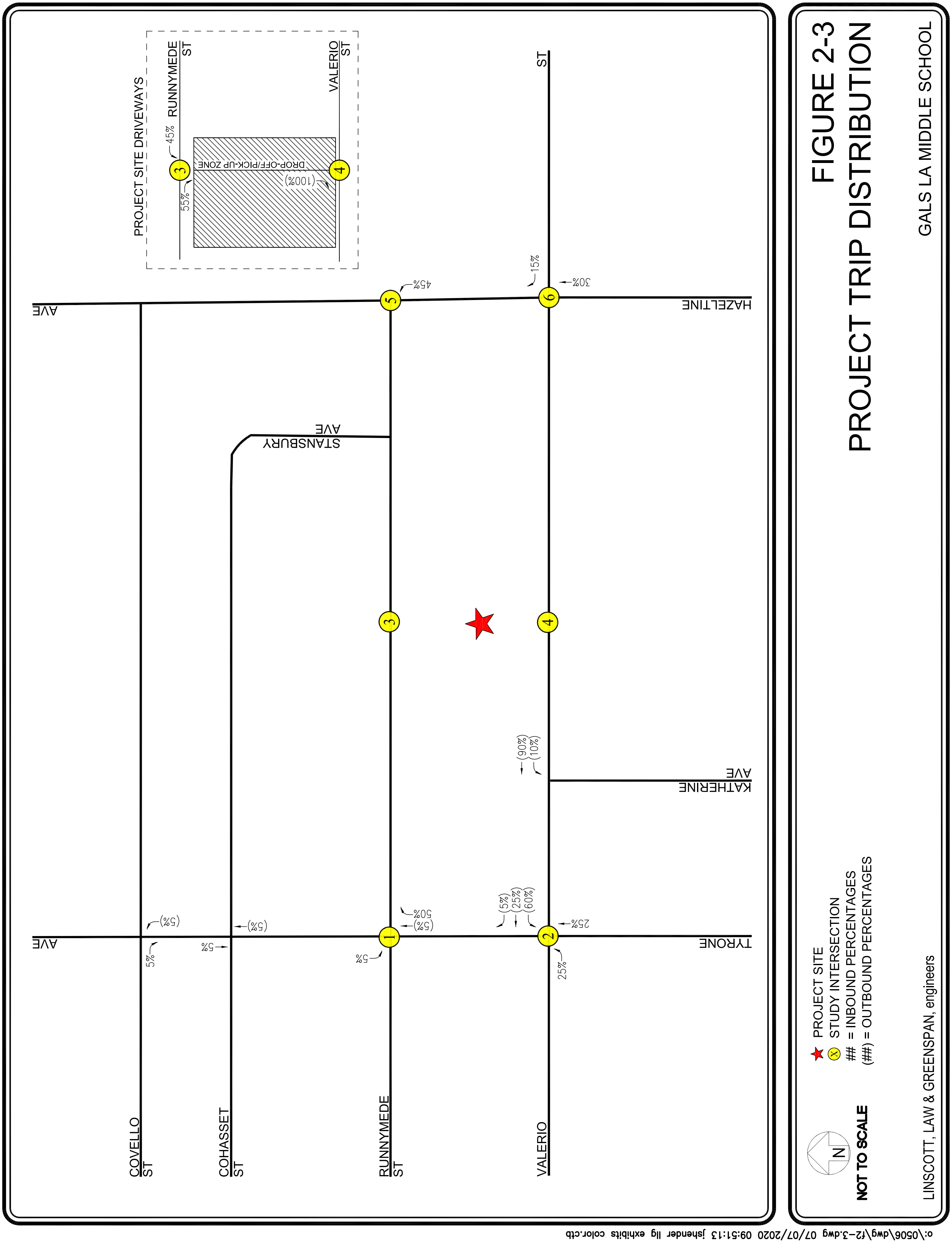

FIGURE 2-3
PROJECT TRIP DISTRIBUTION
GALS LA MIDDLE SCHOOL
LINSCOTT, LAW & GREENSPAN, engineers
NOT TO SCALE
PROJECT SITE
STUDY INTERSECTION
= INBOUND PERCENTAGES
(##) = OUTBOUND PERCENTAGES
PROJECT SITE DRIVEWAYS
RUNNYMEDE ST
VALERIO ST
DROP-OFF/PICK-UP ZONE
45%
55%
(100%)
COVELLO ST
COHASSET ST
RUNNYMEDE ST
VALERIO ST
TYRONE AVE
HAZELTINE AVE
STANSBURY AVE
KATHERINE AVE
5%
(5%)
50%
25%
(60%)
(25%)
(90%)
(10%)
15%
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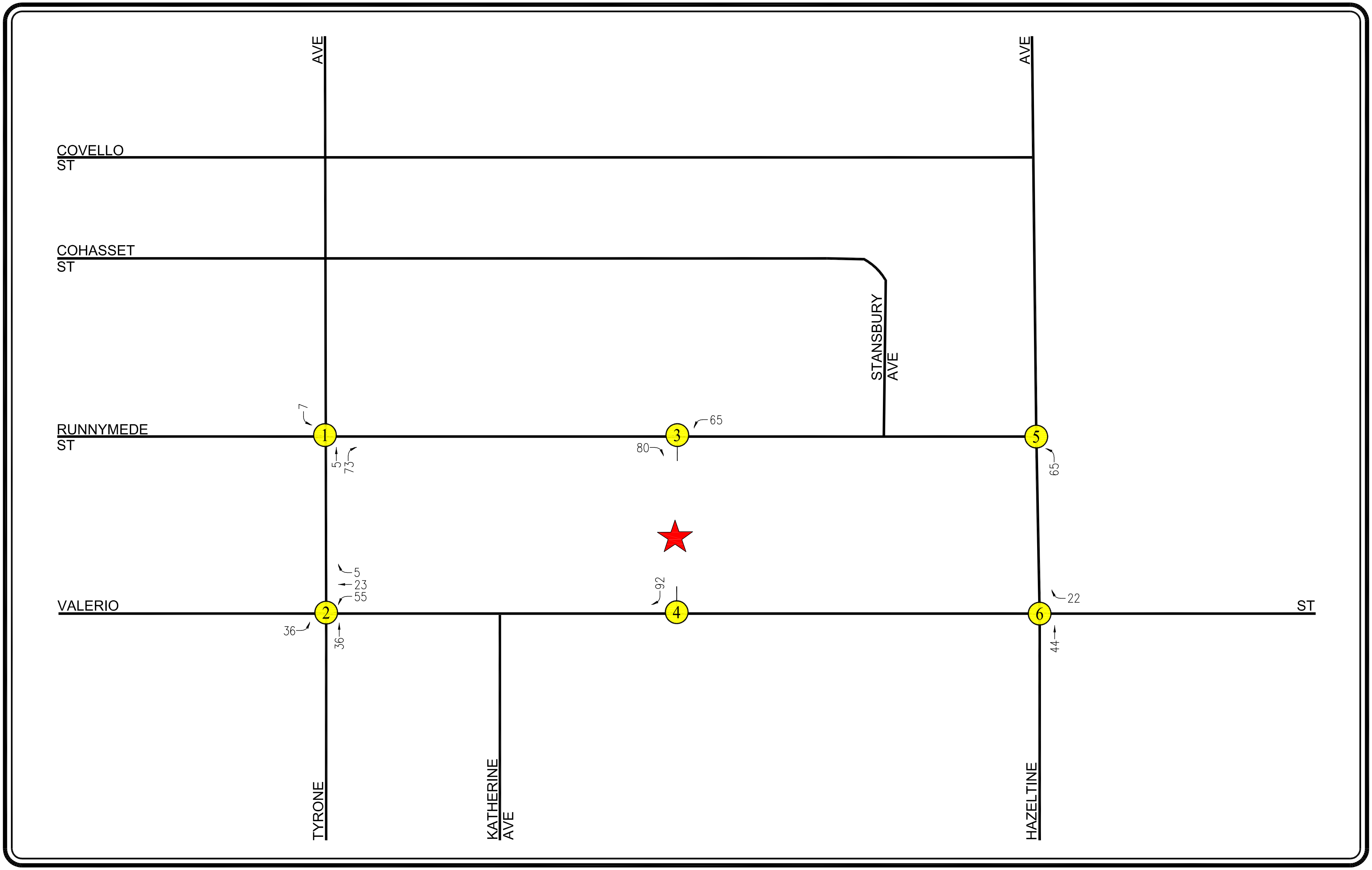

NOT TO SCALE

PROJECT SITE
STUDY INTERSECTION

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FIGURE 2-4
NET NEW PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
GALS LA MIDDLE SCHOOL

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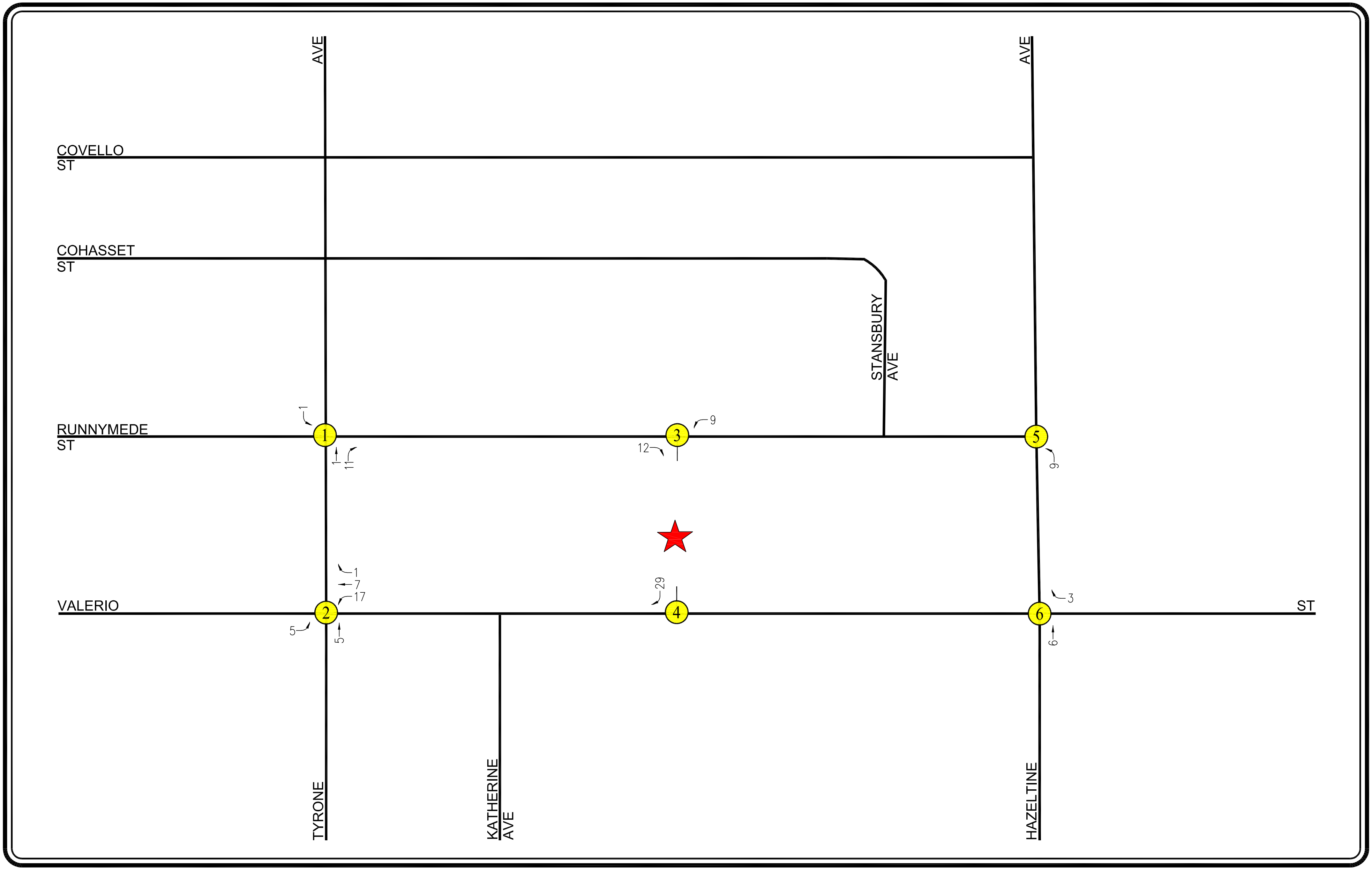

FIGURE 2-5
NET NEW PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
GALS LA MIDDLE SCHOOL

LINSCOTT, LAW & GREENSPAN, engineers

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The long-term bicycle parking ratios are as follows:

- Charter School (17 classrooms): 1 space per 10 classrooms (2 spaces).

Based on the above, the Project is required to provide 68 short-term and two long-term bicycle parking spaces. As a Project Design Feature, the Project will provide the LAMC-required number of short-term and long-term bicycle parking spaces.

3.0 PROJECT CONTEXT

3.1 Non-Vehicle Transport System

3.1.1 *Pedestrian Framework*

Public sidewalks and pedestrian facilities are provided on all streets within the Project vicinity. However, as noted above, there are gaps within the existing pedestrian network, particularly along the Runnymede Street and Valerio Street property frontages. Public sidewalks approximately five feet in width currently exist along the westerly portion of the Runnymede Street frontage. The Project includes the construction of new sidewalks along the Runnymede Street property frontages to connect an existing gap within the pedestrian network. Potential pedestrian destinations located within an approximately one-quarter mile radius (i.e., 1,320 feet) from the Project Site are noted in ***Figure 3–1***, per Section 3.2.4 of the TAG. Roadways within the City's Neighborhood Enhanced Network (NEN) in close proximity to the Project Site are presented in ***Figure 3–2***. The NEN is a collection of streets that provide comfortable routes for non-motorized travel such as walking. ***Figure 3–3*** shows the existing pedestrian facilities in the direct vicinity of the Project Site. As presented in *Figure 3–3*, the following pedestrian facilities currently are provided in the direct vicinity of the Project Site:

- American With Disabilities Act (ADA) handicap ramps, including some with the yellow truncated domes, are provided at the following intersections located near the Project Site:
  - Tyrone Avenue / Cohasset Street
  - Tyrone Avenue / Runnymede Street
  - Tyrone Avenue / Valerio Street
  - Katherine Avenue / Valerio Street
  - Katherine Avenue / Leadwell Street
  - Stansbury Avenue / Runnymede Street
  - Hazeltine Avenue / Runnymede Street
  - Hazeltine Avenue / Valerio Street
- Traditional parallel bar or continental style pedestrian crosswalks with varying widths of between approximately 14 feet and 16 feet are provided at the following intersections located near the Project Site:
  - Tyrone Avenue / Valerio Street
  - Hazeltine Avenue / Valerio Street

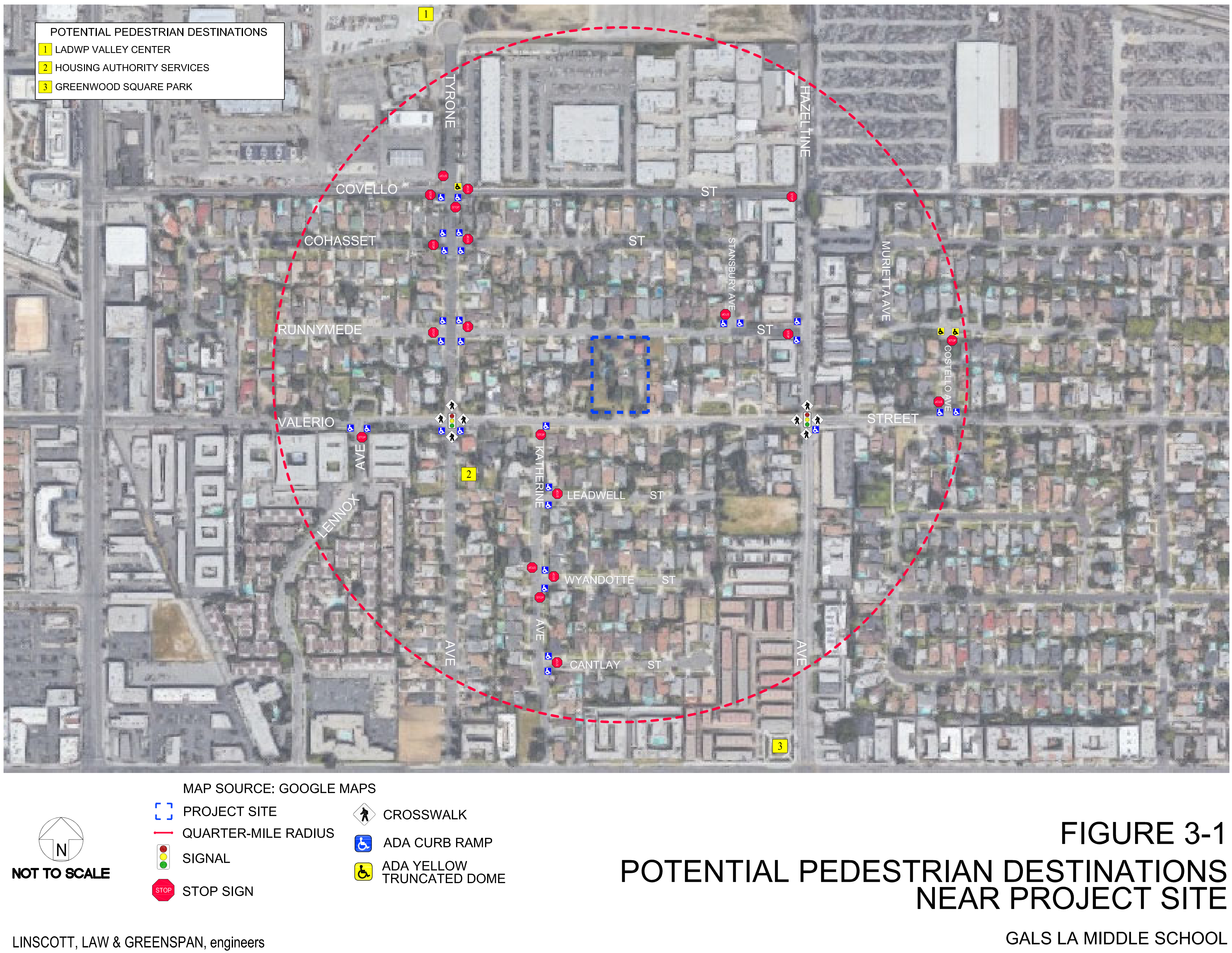

FIGURE 3-1
POTENTIAL PEDESTRIAN DESTINATIONS NEAR PROJECT SITE
GALS LA MIDDLE SCHOOL

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FIGURE 3-2
NEIGHBORHOOD ENHANCED NETWORK

GALS LA MIDDLE SCHOOL

MAP SOURCE: GOOGLE MAPS
PROJECT SITE
NEIGHBORHOOD ENHANCED NETWORK

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FIGURE 3-3
EXISTING NEARBY PEDESTRIAN FACILITIES

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GALS LA MIDDLE SCHOOL

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- Pedestrian crossing signals and push buttons are presently included as part of the traffic signal controls at the nearby signalized intersections that are noted in *Figure 3–3*.

The Project has been designed to encourage pedestrian activity and walking as a transportation mode. Walkways are planned within the Project that will connect to the proposed sidewalk along Runnymede Street in a manner that promotes walkability. Walkability is a term for the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport. There are several criteria that are widely accepted as key aspects of the walkability of urban areas that should be satisfied. The characteristics are as follows:

- Connectivity: People can walk from one place to another without encountering major obstacles, obstructions, or loss of connectivity.

- Convivial: Pedestrian routes are friendly and attractive and are perceived as such by pedestrians.

- Conspicuous: Suitable levels of lighting, visibility and surveillance over its entire length, with high quality delineation and signage.

- Comfortable: High-quality and well-maintained footpaths of suitable widths, attractive landscaping and architecture, shelter and rest spaces, and a suitable allocation of road space to pedestrians.

- Convenient: Walking is a realistic travel choice, partly because of the impact of the other criteria set forth above, but also because walking routes are of a suitable length as a result of land use planning with minimal delays.

3.1.2 *Bicycle Network*

Bicycle access to the Project Site is facilitated by the City's bicycle roadway network. Existing bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Proposed Bicycle Routes, Bicycle Friendly Streets, etc.) identified in the City's 2010 Bicycle Plan are located within an approximate one-mile radius from the Project Site.[3] The 2010 Bicycle Plan goals and policies have been folded into the Mobility Plan 2035 to reflect a commitment to a balanced, multi-modal viewpoint.

Neither Runnymede Street nor Valerio Street have been identified for bicycle infrastructure within the City's Bicycle Plan. However, as shown in *Figure 3–2*, Valerio Street has been designated within the City's NEN, a selection of streets that provide safe routes for non-motorized modes of travel such as bicycling.

[3] Sources: City of Los Angeles Mobility Plan 2035 (2015), and City of Los Angeles Bicycle Plan. As noted in the Mobility Plan 2035, the 2010 Bicycle Plan and policies have been folded into the Mobility Plan to reflect a commitment to a balanced, multi-modal viewpoint.

3.2 Transit Framework

The Project Site is located within a Transit Priority Area and is currently served by many local lines and regional/commuter lines with stops within convenient walking distance along Runnymede Street, Valerio Street, Tyrone Avenue, and Hazeltine Avenue to stops along Van Nuys Boulevard and Sherman Way. Public bus transit service in the immediate Project study area is currently provided by the Los Angeles County Metropolitan Transit Authority (Metro) and LADOT. In addition, the Van Nuys Amtrak/Metrolink station, which serves Amtrak regional rail and bus lines, and well as Metrolink regional commuter trains, is located approximately 0.8-mile northwest of the Project Site. A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in ***Table 3–1***. The existing public transit routes in the Project Site vicinity are illustrated in ***Figure 3–4***.

3.3 Vehicle Network

3.3.1 *Regional Highway Access*

Regional vehicular access to the Project Site is primarily provided by the I-405 (San Diego) and SR-170 (Hollywood) Freeways. Brief descriptions of the I-405 Freeway and SR-170 Freeway are provided in the following paragraphs.

I-405 (San Diego) Freeway is a north-south oriented freeway that extends from the Granada Hills area of the City to Irvine. In the Project vicinity, five mainline freeway lanes (four mixed-flow lanes and one carpool lane) are provided on the I-405 Freeway in each direction. Northbound and southbound ramps are provided on the I-405 Freeway at Sherman Way in the Project vicinity, which are located approximately 2.2 miles west of the Project Site.

SR-170 (Hollywood) Freeway is a north-south oriented freeway that extends from the Sun Valley area of the City to the North Hollywood area of the City. In the Project vicinity, five mainline freeway lanes (four mixed-flow lanes and one carpool lane) are provided on the SR-170 Freeway in each direction. Northbound and southbound ramps are provided on the SR-170 Freeway at Sherman Way in the Project vicinity, which are located approximately 2.5 miles east of the Project Site.

3.3.2 *Local Roadway System*

The following intersections were selected in consultation with LADOT staff for analysis of potential traffic impacts due to the proposed Project:

1. Tyrone Avenue / Runnymede Street (unsignalized)
2. Tyrone Avenue / Valerio Street (signalized)
3. Runnymede Street Driveway / Runnymede Street (unsignalized)
4. Valerio Street Driveway / Valerio Street (unsignalized)
5. Hazeltine Avenue / Runnymede Street (unsignalized)

Table 3-1
EXISTING PUBLIC TRANSIT ROUTES [1]

07-Jul-20

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR		
			DIR	AM	PM
Metro 162/163	Sun Valley, North Hollywood to West Hills (via Sherman Way and Lankershim Boulevard)	Sherman Way	EB WB	6 6	5 5
Metro 233	Lakeview Terrace to Sherman Oaks (via Van Nuys Boulevard)	Van Nuys Boulevard	NB SB	5 5	5 5
Metro Rapid 744	Pacoima to Northridge (via Reseda Boulevard, Ventura Boulevard, and Van Nuys Boulevard)	Van Nuys Boulevard	NB SB	3 3	3 3
Metro Rapid 788	Arleta to West Los Angeles (via Van Nuys Boulevard and I-405 Freeway)	Van Nuys Boulevard	NB SB	3 5	4 3
DASH Panorama City/Van Nuys	Roundtrip from Van Nuys Metrolink Station (via Van Nuys Boulevard, Parthenia Street, Sepulveda Boulevard, and Victory Boulevard)	Van Nuys Boulevard	CW CCW	3 3	3 3
			Total	**42**	**39**

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro) website, 2020.
Los Angeles Department of Transportation (DASH) website, 2020.
CW = Clockwise
CCW = Counterclockwise

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NOT TO SCALE

SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY
★ PROJECT SITE

FIGURE 3-5
EXISTING PUBLIC TRANSIT ROUTES

LINSCOTT, LAW & GREENSPAN, engineers

GALS LA MIDDLE SCHOOL

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6. Hazeltine Avenue / Valerio Street (signalized)

The Tyrone Avenue / Valerio Street and Hazeltine Avenue / Valerio Street intersections are presently controlled by traffic signals. The Tyrone Avenue / Runnymede Street intersection is a two-way stop-controlled intersection (i.e., stop signs facing the eastbound and westbound Runnymede Street approaches). The Hazeltine Avenue / Runnymede Street intersection is also a two-way, stop-controlled intersection (i.e., stop sign facing the eastbound Runnymede Street approach). The future Runnymede Street Driveway / Runnymede Street intersection will be an inbound-only driveway. The Future Valerio Street Driveway / Valerio Street intersection will be a two-way stop-controlled intersection (i.e., stop sign facing the outbound driveway approach). The existing and future lane configurations at the six study intersections are displayed in ***Figure 3–5***.

3.3.3 *Roadway Descriptions*

Immediate access to the Project Site is provided by Runnymede Street and Valerio Street. A brief description of the roadways in the Project vicinity is provided in the following paragraphs.

Tyrone Avenue is a north-south oriented roadway that is located west of the Project Site. Within the Project study area, Tyrone Avenue is designated as a Collector by the City. One through travel lane is provided in each direction on Tyrone Avenue within the Project study area. There is no speed limit posted on Tyrone Avenue within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with California Vehicle Code Section 22352(b)(1).

Hazeltine Avenue is a north-south oriented roadway located east of the Project Site. Within the Project study area, Hazeltine Avenue is designated as an Avenue III by the City. One through travel lane is provided in each direction on Hazeltine Avenue within the Project study area. A separate exclusive right-turn lane is provided in the northbound direction on Hazeltine Avenue at the Valerio Street intersection. Hazeltine Avenue is posted for a speed limit of 35 miles per hour within the Project study area.

Runnymede Street is an east-west oriented roadway that borders the Project Site to the north. Within the Project study area, Runnymede Street is designated as a Local Street – Standard by the City. One through travel lane is provided in each direction on Runnymede Street within the Project study area. There is no speed limit posted on Runnymede Street within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with California Vehicle Code Section 22352(b)(1).

Valerio Street is an east-west oriented roadway that borders the Project Site to the south. Within the Project study area, Valerio Street is designated as a Collector by the City. One through travel lane is provided in each direction on Valerio Street within the Project study area. Valerio Street is posted for a speed limit of 30 miles per hour within the Project study area.

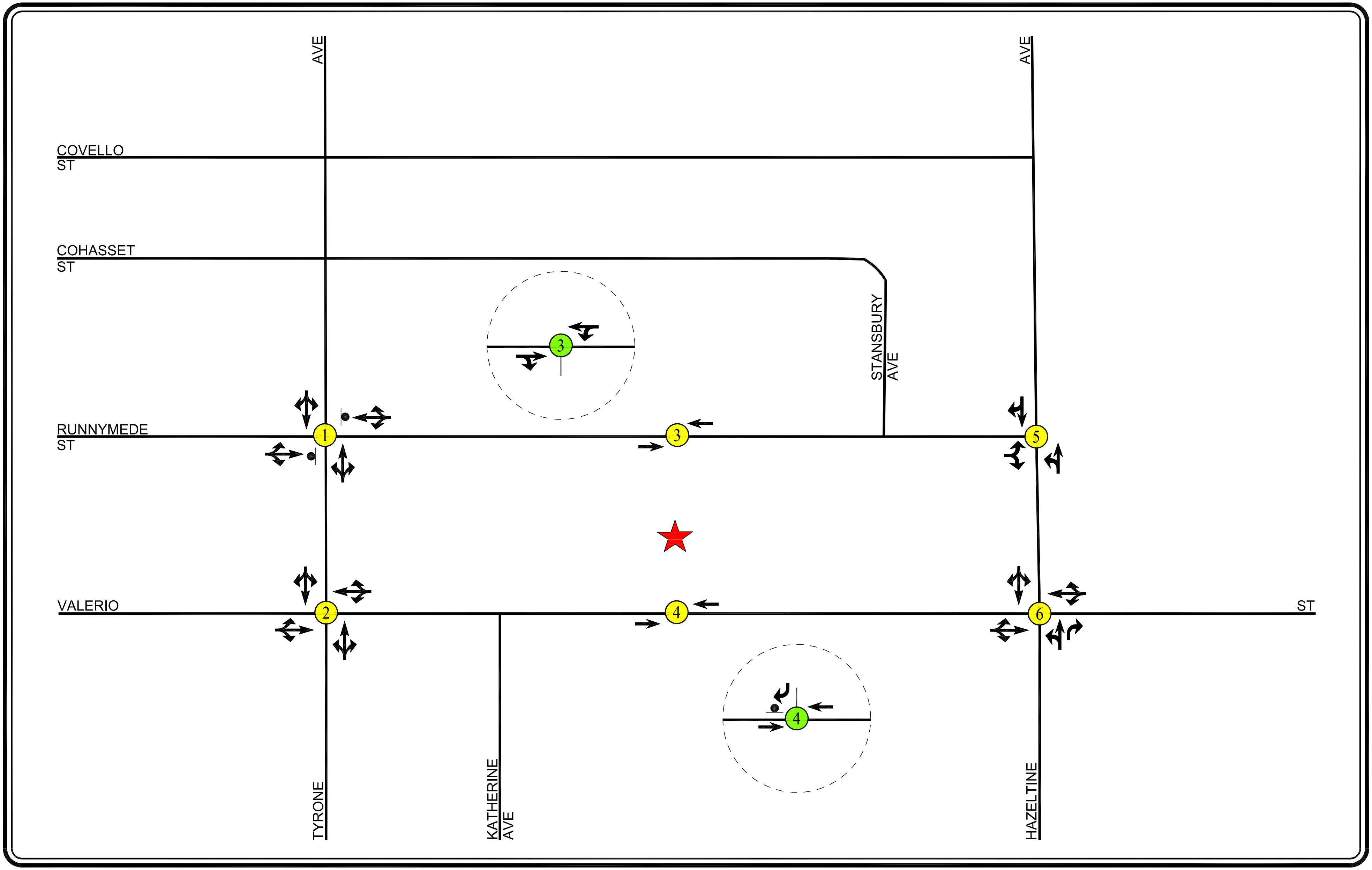

FIGURE 3-5
EXISTING AND FUTURE LANE CONFIGURATIONS

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GALS LA MIDDLE SCHOOL

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3.3.4 *City of Los Angeles High Injury Network*

Vision Zero[4] is a citywide initiative which prioritizes the safety of pedestrians and bicyclists on public streets, with the understanding that roads which are safe for vulnerable users will be safer for all users, in an effort to eliminate traffic fatalities. Key elements of the policy, such as reducing traffic speeds, are founded on the principles of engineering, education, enforcement, evaluation, and equity. Originating in Sweden, the policy has been adopted in numerous other North American cities, including California cities such as San Francisco and San Diego.

Mayor Eric Garcetti issued Executive Directive No. 10 in August 2015, formally launching the Vision Zero initiative in Los Angeles. Vision Zero is also a stated safety objective in the Mobility Plan 2035, which sets the goal of zero traffic deaths by 2035. Jointly directed by LADOT and the Police Department, Vision Zero takes a multi-disciplinary approach to identifying safety risk factors and implementing solutions on a citywide scale. Using a methodology originally developed by the San Francisco Public Health Department, the Vision Zero Task Force has identified streets where investments in safety will have the most impact in reducing severe injuries and traffic fatalities in the City. These roads are collectively known as the High Injury Network (HIN). The HIN will be reviewed by the LADOT's Vision Zero group for potential engineering re-design as well as educational and enforcement campaigns.

If a proposed project results in significant transportation impacts, LADOT's Vision Zero group will review those specific locations and immediate vicinity for potential safety enhancements that are consistent with the City's Vision Zero initiative. As no roads within the direct vicinity of the Project Site have been identified within the HIN, the need for potential safety enhancement consistent with the City's Vision Zero initiative is not anticipated.

3.4 Traffic Counts

In April 2020, LADOT issued guidance[5] to transportation consultants related to traffic count data to be used in transportation assessments prepared in accordance with the City's TAG. Because traffic count data could not be collected at the study intersections due to the COVID-19 pandemic, LADOT has directed transportation consultants to use historical data, with appropriate modifications to represent current (pre-pandemic) traffic volume conditions. For this transportation assessment, the following techniques were used to estimate current year (2020) peak hour turning movement traffic volumes at the study intersections:

- Tyrone Avenue / Runnymede Street: Average daily traffic (ADT) counts were conducted over a 24-hour period at the northbound/southbound and eastbound/westbound approaches in 2004. The hour with the greatest amount of traffic during the morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) was calculated. Turning movements at the intersection were estimated from the through volumes. Given that the counts were collected in 2004, and are higher than the available count data collected at

[4] Vision Zero Los Angeles 2015-2025, August 2015.
[5] *Pandemic-related updates to LADOT's Transportation Assessment Requirements,* LADOT, April 17, 2020.

adjacent intersections, applying an annual traffic growth rate through the year 2020 would have grossly overstated present-day conditions.

- Tyrone Avenue / Valerio Street: Peak hour traffic volume data collected at this intersection in 2018 were increased by a 1.0% annual traffic growth rate through the year 2020 to estimate current year traffic volumes. Further discussion of the annual traffic growth rate is provided in Section 3.5.

- Runnymede Street Driveway / Runnymede Street: The estimated traffic approaching and departing the Tyrone Avenue / Runnymede Street intersection were used to derive the westbound and eastbound through volumes.

- Valerio Street Driveway / Valerio Street: The traffic count data and subsequent adjustments approaching and departing the Hazeltine Avenue / Valerio Street intersection were used to derive the westbound and eastbound through volumes.

- Hazeltine Avenue / Runnymede Street: The estimated eastbound traffic at the Runnymede Street Driveway / Runnymede Street intersection was used to derive the sum of the eastbound approach volumes. The traffic count data and subsequent adjustments approaching and departing the Hazeltine Avenue / Valerio Street intersection were used to derive the northbound and southbound through volumes. Turning movements at the intersection were estimated from the through volumes.

- Hazeltine Avenue / Valerio Street: Peak hour traffic volume data collected at this intersection in 2018 were increased by a 1.0% annual traffic growth rate through the year 2020 to estimate current year traffic volumes.

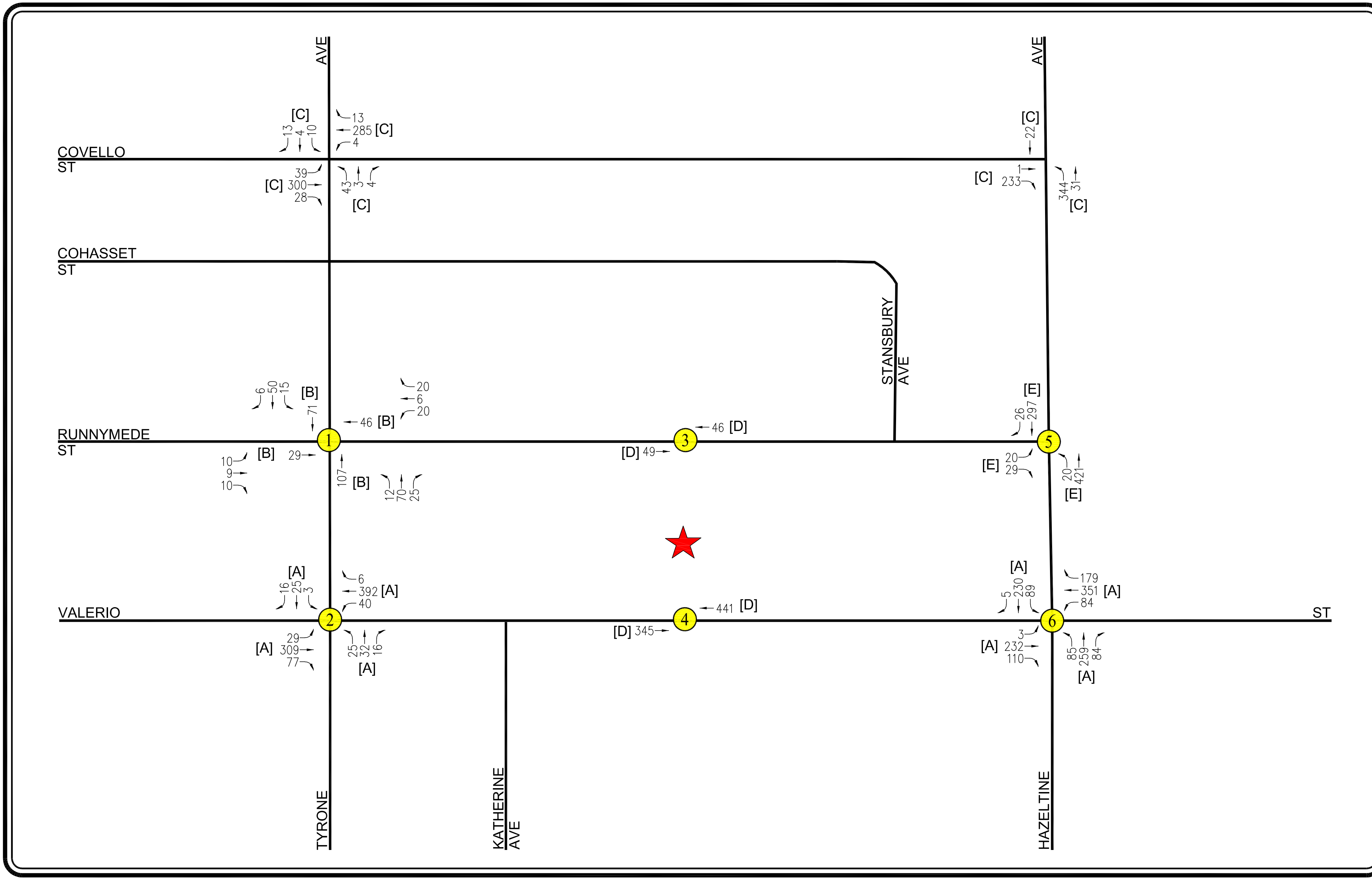
In addition to the study intersections, historical peak hour traffic data collected at the Tyrone Avenue / Covello Street and Hazeltine Avenue / Covello Street intersections in 2012 were increased by a 1.0% annual traffic growth rate through the year 2020 to estimate current year traffic volumes. The traffic count data at these intersections were used to further validate estimates made for the Tyrone Avenue / Runnymede Street and Hazeltine Avenue / Runnymede Street intersections.

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figures 3–6*** and ***3–7***, respectively. Summary data worksheets of the referenced manual peak hour and average daily traffic (ADT) traffic counts at the study intersections are contained in ***Appendix B***.

3.5 Cumulative Development Projects

3.5.1 *Related Projects*

A forecast of on-street traffic conditions prior to occupancy of the proposed Project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the Project can be evaluated



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★ PROJECT SITE
(X) STUDY INTERSECTION
[A] 2018 TURNING MOVEMENT COUNTS WITH 1.0% GROWTH FACTOR THROUGH 2020
[B] 2004 ADT COUNTS (PEAK HOUR USED)
[C] 2012 TURNING MOVEMENT COUNTS WITH 1.0% GROWTH FACTOR THROUGH 2020
[D] THROUGH VOLUMES DERIVED FROM TRAFFIC COUNTS AT ADJACENT INTERSECTION
[E] TRAFFIC VOLUMES DERIVED FROM TRAFFIC COUNTS AT ADJACENT INTERSECTION

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 3-6
EXISTING TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
GALS LA MIDDLE SCHOOL

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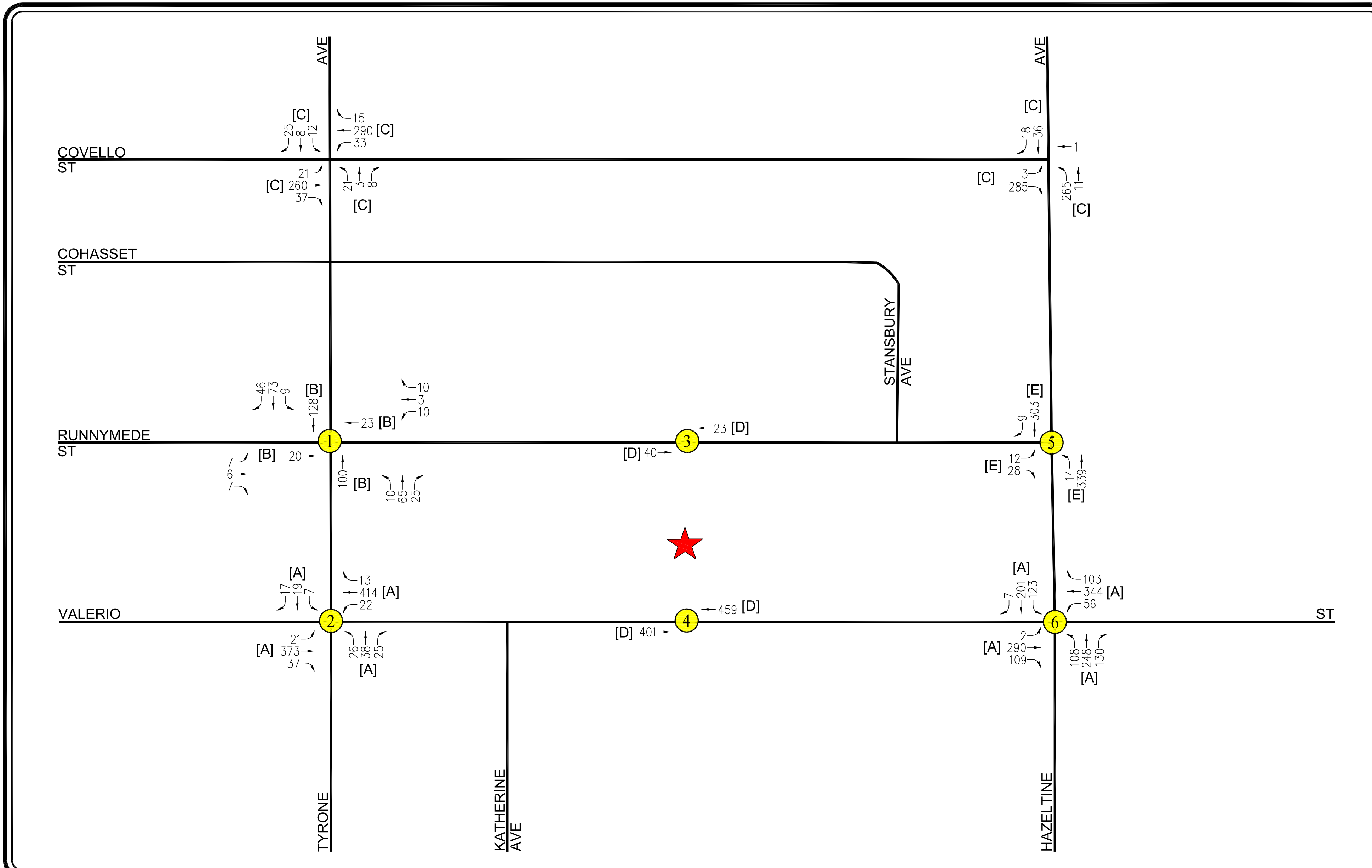

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- ★ PROJECT SITE
- (X) STUDY INTERSECTION
- [A] 2018 TURNING MOVEMENT COUNTS WITH 1.0% GROWTH FACTOR THROUGH 2020
- [B] 2004 ADT COUNTS (PEAK HOUR USED)
- [C] 2012 TURNING MOVEMENT COUNTS WITH 1.0% GROWTH FACTOR THROUGH 2020
- [D] THROUGH VOLUMES DERIVED FROM TRAFFIC COUNTS AT ADJACENT INTERSECTION
- [E] TRAFFIC VOLUMES DERIVED FROM TRAFFIC COUNTS AT ADJACENT INTERSECTION

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FIGURE 3-7
EXISTING TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
GALS LA MIDDLE SCHOOL

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within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at LADOT within a 0.5-mile radius of the Project Site. The list of related projects in the Project Site area is presented in ***Table 3–2***. The location of the related project is shown in ***Figure 3–8***.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the ITE *Trip Generation Manual*. The related projects' respective traffic generation for the weekday AM and PM peak hours for a typical weekday is summarized in *Table 3–2*. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 3–9*** and ***3–10***, respectively.

3.5.2 *Ambient Traffic Growth*

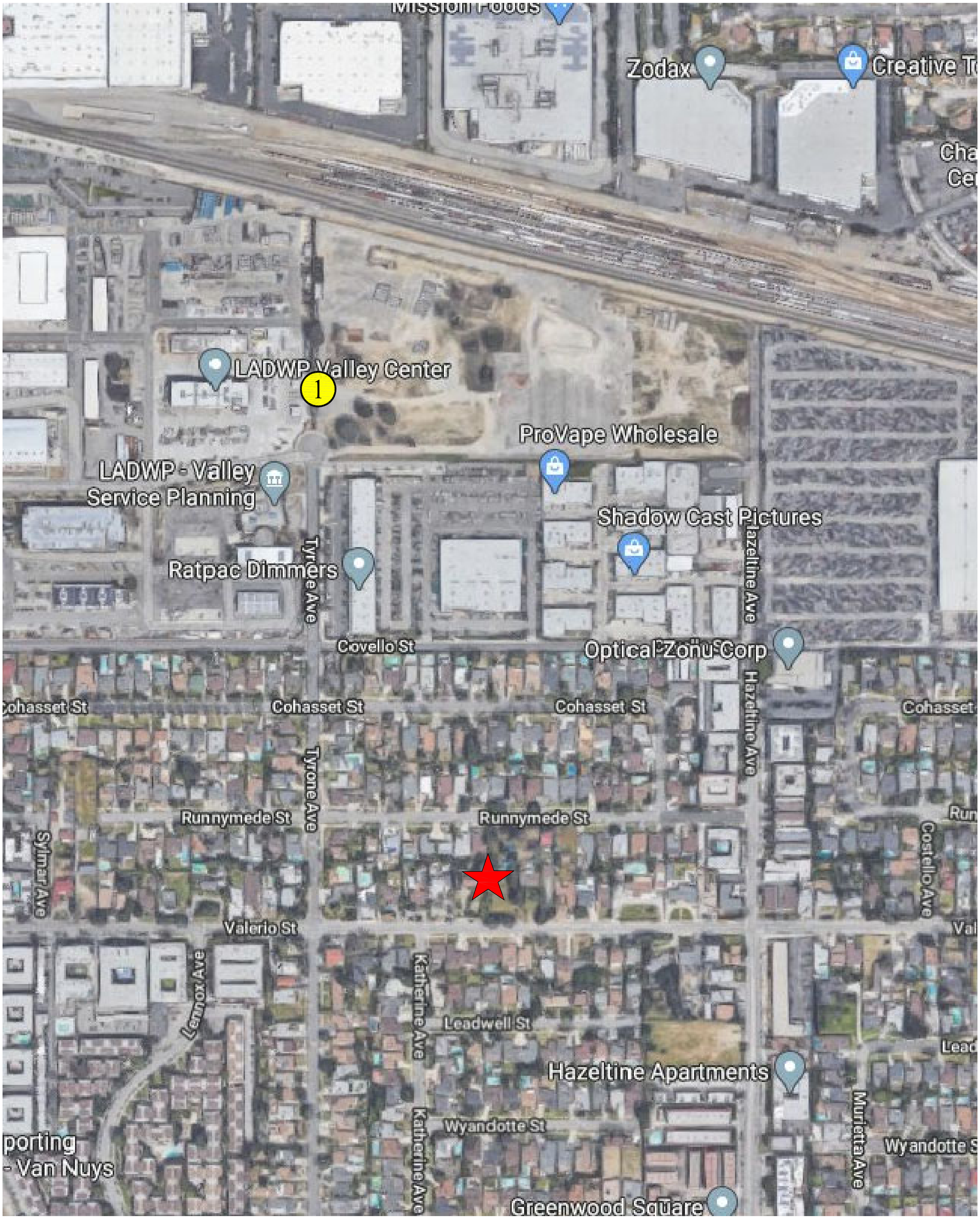
In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of 1.0 percent (1.0%) per year to and including the year 2022 (i.e., the anticipated year of Project buildout). The ambient growth factor was based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County* ("CMP manual") and determined in consultation with LADOT staff. It is noted that based on review of the general traffic growth factors provided in the CMP manual for the Project Site area (i.e., Regional Statistical Area [RSA] 12, West San Fernando Valley, which includes the Project Site), it is anticipated that the existing traffic volumes are expected to increase at an annual rate of approximately 0.20% per year between the years 2015 and 2022. Thus, application of an annual growth factor of 1.0% annual growth results in a conservative, worst-case forecast of future traffic volumes in the area as it substantially exceeds the annual traffic growth rate published in the CMP manual. Furthermore, the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the Project vicinity. Thus, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in an even more conservative estimate of future traffic volumes at the study intersections.

Table 3-2
RELATED PROJECTS LIST AND TRIP GENERATION [1]

07-Jul-20

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE	IN	OUT	TOTAL	IN	OUT	TOTAL
1	LADWP Mid Valley Water Facility	Proposed	7600 Tyrone Avenue	Utility	416 Employees	170	40	210	34	195	229
TOTAL						170	40	210	34	195	229

[1] Source: City of Los Angeles Department of Transportation Related Projects List.
[2] Trips are one-way traffic movements, entering or leaving.



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NOT TO SCALE

MAP SOURCE: GOOGLE MAPS

★ PROJECT SITE

(X) RELATED PROJECT

FIGURE 3-8
LOCATION OF RELATED PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers

GALS LA MIDDLE SCHOOL

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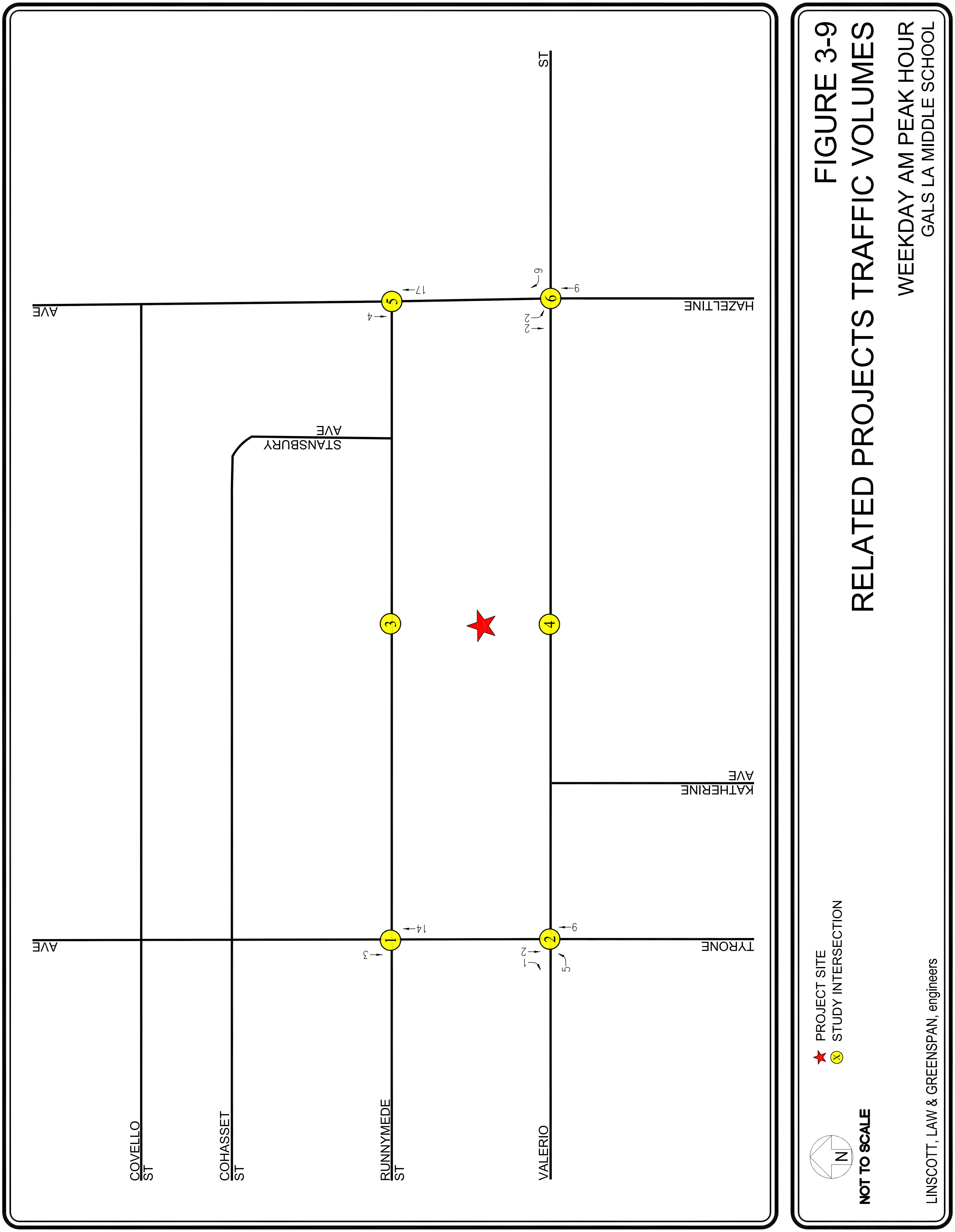

FIGURE 3-9
RELATED PROJECTS TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
GALS LA MIDDLE SCHOOL

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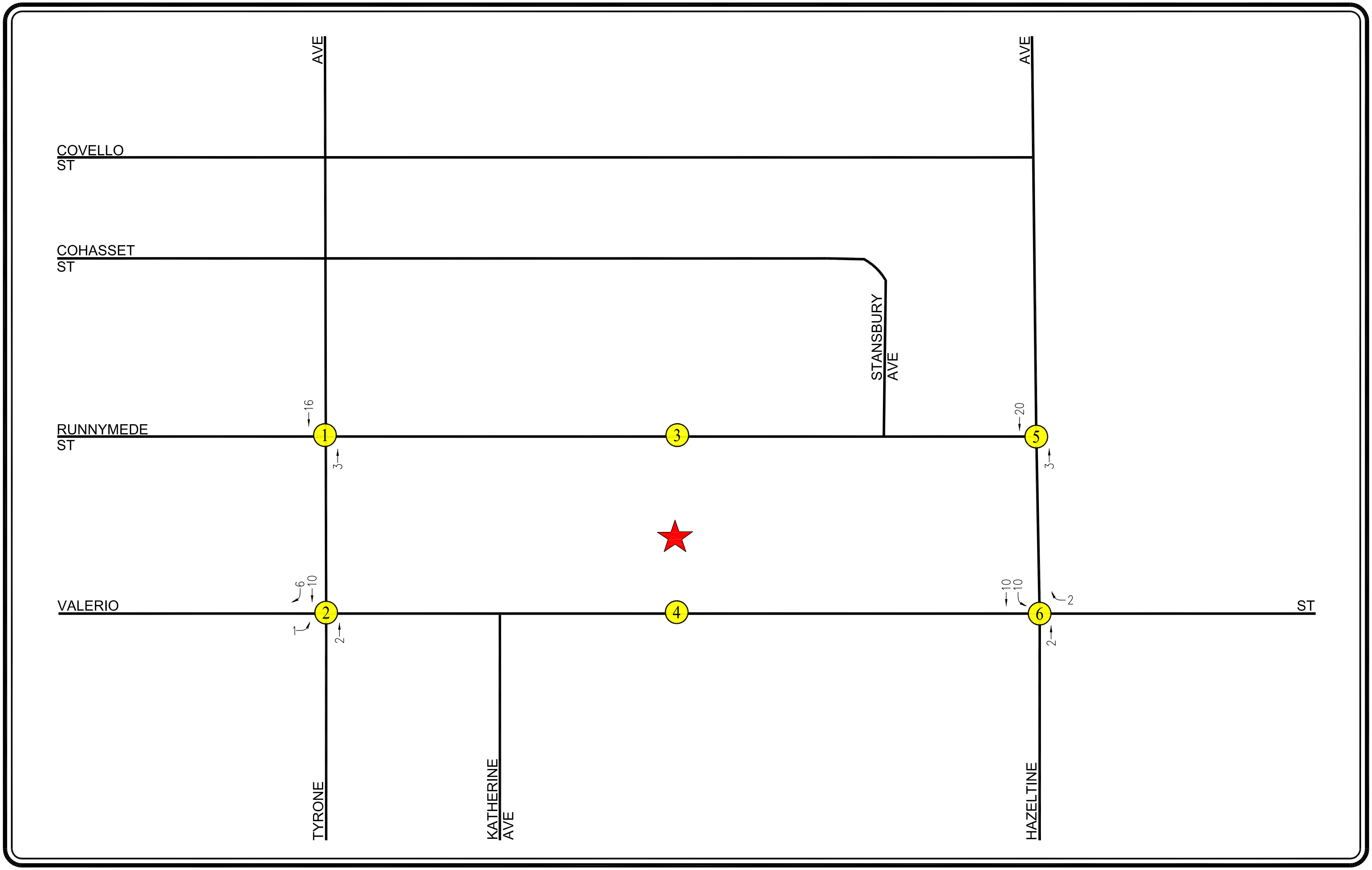

NOT TO SCALE

PROJECT SITE
STUDY INTERSECTION

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 3-10
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
GALS LA MIDDLE SCHOOL

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4.0 CEQA ANALYSIS OF TRANSPORTATION IMPACTS

4.1 Consistency with Adopted Plans and Policies (Threshold T-1)

The City of Los Angeles aims to achieve an accessible and sustainable transportation system that meets the needs of all users. The City's adopted transportation-related plans and policies affirm that streets should be safe and convenient for all users of the transportation system, including pedestrians, bicyclists, motorists, public transit riders, disabled persons, senior citizens, children, and movers of commercial goods. Therefore, the transportation requirements for proposed developments should be generally consistent with the City's transportation-related plans and policies.

As stated in Section 2.1.1 of the TAG, proposed projects shall be analyzed to identify potential conflicts with adopted City plans and policies and, if there is a conflict, improvements that prioritize access for and improve the comfort of people walking, bicycling, and riding transit in order to provide safe and convenient streets for all users should be identified. Projects designed to encourage sustainable travel help to reduce vehicle miles traveled. This section provides a review of the screening criteria and a summary of the consistency of the Project with the City's adopted plans and policies.

4.1.1 *Screening Criteria*

Per Section 2.1.2 of the TAG, if the project requires a discretionary action, and the answer is yes to any of the following questions, further analysis is required to assess whether the Project would conflict with adopted City plans, programs, ordinances, or policies that establish the transportation planning framework for all travel modes:

- Would the project generate a net increase of 250 or more daily vehicle trips?
  - Yes, the Project will generate a net increase of 250 or more daily vehicle trips. The net daily vehicle trips (not considering any TDM measures) were forecast using the Screening Tab contained within Version 1.3 of the City's VMT Calculator tool. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the Project are contained in ***Appendix C.*** As indicated on the Screening Tab of the VMT Calculator (Page 1), the Project would generate 612 net new daily vehicle trips.
- Is the project proposing to, or required to make any voluntary or required modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?
  - Yes, an eight-foot street dedication is required for Valerio Street along the Project Site.
- Is the project on a lot that is 0.5-acre or more in total gross area, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the City General Plan) 250 linear feet or more, or is the project's building frontage encompassing

an entire block along a street classified as an Avenue or Boulevard by the City's General Plan?

- Yes, the Project Site includes approximately 1.19 acres of land. The Project Site's frontage along Runnymede Street, which is designated as a Local Street – Standard, is approximately 194 linear feet. The Project Site's frontage along Valerio Street, which is designated as a Collector, is also approximately 194 linear feet. The Project Site's frontage along Runnymede Street or the Valerio Street does not include an entire block.

As the answer is "yes" to all of the screening criteria questions in the TAG, further analysis is required to assess whether the Project would conflict with adopted City plans, programs, ordinances, or policies.

4.1.2 *Impact Criteria and Methodology*

The impact criteria set forth in Appendix G to the State CEQA Guidelines, as well as Section 2.1.3 of the City's TAG, regarding conflicts with plans, programs, ordinances, or policies (referred to as Threshold T-1 in the TAG) are as follows:

- Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

The threshold test is to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT. Conversely, a project would not always have a significant impact merely based on whether or not it would implement a particular transportation-related program, plan, policy, or ordinance. Many of these programs must be implemented by the City itself over time, and over a broad area, and it is the intention of this threshold test to ensure that proposed development projects and plans do not preclude the City from implementing adopted programs, plans and policies.

The methodology for determining a project's transportation impact associated with conflicts with plans, programs, ordinances, or policies is describe in the TAG as follows:

- A project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent. The Project Applicant should review the documents and ordinances identified in the TAG (refer to Table 2.1-1 on pages 10 and 11) for City plans, policies, programs, ordinances and standards relevant to determining project consistency. A specific list of questions (refer to Table 2.1-2 on pages 12 through 14 of the TAG) shall be answered in order to help guide whether the project conflicts with City circulation system policies. A "yes" or "no" answer to these questions does not determine a conflict. Rather, as indicated in the list of questions (i.e., Table 2.1-2 of the TAG), the Project Applicant shall review relevant policies and programs corresponding to the questions to assess whether the Project precludes the City's implementation of any adopted policy and/or program.

- If vacation of a public right-of-way, or relief from a required street dedication is sought as part of a proposed project, an assessment should be made as to whether the right-of-way in question is necessary to serve a long-term mobility need, as defined in Mobility Plan 2035, transportation specific plan, or other planned improvement in the future.

Per Section 2.1.4 of the TAG, the analysis of cumulative impacts may be quantitative or qualitative. Each of the plans, ordinances and policies reviewed to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from the proposed project in combination with other development projects in the study area. In addition, the cumulative analysis should also consider planned transportation system improvements within the study area as identified in consultation with LADOT.

Related projects considered in the cumulative analysis are known development projects located within a one-half mile radius of the Project Site. Please refer to the list of related projects identified in *Table 3–2* and *Figure 3–8* for the location of the related project in relation to the Project Site.

4.1.3 *Review of Project Consistency*

This section provides a summary of the consistency review that compares the characteristics of the Project and site design features (i.e., including the site access and circulation scheme) with the City's relevant plans and policies. ***Table 4–1*** summarizes the City's guiding questions contained in the TAG (TAG Table 2.1-1), the responses to those questions with respect to the Project, the relevant and supporting City plans, policies and programs, and determinations of whether or not the Project is consistent with those plans, programs, ordinances, and policies. ***Appendix D*** provides additional detail regarding the plans, programs, ordinances, and policies review. As shown in *Table 4–1* and confirmed in *Appendix D*, the Project has been found to be generally consistent with the relevant City plans, policies and programs and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Therefore, the Project does not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities, and the impact would therefore be "less than significant". Furthermore, the Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance in LAMC Section 12.26.J) and other requirements pursuant to the Los Angeles Municipal Code.

4.1.4 *Review of Cumulative Consistency*

Per Section 2.1.4 of the TAG, the analysis of cumulative consistency requires consultation and confirmation with City of Los Angeles Department of Planning and Transportation (i.e., with LADCP and LADOT). Based on the discussion and conclusion in the preceding Section 4.1.3, the guiding language contained in the City's TAG, and review of related projects in the Project vicinity, this documentation is sufficient to demonstrate that there is also no cumulative

Table 4-1
PROJECT CONSISTENCY WITH PLANS, PROGRAMS, ORDINANCES, AND POLICIES

10-Jul-20

NO.	GUIDING QUESTIONS	RELEVANT PLAN, POLICIES, AND PROGRAMS	SUPPORTING/COMPLEMENTARY CITY PLANS, POLICIES, AND PROGRAMS TO CONSULT	DESCRIPTION	RESPONSE TO GUIDING QUESTIONS [1]
	EXISTING PLAN APPLICABILITY				
1	Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? (screening question)	LAMC Section 12.37		The Project Site has frontage directly on Runnymede Street and Valerio Street, which are designated as a Local Street - Standard and a Collector, respectively under the Mobility Plan 2035 Street Standards Plan. The Project Site is zoned R1-1 per the City of Los Angeles Municipal Code (LAMC).	**NO**
2	Is project site along any network identified in the City's Mobility Plan?	MP 2.3 through 2.7		Valerio Street is identified within the Neighborhood Enhanced Network.	**YES**
3	Are dedications or improvements needed to serve long-term mobility needs identified in Mobility Plan 2035?	MP - Street Classifications; MP - Street Designations and Standard Roadway Dimensions	MP - 2.17 Street Widenings	The Applicant will dedicate 8 feet along the property's Valerio Street frontage to serve the long-term needs identified in Mobility Plan 2035.	**YES**
4	Does the project require placement of transit furniture in accordance with City's Coordinated Street Furniture and Bus Bench Program?			The Project does not require placement of transit furniture in accordance with the City's Coordinated Street Furniture and Bus Bench Program.	**NO**
5	Is project site in an identified Transit Oriented Community (TOC)?	MP - TEN; MP - PED; MP - BEN; TOC Guidelines		The Project Site is in a TOC Affordable Housing Incentive Area Tier 1, but cannot take advantage of TOC incentives because it does not include a residential component.	**YES**
6	Is project site on a roadway identified in City's High Injury Network?	Vision Zero	Mobility Plan 2035	Neither Runnymede Street nor Valerio Street have beed identified within the City's High Injury Network.	**NO**
7	Does project propose repurposing existing curb space? (Bike corral, car-sharing, parklet, electric vehicle charging, loading zone, curb extension, etc.)	MP - 2.1 Adaptive Reuse of Streets; MP - 2.10 Loading Areas; MP - 3.5 Multi-Modal Features; MP - 3.8 Bicycle Parking; MP - 4.13 Parking and Land Use Management; MP - 5.4 Clean Fuels and Vehicles	MP - 2.3 Pedestrian Infrastructure; MP - 2.4 Neighborhood Enhanced Network; MP - 3.2 People with Disabilities; MP - 4.1 New Technologies; MP 5.1 Sustainable Transportation; MP - 5.5 Green Streets	The Project's drop-off/pick-up area and vehicle charging will be provided onsite.	**NO**
8	Does project propose narrowing or shifting existing sidewalk placement?	MP 2.3 Pedestrian Infrastructure; MP 3.1 - Access for All; MP -PED; MP - ENG 19; MP 2.17 Street Widenings	Healthy LA; Vision Zero; Sustainability pLAn		**NO**
9	Does project propose paving, narrowing, shifting or removing an existing parkway?	MP - 5.5 Green Streets; Sustainability pLAn			**NO**
10	Does project propose modifying, removing or otherwise affect existing bicycle infrastructure? (ex: driveway proposed along street with bicycle facility)	MP - BEN; MP - 4.15 Public Hearing Process	Vision Zero	Neither Runnymede Street nor Valerio Street contains existing bicycle infrastructure, nor been identified within the City's Bicycle Enhanced Network	**NO**
11	Is project site adjacent to an alley? If yes, will project make use of, modify, or restrict alley access?	MP - 3.9 Increased Network Access; MP - ENG.9; MP - PL.1; MP - PL.13; MP - PS.3		The Project Site is not adjacent to an alley. The Project Site is adjacent to single-family residential dwelling units on either side.	**NO**
12	Does project create a cul-de-sac or is project site located adjacent to existing cul-de-sac? If yes, is cul-de-sac consistent with design goal in Mobility Plan 2035 (maintain through bicycle and pedestrian access)?	MP - 3.10 Cul-de-sacs			**NO**

Table 4-1 (Continued)
PROJECT CONSISTENCY WITH PLANS, PROGRAMS, ORDINANCES, AND POLICIES

NO.	GUIDING QUESTIONS	RELEVANT PLAN, POLICIES, AND PROGRAMS	SUPPORTING/COMPLEMENTARY CITY PLANS, POLICIES, AND PROGRAMS TO CONSULT	DESCRIPTION	RESPONSE TO GUIDING QUESTIONS [1]
			ACCESS: DRIVEWAYS AND LOADING		
13	Does project site introduce a new driveway or loading access along an arterial (Avenue or Boulevard)?	MP - PL.1; MP - PK.10, CDG 4.1.02	Vision Zero	The Project includes a new driveway along Runnymede Street, a Local Street - Standard. Additionally, the Project proposes to modify the existing driveway along Valerio Street, a Collector. However, neither street is designated as an arterial (Avenue or Boulevard).	**NO**
14	If yes to 13, Is a non-arterial frontage or alley access available to serve the driveway or loading access needs?	MP - PL.1; MPP 321	Vision Zero		**N/A**
15	Does project site include a corner lot? (avoid driveways too close to intersections)	CDG 4.1.01			**NO**
16	Does project propose driveway width in excess of City standard?	MPP Sec. 321	Vision Zero, Sustainability pLAn, MP - PED, MP - BEN, CDG 4.1.04	Per LADOT's Manual of Policies and Procedures, Section 321, it is recommended that two-way driveways serving multi-family and commercial uses are no more than 30 feet in width. The Project's driveway will be approximately 26 feet in width.	**NO**
17	Does project propose more driveways than required by City maximum standard?	MPP - Sec No. 321 Driveway Design	Vision Zero, MP, Healthy LA	The Project proposes one driveway along Runnymede Street, a Local Street-Standard, and one driveway along Valerio Street, a Collector, which is compliant with LADOT's Manual of Policies and Procedures, Section 321.	**YES**
18	Are loading zones proposed as a part of the project?	MP - 2.10 Loading Areas; MP - PK.1; MP - PK.7; MP - PK.8; MPP 321		The proposed onsite parking lot on the easterly portion of the Project Site will be used to facilitate service and delivery operations.	**YES**
19	Does project include "drop-off" zones or areas? If yes, are such areas located to the side or rear of the building?	MP - 2.10 Loading Areas		The onsite surface parking lot on the easterly portion of the Project Site would be used for a student drop-off/pick-up area.	**YES**
20	Does project propose modifying, limiting/restricting, or removing public access to a public right-of-way (e.g., vacating public right-of-way?)	MP - 2.3 Pedestrian Infrastructure; MP - 3.9 Increased Network Access			**NO**

[1] See Appendix D for detailed responses in support of determining Plans, Programs, Ordinances, or Policies Applicability.

inconsistency with the City's plans, policies, ordinances and programs, and therefore, the Project's cumulative impact would be less than significant. In addition, since the Project does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives, there is no cumulative inconsistency that can be determined.

4.2 VMT Analysis (Threshold T-2.1)

The California Office of Planning and Research (OPR) issued proposed updates to the State CEQA Guidelines in November 2017 and an accompanying technical advisory guidance in April 2018 (*OPR Technical Advisory*) that amended one of the Appendix G significance thresholds for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3 (b)(1) of the State CEQA Guidelines to ask if the project would result in a substantial increase in vehicle miles traveled (VMT). Section 15064.3(b)(1) states as follows:

- Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.

The California Natural Resources Agency adopted this change to the CEQA Guidelines in November 2018, and it is now in effect. Accordingly, the City has adopted a significance criterion for transportation impacts based on VMT for land use projects and plans that closely tracks the amended Appendix G question:

- Threshold T-2.1: For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?

The City has developed the following screening and impact criteria to address this question. The criteria below are based on the OPR technical advisory but reflects local considerations.

Per Section 2.2.2 of the TAG, if the project requires discretionary action, and the answer is no to either T-2.1-1 or T-2.1-2, further analysis will not be required for CEQA Threshold T-2.1, and a "no impact" determination can be made:

- T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?

For purposes of screening the daily vehicle trips, a proposed project's daily vehicle trips should be estimated using the City's VMT Calculator tool or the most recent edition of the ITE *Trip Generation Manual*. TDM strategies should not be considered for the purposes of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits described in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily vehicle trips generated by the existing or qualified terminated land uses can be estimated using the VMT Calculator tool and subtracted from the proposed project's daily vehicle trips to determine the net increase in daily vehicle trips.

- T-2.1-2: Would the project generate a net increase in daily VMT?

For the purpose of screening the VMT, a project's daily VMT should be estimated using the City's VMT Calculator tool or the City's Travel Demand Forecasting (TDF) model. TDM strategies should not be considered for the purpose of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits description in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily VMT generated by the existing or qualified terminated land uses can be estimated using the City VMT Calculator tool and subtracted from the project's daily VMT to determine the net increase in daily VMT.

4.2.1 *Impact Criteria and Methodology*

A development project would have a potential VMT impact if the project meets the following criteria stated in Section 2.2.3 of the TAG:

- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located.

- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located.

- For regional serving retail projects, the project would result in a net increase in VMT.

- For other land use types, measure VMT impacts for the work trip element using the criteria for office projects above.

The City's TAG establishes different VMT significance thresholds for each of the seven Area Planning Commission (APC) areas as the characteristics of each are distinct in terms of land use, density, transit availability, employment, etc. The City's significance thresholds (i.e., based on a daily household VMT per capita basis and a daily work VMT per employee) for each of the APC areas are presented in ***Table 4–2***. As the Project Site is located within the area governed by the South Valley APC, the VMT significant impact criterion (i.e., 15% below the APC average) applicable to the Project is 11.6 daily work VMT per employee.

The impact methodology set forth in the TAG for a charter middle school project is as follows:

- Office Projects. Charter middle school projects should be treated as office for screening and analysis. Daily vehicle trips, daily VMT, and daily work VMT per employee for office project should be estimated using the VMT calculator tool. TDM strategies to be

Table 4-2
CITY OF LOS ANGELES VMT IMPACT CRITERIA [1]

AREA PLANNING COMMISSION	15 PERCENT (15%) BELOW APC CRITERIA [2]	
	DAILY HOUSEHOLD VMT PER CAPITA	DAILY WORK VMT PER EMPLOYEE
Central	6.0	7.6
East Los Angeles	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South Los Angeles	6.0	11.6
South Valley	**9.4**	**11.6**
West Los Angeles	7.4	11.1

[1] Source: *LADOT Transportation Assessment Guidelines,* July 2019.
[2] The development project will have a potential impact if the project meets the following:
- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the APC area in which the project (refer to above [source: Table 2.2-1 of the TAG]).
- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located (refer to above [source: Table 2.2-1 of the TAG]).
- For retail projects, the project would result in a net increase in VMT.
- For other land use types, measure VMT impacts for the work trip element using the criteria for office project above (source: Table 2.2-1 of the TAG).

included as project design features should be considered in the estimation of a project's daily vehicle trips and VMT.

4.2.2 *Summary of Project VMT Analysis*

The daily vehicle trips and VMT expected to be generated by the Project were forecast using Version 1.3 of the City's VMT Calculator tool. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the proposed project are contained in *Appendix C*. As indicated in the summary VMT Calculator worksheet, the Project is forecast to generate the following:

- The Project is estimated to generate a total of 616 daily vehicle trips.
- The estimated Daily Work VMT per Employee for the Project is 11.4 Daily Work VMT per Employee, which is less than the South Valley APC significance threshold of 11.6 Daily Work VMT per Employee.

It is noted that the Project will incorporate a TDM measure as a Project Design Feature, as described in Section 2.9 herein. Thus, based on the above analyses, the Project is not expected to result in a significant VMT impact. Therefore, no mitigation is necessary as it relates to VMT.

4.2.3 *Summary of Cumulative VMT Analysis*

As stated in the City's TAG (refer to Section 2.2.4 thereof), analyses should consider both short-term and long-term project effects on VMT. Short-term effects are evaluated in the detailed Project-level VMT analysis summarized above. Long-term, or cumulative, effects are determined through a consistency check with the Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The current 2016 RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets. As such, projects that are consistent with this plan in terms of development, location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. Development in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. However, as discussed in the TAG, for projects that do not demonstrate a significant impact based on an efficiency-based significance threshold (i.e., VMT per capita or VMT per employee), the determination that the project would individually have a less-than-significant VMT impact is sufficient to demonstrate there would be no cumulatively significant VMT impact associated with the project and the relevant related projects. This is because projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

Based on the Project-related VMT analysis and conclusion in Section 4.2.2, above (i.e., the Project falls under the City's efficiency-based significant impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), no cumulative VMT impact is anticipated. Therefore, the Project's cumulative VMT impact would be less than significant.

4.3 Geometric Design (Threshold T-3)

As stated in the City's TAG (refer to Section 2.4.1 thereof), impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections. Evaluation of access impacts require details relative to project land use, size, design, location of access points, etc. These impacts are typically evaluated for permanent conditions after project completion but can also be evaluated for temporary conditions during project construction. Project access can be analyzed in qualitative and/or quantitative terms, and in conjunction with the review of internal site circulation and access to parking areas. All proposed site access points should be evaluated.

4.3.1 *Screening Criteria*

Per Section 2.4.2 of the TAG, if the project requires a discretionary action, and the answer is "yes" to either of the following questions, further analysis will be required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses:

- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

  - Yes, the Project is proposing a new driveway along the property's Runnymede Street frontage. The Project's Valerio Street driveway will be located in the same general area as the existing driveway on the property.

- Is the project proposing to, or required to make any voluntary or required modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?

  As stated in the City's TAG (refer to Section 2.4.2 thereof), for the purpose of the screening for projects that include physical changes to the public right-of-way, the street designation and improvement standard for any project frontage along streets classified as an Avenue or Boulevard (as designated in the City's General Plan) must first be determined using Mobility Plan 2035 or NavigateLA. If any street fronting the project site is an Avenue or Boulevard and it is determined that additional dedication, or physical modifications to the public right-of-way are proposed or required, the answer to this question is yes. For projects not subject to dedication and improvement requirements under the LAMC, but the project nonetheless includes dedications or physical modifications to the public right-of-way, the answer to this question is yes. Based on a review of the proposed project, the following answer is provided:

  - Yes, an eight-foot street dedication is required for Valerio Street along the Project Site.

As the answer is "yes" to all of the screening criteria questions, further analysis is required to assess whether the Project would result in impacts due to geometric design hazards or incompatible uses.

4.3.2 *Impact Criteria and Methodology*

The significance threshold set forth in Appendix G to the CEQA Guidelines, as well as the City's TAG, for substantially increasing hazards due to a geometric design feature or incompatible use (referred to a Threshold T-3), is as follows:

- Threshold T-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
    - No, the Project would not substantially increase hazards due to a geometric design feature.

As set forth in Section 2.4.3 of the TAG, in making this determination, preliminary project access plans are to be reviewed in light of commonly accepted traffic engineering design standards to ascertain whether any deficiencies are apparent in the site access plans which would be considered significant. The determination of significance shall be on a case-by-case basis, considering the following factors:

- The relative amount of pedestrian activity at project access points.
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
- The type of bicycle facilities the project driveway(s) crosses and the relative level of utilization.
- The physical conditions of the site and surrounding area, such as curves, slopes, walks, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts.
- The project location, or project-related changes to the public right-of-way, relative to proximity to the High Injury Network or a Safe Routes to School program area.
- Any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard.

With respect to vehicle, bicycle and pedestrian safety impacts, the TAG (refer to Section 2.4.4 thereof) indicates that a review of all project access points, internal circulation, and parking access from an operational and safety perspective (for example, turning radii, driveway queuing, line of sight for turns into and out of project driveway[s]) should be conducted. Where project driveways would cross pedestrian facilities or bicycle facilities (bike lanes or bike paths), operational and safety issues related to the potential for vehicle/pedestrian and vehicle/bicycle conflicts and the severity of consequences that could result should be considered. In areas with moderate to high levels of pedestrian or bicycle activity, the collection of pedestrian or bicycle count data may be required.

4.3.3 *Qualitative Review of Site Access Points*

As discussed in Section 3.3.2 herein, the Project Site has frontage along Runnymede Street, a Local Street – Standard, with an assumed speed limit of 25 miles per hour, and Valerio Street, a Collector with a posted speed limit of 30 miles per hour. Runnymede Street and Valerio Street run parallel to the Project Site's northerly and southerly frontages, respectively, which provides excellent line of sight for all modes of travel. Bicycle infrastructure currently does not exist along Runnymede Street or Valerio Street, and given that the surrounding area is primarily developed with residential uses, pedestrian activity is relatively minimal. Further, as the student drop-off/pick-up area is internal to the Project Site, students will not have to utilize the public right-of-way to walk to and from the main school building. Neither Runnymede Street nor Valerio Street are noted in the City's HIN. Given the existing physical conditions of the Project Site and planned pedestrian enhancements, no safety concerns related to geometric design are noted. Therefore, it can be determined that the Project would not substantially increase hazards due to a geometric design feature or incompatible use, and a less than significant impact determination can be reached.

4.4 CEQA Transportation Measures

4.4.1 *Transportation Demand Management*

The Project includes one TDM strategy as a Project Design Feature and is described in detail in Section 2.9 above. The TDM strategy includes:

- Provide Bike Parking per LAMC.

4.4.2 *CEQA Transportation Summary*

Based on the analysis and findings above, the Project would not conflict with City plans, policies, ordinances and programs, would not result in a significant VMT impact, and would not substantially increase hazards due to a geometric design feature. Therefore, for CEQA purposes, the Project's transportation impacts would be less than significant.

5.0 NON-CEQA ANALYSIS

The City's TAG (refer to Section 3.1 thereof) states that the authority for requiring non-CEQA transportation analysis and potentially requiring improvements to address identified deficiencies lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC). As provided in Section 16.05:

> "The purposes of site plan review are to promote orderly development, evaluate and mitigate significant environmental impacts, and promote public safety and the general welfare by ensuring that development projects are properly related to their sites, surrounding properties, traffic circulation, sewers, other infrastructure and environmental setting; and to control or mitigate the development of projects which are likely to have a significant adverse effect on the environment as identified in the City's environmental review process, or on surrounding properties by reason of inadequate site planning or improvements."

Additional authority is found in other City ordinances, such as certain transportation specific plans. The impacts, also referred to as deficiencies, discussed in City's TAG are not intended to be interpreted as thresholds of significance, or significance criteria for purposes of CEQA review unless otherwise specifically identified (refer to Section 4.0, CEQA Analysis of Transportation Impacts).

While a site plan review approval is not required for the Project, the TAG indicate that certain non-CEQA analyses are required. This section includes non-CEQA transportation analysis with respect to the Project's effect on pedestrian, bicycle and transit access, Project access, safety, and circulation, and other potential transportation effects.

5.1 Pedestrian, Bicycle, and Transit Access

The assessment of pedestrian, bicycle, and transit facilities is intended to determine a project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the project. A potential deficiency could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

5.1.1 *Screening Criteria*

Per Section 3.2.2 of the TAG, if the answer is yes to all of the following questions, further analysis is required to assess whether the Project would negatively affect existing pedestrian, bicycle, or transit facilities:

- Would the project generate a net increase of 250 or more daily vehicle trips?
  - Yes, the Project will generate a net increase of 250 or more daily vehicle trips. As indicated on the Screening Tab of the VMT Calculator (Page 1 of *Appendix C*), the Project would generate 612 net new daily vehicle trips.

- Does the land use project include the construction, or addition of 50 dwelling units or guest rooms or combination thereof, or 50,000 square feet of non-residential space?

    - No, the Project involves the construction of a two-story charter middle school, which will include 23,294 square feet of building floor area. The ground floor of the building includes approximately 12,044 square feet of floor area and features five classrooms, a dance room, offices, a multi-purpose room (with a maximum capacity of 130 people), office and administration spaces (including offices, conference rooms, and a staff lounge), storage and mechanical rooms, restrooms, and an outdoor lunch pavilion. The second floor includes approximately 11,250 square feet of floor area and features 11 classrooms, restrooms, mechanical rooms, and storage space.

- Is the project on a lot that is 0.5-acre or more in total gross area, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the City General Plan), 250 linear feet or more, or is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard by the City's General Plan?

    - Yes, the Project Site includes approximately 1.19 acres of land. The Project Site's frontage along Runnymede Street, which is designated as a Local Street – Standard, is approximately 194 linear feet. The Project Site's frontage along Valerio Street, which is designated as a Collector, is also approximately 194 linear feet. The Project Site's frontage along Runnymede Street or the Valerio Street does not include an entire block.

As the answer is "no" to one of the screening criteria questions, further analysis is not required to evaluate whether the Project would negatively affect existing pedestrian, bicycle, or transit facilities. Therefore, it can be determined that the Project would not negatively affect pedestrian, bicycle, or transit facilities in the immediate Project vicinity. Furthermore, the Project would enhance pedestrian facilities by constructing a new sidewalk along the property's Runnymede Street frontage.

5.2 Project Access and Circulation Review

Project access and circulation constraints relate to the provision of access to and from the project site, and may include safety, operational, or capacity constraints. Constraints can be related to vehicular/vehicular, vehicular/bicycle, or vehicular/pedestrian constraints as well as to operational delays. These conflicts may be created by the driveway configuration or through the placement of Project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to an intersection or crosswalk. The Project access and circulation has been evaluated for permanent conditions after Project completion. ***Table 5–1*** summarizes the vehicle queuing analysis prepared for each of the study locations for the representative intersection traffic movements for the weekday AM and PM peak hours. ***Appendix E*** contains the analysis data worksheets for the study intersections.

Table 5-1
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

07-Jul-20

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT			YEAR 2022 FUTURE W/O PROJECT			YEAR 2022 FUTURE W/ PROJECT		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
1	Tyrone Avenue / Runnymede Street (Unsignalized)	NB Left/Through/Right	AM	7.4	A	0.0	7.4	A	0.0	7.4	A	0.0	7.4	A	0.0
			PM	7.5	A	0.0	7.5	A	0.0	7.5	A	0.0	7.5	A	0.0
		SB Left/Through/Right	AM	7.5	A	0.0	7.7	A	2.5	7.5	A	0.0	7.7	A	2.5
			PM	7.4	A	0.0	7.5	A	0.0	7.4	A	0.0	7.5	A	0.0
		EB Left/Through/Right	AM	9.9	A	2.5	10.4	B	2.5	10.0	B	2.5	10.5	B	2.5
			PM	9.9	A	2.5	10.0	A	2.5	10.1	B	2.5	10.2	B	2.5
		WB Left/Through/Right	AM	9.8	A	5.0	10.3	B	5.0	10.0	A	5.0	10.4	B	5.0
			PM	9.7	A	2.5	9.8	A	2.5	9.8	A	2.5	9.9	A	2.5
2	Tyrone Avenue / Valerio Street (Signalized)	NB Left/Through/Right	AM	10.2	B	27.2	10.5	B	41.5	10.3	B	31.5	10.6	B	46.1
			PM	10.3	B	31.6	10.4	B	33.5	10.4	B	33.5	10.4	B	35.4
		SB Left/Through/Right	AM	10.0	B	16.1	10.0	B	16.1	10.1	B	17.6	10.1	B	17.6
			PM	10.0	B	14.8	10.0	B	14.8	10.1	B	20.6	10.1	B	20.6
		EB Left/Through/Right	AM	16.3	B	215.7	18.7	B	247.0	16.8	B	224.3	20.3	C	263.9
			PM	15.8	B	209.1	15.9	B	212.0	16.0	B	214.1	16.2	B	217.0
		WB Left/Through/Right	AM	16.7	B	227.1	23.1	C	313.1	16.9	B	233.1	25.1	C	331.8
			PM	16.1	B	218.0	16.9	B	233.5	16.3	B	222.5	17.2	B	238.8
3	Runnymede Street Driveway / Runnymede Street (Unsignalized)	WB Left/Through	AM	--	--	--	7.6	A	5.0	--	--	--	7.6	A	5.0
			PM	--	--	--	7.4	A	0.0	--	--	--	7.4	A	0.0
4	Valerio Street Driveway / Valerio Street (Unsignalized)	SB Right	AM	--	--	--	12.4	B	15.0	--	--	--	12.5	B	15.0
			PM	--	--	--	11.7	B	5.0	--	--	--	11.8	B	5.0
5	Hazeltine Avenue / Runnymede Street (Unsignalized)	NB Left/Through	AM	8.0	A	2.5	8.2	A	5.0	8.1	A	2.5	8.3	A	7.5
			PM	8.0	A	0.0	8.0	A	2.5	8.1	A	0.0	8.1	A	2.5
		EB Left/Right	AM	13.5	B	10.0	15.3	C	12.5	13.8	B	10.0	15.8	C	12.5
			PM	12.0	B	7.5	12.1	B	7.5	12.3	B	7.5	12.4	B	7.5

Table 5-1 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

07-Jul-20

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT			YEAR 2022 FUTURE W/O PROJECT			YEAR 2022 FUTURE W/ PROJECT		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
6	Hazeltine Avenue / Valerio Street (Signalized)	NB Left/Through	AM	14.1	B	152.3	15.0	B	179.2	14.5	B	162.2	15.4	B	190.2
			PM	14.8	B	167.5	14.9	B	171.1	15.1	B	174.0	15.2	B	177.7
		NB Right	AM	10.8	B	31.0	10.8	B	31.0	10.8	B	31.9	10.8	B	31.9
			PM	11.4	B	51.2	11.4	B	51.2	11.5	B	52.6	11.5	B	52.6
		SB Left/Through/Right	AM	13.9	B	141.5	14.0	B	141.9	14.1	B	148.4	14.2	B	148.8
			PM	14.6	B	154.6	14.7	B	154.7	15.4	B	172.8	15.4	B	173.5
		EB Left/Through/Right	AM	12.6	B	141.5	12.6	B	141.5	12.6	B	145.3	12.6	B	145.3
			PM	13.4	B	178.0	13.4	B	178.0	13.5	B	183.3	13.5	B	183.3
		WB Left/Through/Right	AM	23.7	C	342.5	26.6	C	374.2	26.6	C	374.3	30.4	C	411.4
			PM	16.3	B	242.6	16.4	B	244.7	16.8	B	251.4	17.0	B	253.7

[1] Pursuant to *LADOT Transportation Assessment Guidelines,* July 2019, the Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing.
[2] Control delay reported in seconds per vehicle.
[3] Signalized Intersection Levels of Service were based on the following criteria: / Unsignalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS	Control Delay (s/veh)	LOS
<= 10	A	<= 10	A
> 10-20	B	> 10-15	B
> 20-35	C	> 15-25	C
> 35-55	D	> 25-35	D
> 55-80	E	> 35-50	E
> 80	F	> 50	F

[4] The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles, however an average vehicle length of 25 feet was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet.

5.2.1 *Screening Criteria*

For land use projects, if the answer is yes to all of the following questions (refer to Section 3.3.2 of the TAG), further analysis will be required to assess whether the project would negatively affect project access and circulation:

- Does the land use project involve a discretionary action that would be under review by the Department of City Planning?
    - Yes, the Project will require a discretionary action that would be under review by the Department of City Planning.
- Would the land use project generate a net increase of 250 or more daily vehicle trips?
    - Yes, the Project will generate a net increase of 250 or more daily vehicle trips. As indicated on the Screening Tab of the VMT Calculator (Page 1 of *Appendix C*), the Project would generate 612 net new daily vehicle trips.

As the answer is "yes" to both of the screening criteria questions (i.e., the Project will require a discretionary action and the Project will generate more than 250 daily trips), further analysis is required to evaluate Project access, safety and circulation.

5.2.2 *Evaluation Criteria*

For operational evaluation of land use projects, the City's TAG (Section 3.3.3 thereof) requires a quantitative evaluation of the Project's expected access and circulation operations. Project access is considered constrained if the Project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard (as designated in the Mobility Plan 2035) at Project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections. Unacceptable or extended queuing may be defined as follows:

- Spillover from turn pockets into through lanes.
- Block cross streets or alleys.
- Contribute to gridlock congestion. For the purposes of this section, "gridlock" is defined as the condition where traffic queues between closely spaced intersections and impedes the flow of traffic through upstream intersections.

The TAG acknowledges that demand for curbside space has substantially increased due to the continued expansion of driver-for-hire transportation network companies (TNCs) and shared mobility services. As such, the TAG states that a transportation assessment should characterize the onsite loading demand of the project frontage and answer the following questions:

- Would the project result in passenger loading demand that could not be accommodated within any proposed onsite passenger loading facility?

- No, as discussed in Section 2.5, student loading and unloading would occur in the drop-off/pick-up zone located within the existing alley between the School Site and the Parking Site. The drop-off/pick-up area can effectively accommodate 20 queued vehicles (10 vehicles in the primary drop-off/pick-up lane and 10 vehicles in the bypass lane), while the forecast peak demand of queued vehicles, which would occur during the morning student drop-off period, is six vehicles. Therefore, vehicles are not expected to queue onto Runnymede Street, and it is concluded that the drop-off/pick-up area can accommodate passenger loading and unloading demand. While passenger loading and unloading will occur in the drop-off/pick-up area located within the onsite surface parking lot, some intermittent curbside loading/unloading may occur along the Project Site's Runnymede Street and Valerio Street frontages.

- Would accommodating the passenger loading demand create pedestrian or bicycle conflicts? Which curbside management options should be explored to better address passenger loading needs in the public right-of-way?

  - No pedestrian or bicycle conflicts due to potential loading/unloading activities are anticipated to occur because activity will occur in the drop-off/pick-up area within the surface parking lot located on the easterly portion of the Project Site, minimizing the need to utilize the curbside surrounding the Project Site for loading and unloading. For any curbside loading/unloading zones that may be proposed by the Applicant, the City would require the Applicant to install appropriate signage and pavement/curb markings. Any installations that fall within the City's (public) right-of-way would require prior review and approval by LADOT.

5.2.3 *Operational and Passenger Loading Evaluation Methodology*

Based on coordination with LADOT staff and as presented in the transportation assessment MOU, the following six study intersections were identified for operational evaluation of whether the Project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard:

1. Tyrone Avenue / Runnymede Street (unsignalized)
2. Tyrone Avenue / Valerio Street (signalized)
3. Runnymede Street Driveway / Runnymede Street (unsignalized)
4. Valerio Street Driveway / Valerio Street (unsignalized)
5. Hazeltine Avenue / Runnymede Street (unsignalized)
6. Hazeltine Avenue / Valerio Street (signalized)

The study locations were based on proximity to the Project Site and the importance of the intersections in terms of the Project's site access and circulation scheme.

The analysis was prepared based on the *Highway Capacity Manual*[6] (HCM) operational analysis methodology pursuant to the City's TAG. Intersection analyses were prepared utilizing the *HCS7* software package, which implements the Highway Capacity Manual operational methods. In addition, specifics such as traffic volume data, lane configurations, available vehicle storage lengths, crosswalk locations, posted speed limits, traffic signal timing and phasing for signalized locations, etc., were coded in the *HCS7* software. The operational analysis was prepared utilizing the following data previously presented herein:

- Project Peak Hour Traffic Generation: Refer to Subsection 2.8.1
- Project Trip Distribution and Assignment: Refer to Subsection 2.8.2
- Existing Vehicle Network: Refer to Subsection 3.3
- Existing Weekday AM and PM Hour Traffic Count Data: Refer to Subsection 3.4
- Related Projects (i.e., with a one-half mile radius) and Ambient Traffic Growth: Refer to Subsection 3.5

LADOT confirmed the appropriateness of the above data in the transportation assessment MOU it approved for the Project. The transportation assessment MOU prepared by LLG is attached to this report in *Appendix A*.

The operational analysis of vehicle queuing at the study intersections was prepared for the following conditions:

(a) Existing (2020) conditions.

(b) Condition (a) with completion and occupancy of the Project.

(c) Condition (a) plus one percent (1.0%) annual ambient traffic growth through year 2022 and with completion and occupancy of the related projects (i.e., future cumulative baseline)

(d) Condition (c) with completion and occupancy of the Project.

Pursuant to the City's TAG, the HCM methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing. The operation analysis reports the control delay (in seconds), Levels of Service (LOS), and 95th percentile queues (in feet) for all approaches for the signalized intersections and the minor street approaches for the unsignalized intersections. The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles. As such, an average vehicle length of 25 feet, which includes the length of the vehicle and spacing between vehicles, was assumed for analysis purposes. The reported queues therefore represent the

[6] *Highway Capacity Manual 6th Edition,* Transportation Research Board of the National Academies of Sciences-Engineering-Medicine, 2016.

calculated maximum back of queue in feet. The summary of the operational analysis of the study intersections is provided in *Table 5–1*. The HCM methodology worksheets for the analyzed intersections are contained in *Appendix E.*

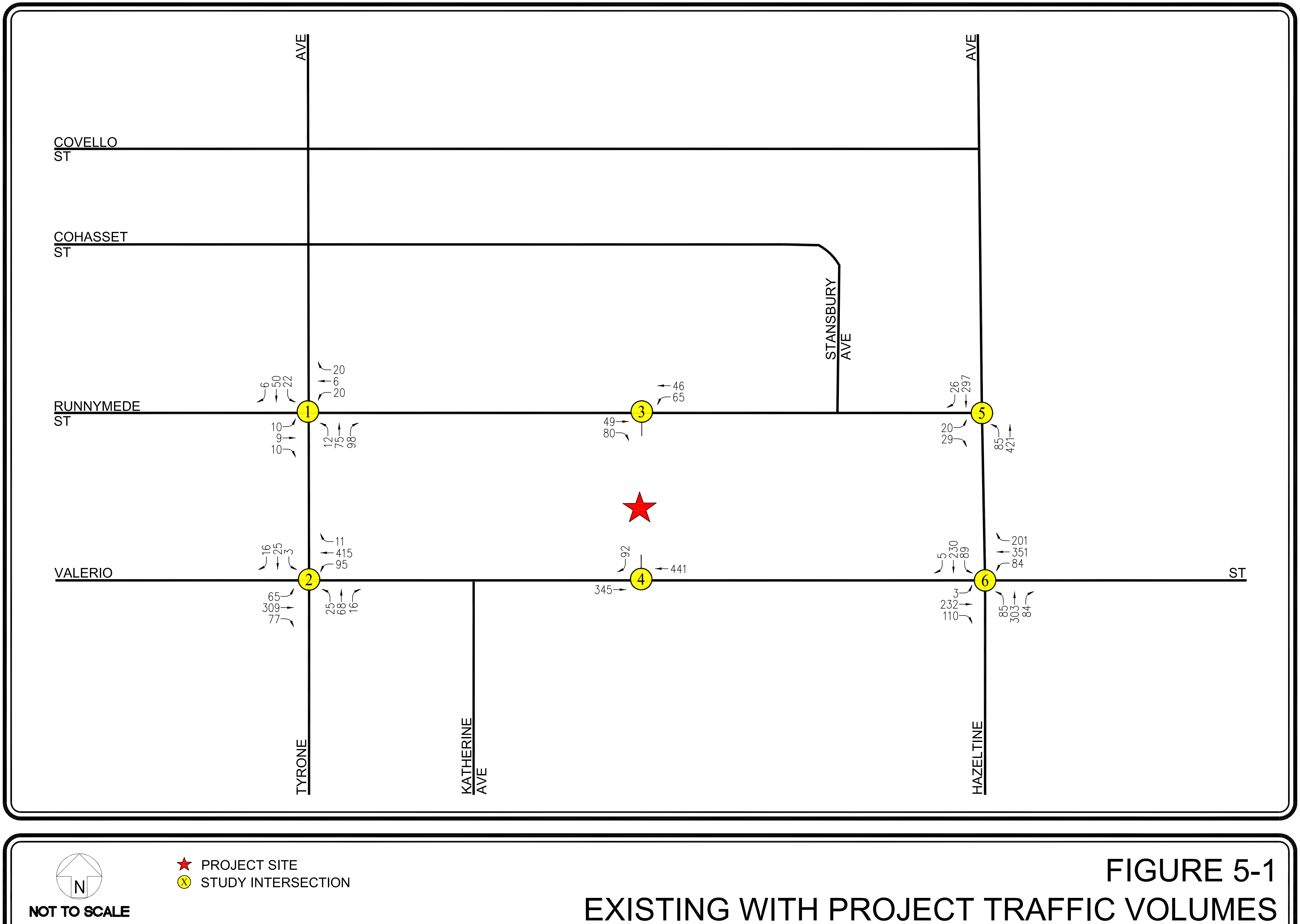
The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 3–6* and *3–7*, respectively. The "Existing with Project" traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 5–1*** and ***5–2***, respectively. The "Future Cumulative Baseline" (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in ***Figures 5–3*** and ***5–4***, respectively. The "Future Cumulative with Project" (existing, ambient growth, related projects, and Project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 5–5*** and ***5–6***, respectively.

As presented in *Table 5–1*, the proposed Project would not cause or substantially extend the vehicle queuing at the two signalized study intersections (i.e., Tyrone Avenue / Valerio Street and Hazeltine Avenue / Valerio Street). The increase in queue length associated with the Project at the Tyrone Avenue / Valerio Street intersection ranges from no change to a maximum of 98.7 feet at the westbound Valerio Street approach (i.e., approximately four vehicles) during the AM peak hour. At the Hazeltine Avenue / Valerio Street intersection, the increase in queue length associated with the Project ranges from no change to a maximum of 37.1 feet at the westbound Valerio Street approach (i.e., approximately 1.5 vehicles) during the AM peak hour.

Also, the Project's weekday AM and PM peak hour traffic volumes would not cause or substantially extend vehicle queuing at the two existing unsignalized study intersections (i.e., Tyrone Avenue / Runnymede Street and Hazeltine Avenue / Runnymede Street). The increase in queue length associated with the Project at the Tyrone Avenue / Runnymede Street intersection ranges from no change to a maximum of 2.5 feet at the southbound Tyrone Avenue approach (i.e., nominal levels) during the AM peak hour. At the Hazeltine Avenue / Runnymede Street intersection, the increase in queue length ranges from no change to five feet at the northbound Hazeltine Avenue approach (i.e., nominal levels) during the AM peak hour.

At the Runnymede Street Driveway / Runnymede Street intersection, queue lengths at the westbound Runnymede Street approach are anticipated to be nominal (i.e., five feet) during the AM peak hour. At the Valerio Street Driveway / Valerio Street intersection, queue lengths at the southbound Valerio Street Driveway approach are anticipated to be a maximum of 15 feet (i.e., less than one vehicle) during the AM peak hour.

While it is envisioned that passenger loading/unloading would occur within the Project's drop-off/pick-up area, some curbside loading/unloading might also occur along the Runnymede Street and Valerio Street frontages. No pedestrian or bicycle conflicts due to potential loading/unloading activities are anticipated to occur. Based on the findings above, no further action is required or recommended as it related to Project access and circulation.



LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 5-1

EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

GALS LA MIDDLE SCHOOL

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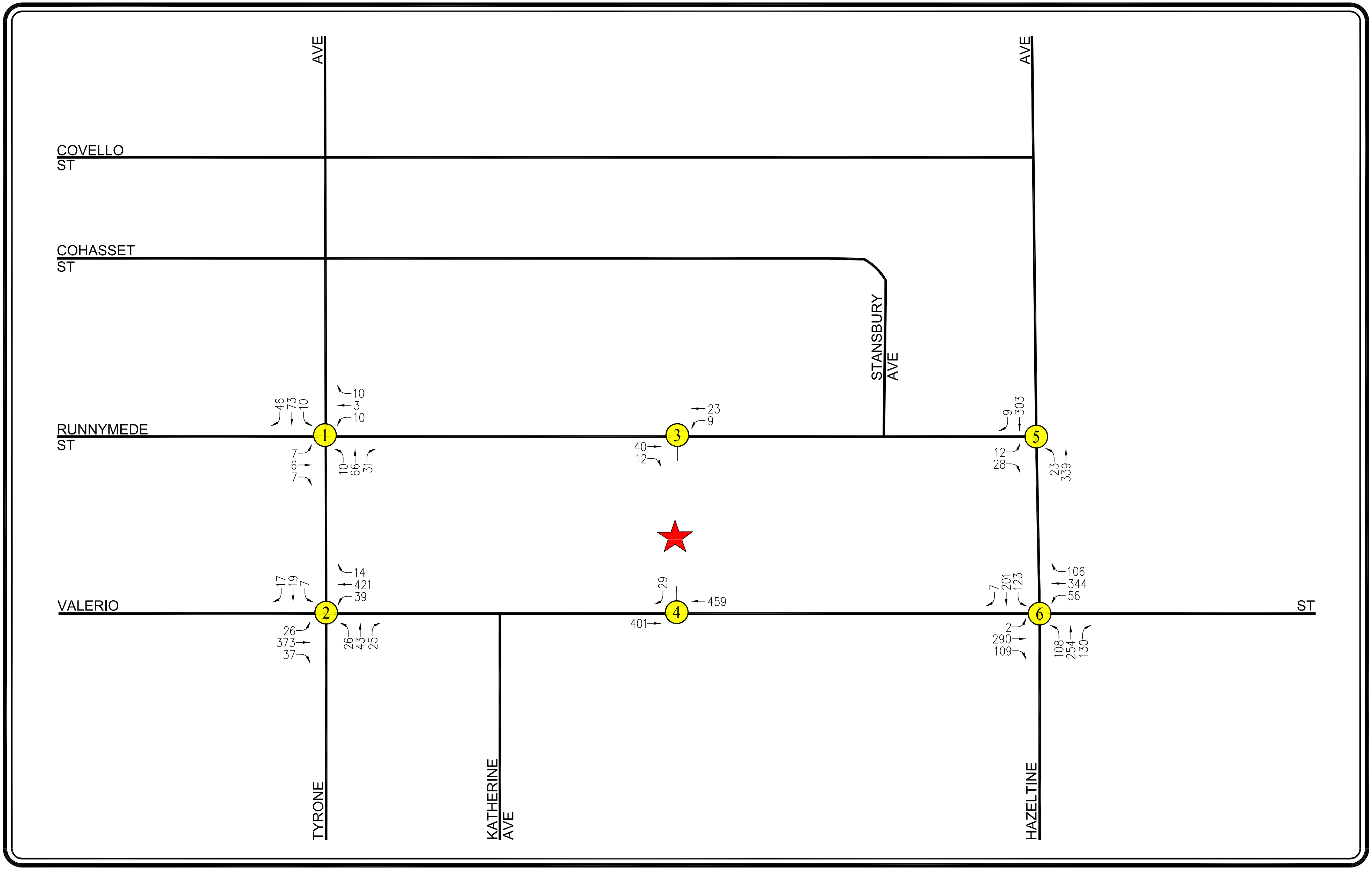

NOT TO SCALE

PROJECT SITE

STUDY INTERSECTION

FIGURE 5-2
EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

GALS LA MIDDLE SCHOOL

LINSCOTT, LAW & GREENSPAN, engineers

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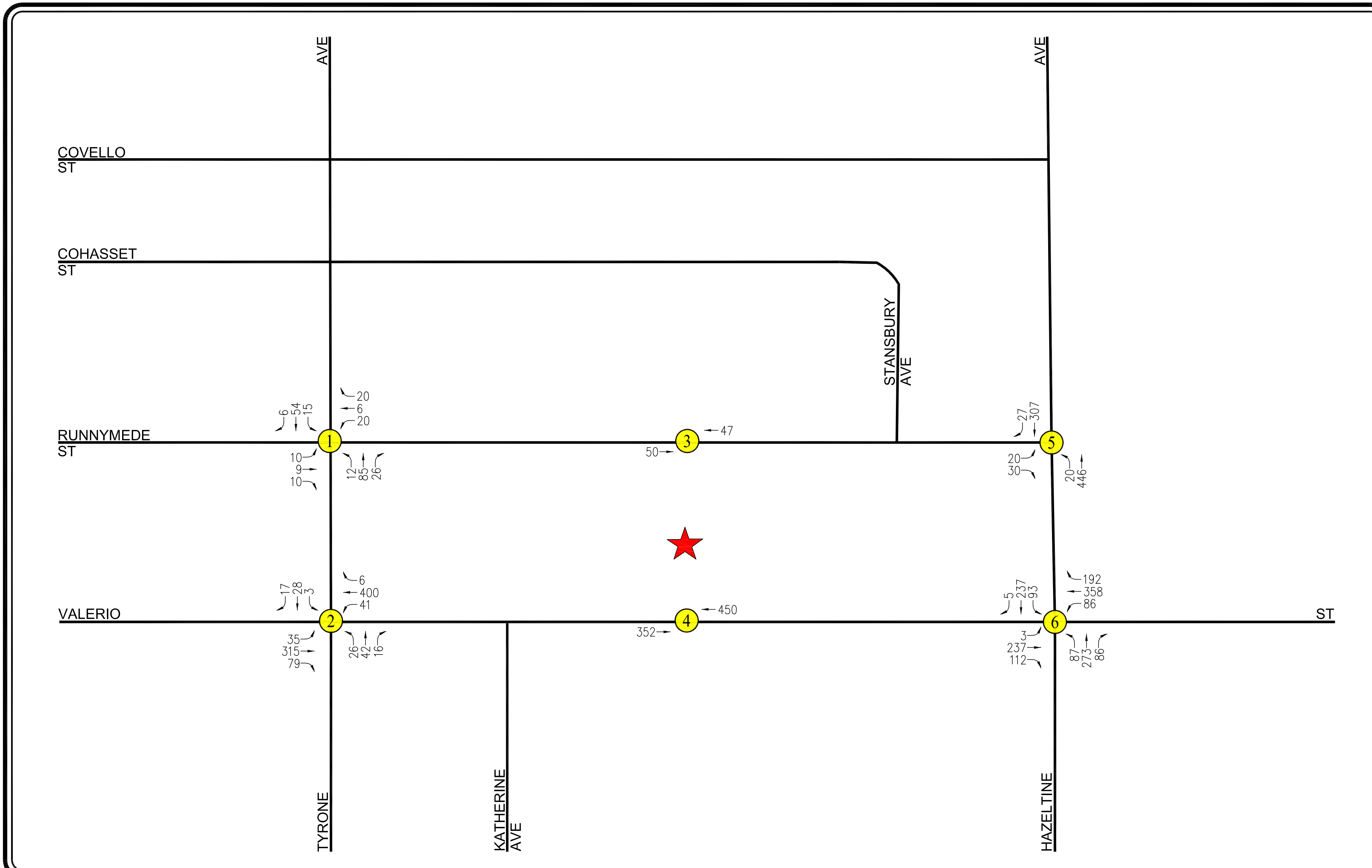

FIGURE 5-3

FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
GALS LA MIDDLE SCHOOL

LINSCOTT, LAW & GREENSPAN, engineers

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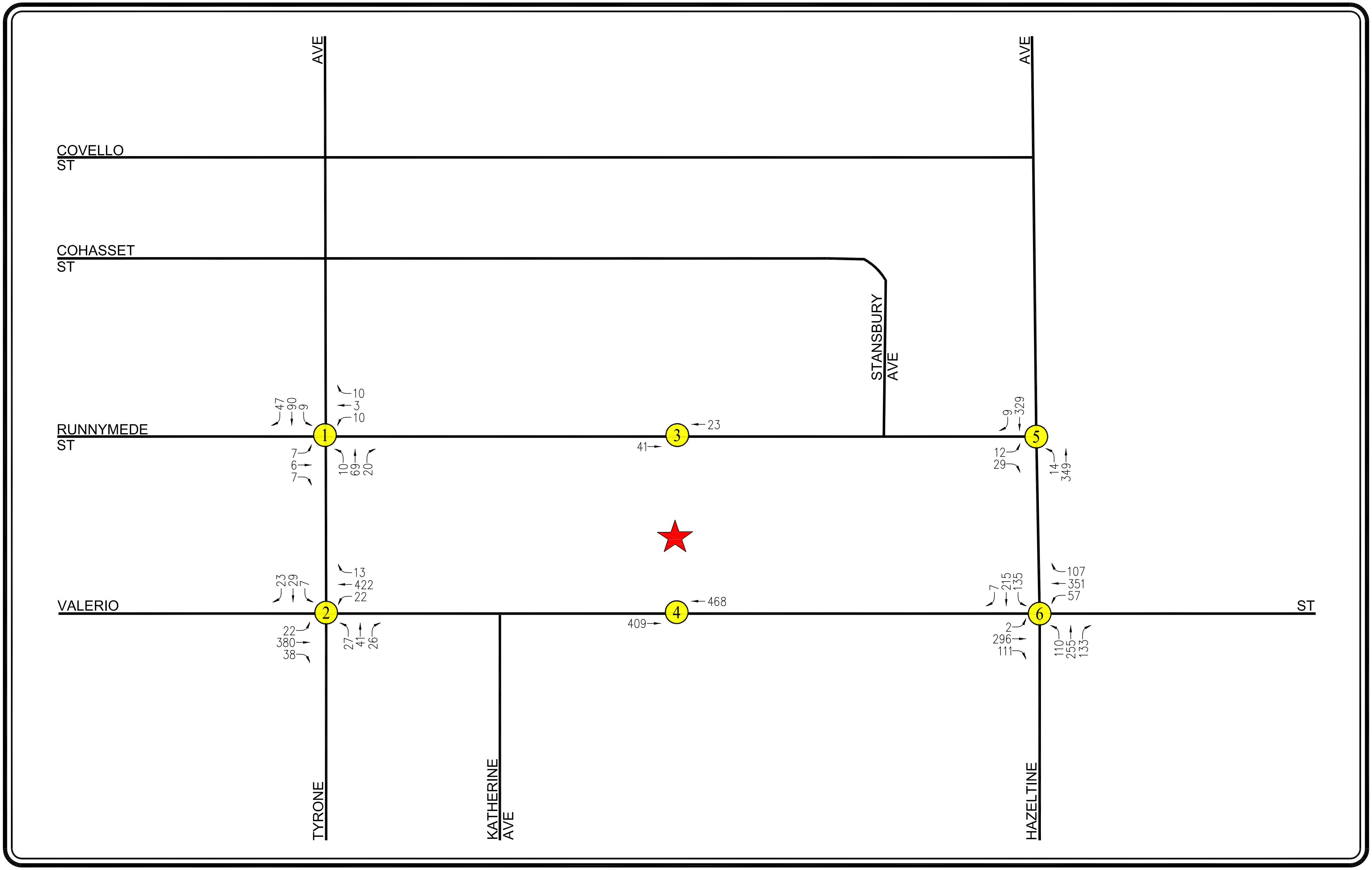

FIGURE 5-4
FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
GALS LA MIDDLE SCHOOL

LINSCOTT, LAW & GREENSPAN, engineers

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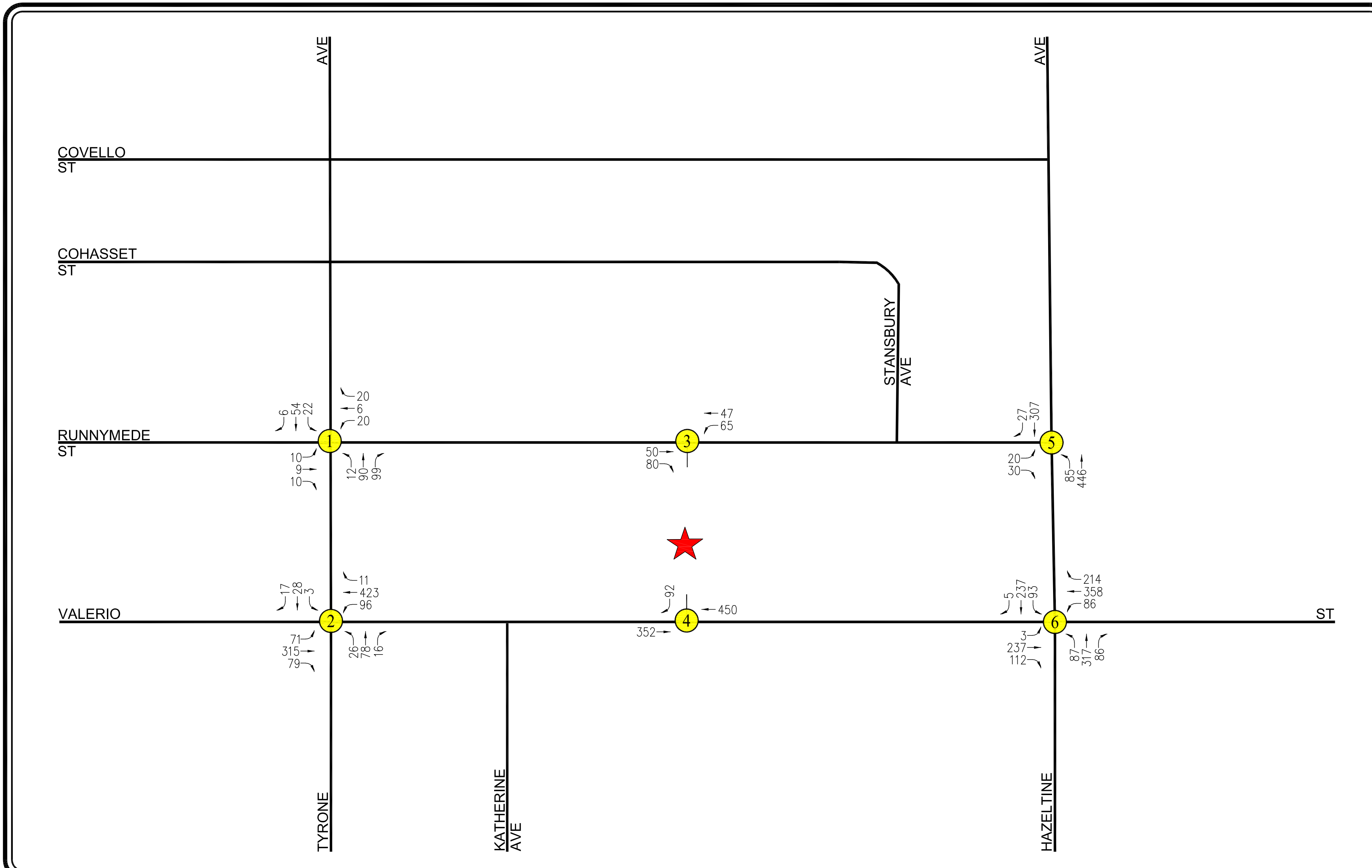

NOT TO SCALE

PROJECT SITE
STUDY INTERSECTION

FIGURE 5-5
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
GALS LA MIDDLE SCHOOL

LINSCOTT, LAW & GREENSPAN, engineers

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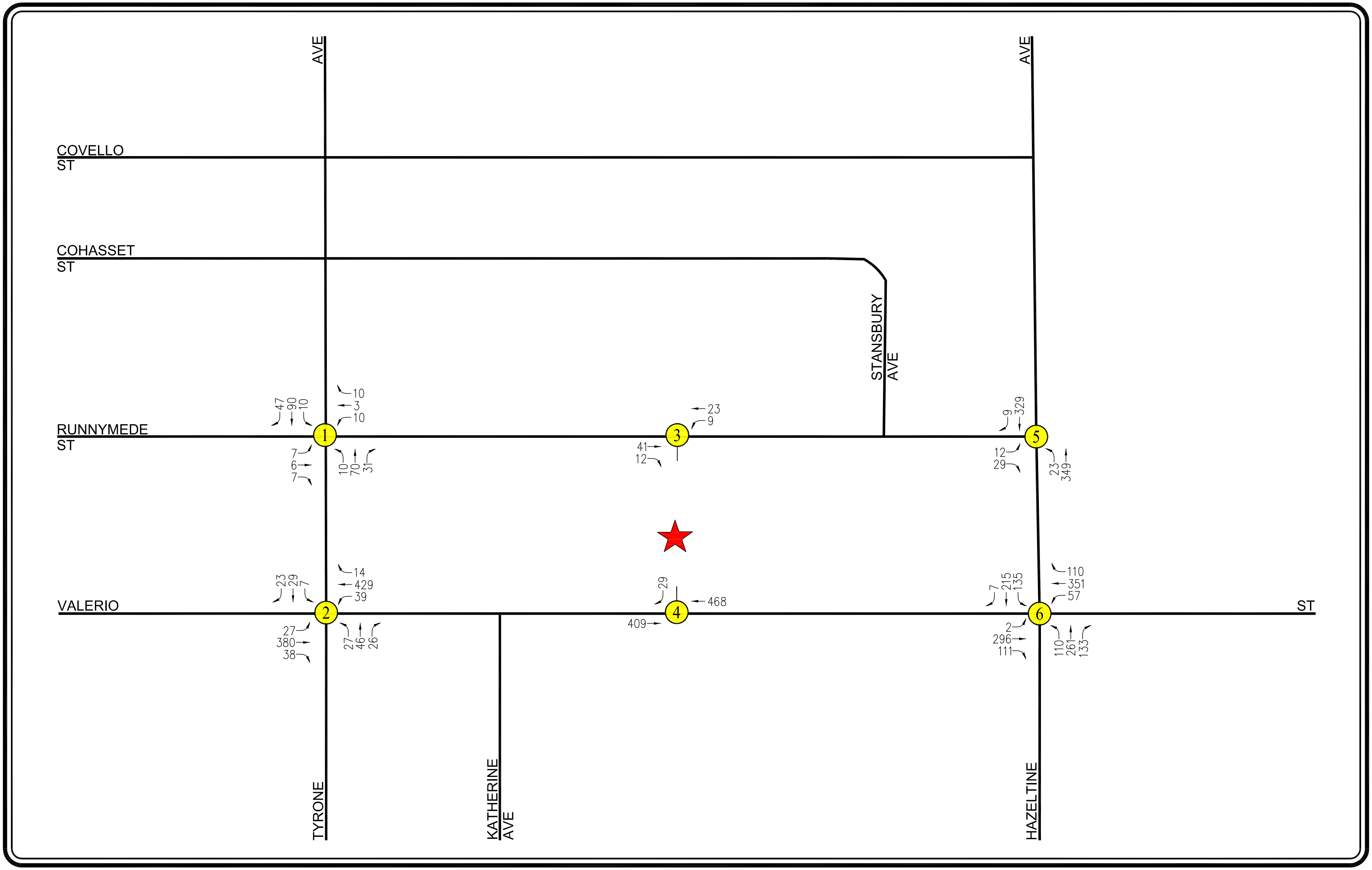

FIGURE 5-6
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
GALS LA MIDDLE SCHOOL

LINSCOTT, LAW & GREENSPAN, engineers

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5.3 Project Construction Effect on Nearby Mobility

The project construction evaluation addresses activity associated with project construction and major in-street construction of infrastructure projects.

5.3.1 *Screening Criteria*

For land use projects, if the answer is yes to any of the following questions, further analysis will be required to assess whether project construction would negatively affect pedestrian, bicycle, transit, or vehicle circulation:

- Would a project that requires construction activities to take place within the right-of-way of a Boulevard or Avenue (as designated in Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street)?
  - No.
- Would a project require construction activities to take place within the right-of-way of a Collector or Local Street (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and including overnight closures if on a residential street)?
  - No.
- Would in-street construction activities result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of existing bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?
  - No.
- Would in-street construction activities result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours?
  - No.
- Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?
  - No.

As the answer is "no" to all of the screening criteria questions, further analysis is not required to evaluate whether Project construction would negatively affect pedestrian, bicycle, transit, or vehicle circulation. Therefore, it can be determined that construction of the Project would not substantially burden pedestrian, bicycle, transit, or vehicular circulation in the immediate Project vicinity.

6.0 SUMMARY AND CONCLUSIONS

- ***Project Description*** – The Project consists of the construction of a charter middle school (Grades 6-8) with a maximum enrollment of 330 students. A total of 38 vehicle parking spaces will be provided in the surface parking lot located on the easterly portion of the Project Site. Construction of the Project would be completed, and occupancy to occur, by the year 2022.

- ***Study Scope*** – This transportation assessment (i) presents a CEQA assessment of Project-related VMT, (ii) provides a CEQA assessment of whether the Project conflicts or is inconsistent with local plans and policies, (iii) presents a non-CEQA assessment of pedestrian, bicycle and transit access, (iv) provides a non-CEQA evaluation of Project access, safety and circulation, and (v) provides a non-CEQA review of Project construction activities. LADOT confirmed the appropriateness of the analysis criteria when it entered into a transportation assessment MOU for the Project.

- ***Project Trip Generation*** – The Project is expected to generate 237 vehicle trips (145 inbound trips and 92 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate 50 vehicle trips (21 inbound trips and 29 outbound trips).

- ***Estimated Peak Vehicle Queue*** – As summarized in Section 2.5.1 herein, an estimated maximum queue of approximately six (6) vehicles is anticipated during the peak minute of student drop-off during the AM peak hour, which would exceed any potential queuing when students are picked up in the afternoon. The onsite vehicle queue area can accommodate 20 queued vehicles (10 vehicles in the primary drop-off/pick-up lane and 10 vehicles in the bypass lane). Accordingly, Project-related trips are not expected to queue onto Runnymede Street. Therefore, it is concluded that the planned drop-off/pick-up area can adequately accommodate the forecast peak demand of six queued vehicles during the morning student drop-off operation.

- ***CEQA Analysis***

  - *Project Consistency with Local Plans and Policies:* The Project would be generally consistent with the relevant City transportation plans, policies and programs and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Therefore, the Project would have a less-than-significant impact with respect to consistency with transportation plans, policies, and programs. Furthermore, the Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance) and the other transportation-related requirements pursuant to the LAMC.

  - *VMT Analysis:* The Project, with the inclusion of a TDM strategy as a Project Design Feature, as discussed in Section 2.9, would not result in a significant VMT impact. Furthermore, based on the TDM strategy, as well as the Project-related VMT analysis and the conclusions discussed in Section 4.2.3 (which demonstrate that the Project falls under the City's efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), no cumulatively significant VMT impact is anticipated.

- *Geometric Design Review:* Given the classification of the roadways along the Project Site's frontage, existing physical condition of the Project Site, surrounding land uses, and planned pedestrian enhancements, no safety concerns related to geometric design are noted. Further, as the student drop-off/pick-up area is internal to the Project Site, students will not have to utilize the public right-of-way to walk to and from the main school building. Therefore, it can be determined that the Project will not substantially increase hazards due to a geometric design feature or incompatible use, resulting in a less than significant impact determination.

- ***Non-CEQA Analysis***

  - *Pedestrian, Bicycle, and Transit Access:* The Project does not include any features that would permanently remove, adversely modify, or degrade pedestrian, bicycle, and transit facilities in the Project vicinity. Furthermore, the Project would enhance pedestrian facilities because it includes the construction of a new sidewalk along the property's Runnymede Street frontage.

  - *Project Access and Circulation Review:* The Project's weekday AM and PM peak hour traffic volumes would not cause or substantially extend vehicle queuing at the any of the six study intersections analyzed (as discussed in Section 5.2.3 herein).

  - *Project Construction Effect on Nearby Mobility:* As construction of the Project would not result in the closure of two or more travel lanes, would not relocate existing bus transit stops or routes, and would not impede emergency access, it can be concluded that construction of the Project would not negatively affect pedestrian, bicycle, transit, or vehicle circulation.

APPENDIX A

APPROVED TRANSPORTATION ASSESSMENT MEMORANDUM OF UNDERSTANDING

LADOT

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: Girls Athletic Leadership School Los Angeles

Project Address: 14203 Valerio Street

Project Description: Development of a charter middle school (Grades 6-8) accommodating a total maximum enrollment of 330 students.

LADOT Project Case Number: ____________ Project Site Plan attached? *(Required)* ☒ Yes ☐ No

II. TRIP GENERATION

Geographic Distribution: N 25 % S 25 % E 25 % W 25 %

Illustration of Project trip distribution percentages at Study intersections attached? *(Required)* ☒ Yes ☐ No

Trip Generation Rate(s): ITE 10th Edition / Other ITE 10th Edition

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	**Yes**	**No**
Transit Usage	☒	☐
Transportation Demand Management	☐	☒
Existing Active Land Use	☒	☐
Previous Land Use	☐	☒
Internal Trip	☐	☒
Pass-By Trip	☐	☒

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ☐ Yes ☒ No

	IN	OUT	TOTAL
AM Trips	145	92	237
PM Trips	21	29	50

NET Daily Trips 612
(From VMT Calculator version 1.3)

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2022 Ambient Growth Rate: 1.0 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☒ Yes ☐ No

Map of Study Intersections/Segments attached? ☒ Yes ☐ No

STUDY INTERSECTIONS *(May be subject to LADOT revision after access, safety and circulation analysis)*

1 Tyrone Avenue / Runnymede Street
2 Tyrone Avenue / Valerio Street
3 Runnymede Street Driveway / Runnymede Street
4 Valerio Street Driveway / Valerio Street
5 Hazeltine Avenue / Runnymede Street
6 Hazeltine Avenue / Valerio Street

Is this Project located on a street within the High Injury Network? ☐ Yes ☒ No

IV. ACCESS ASSESSMENT

Is the project on a lot that is 0.5-acre or more in total gross area? ☒ Yes ☐ No

Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

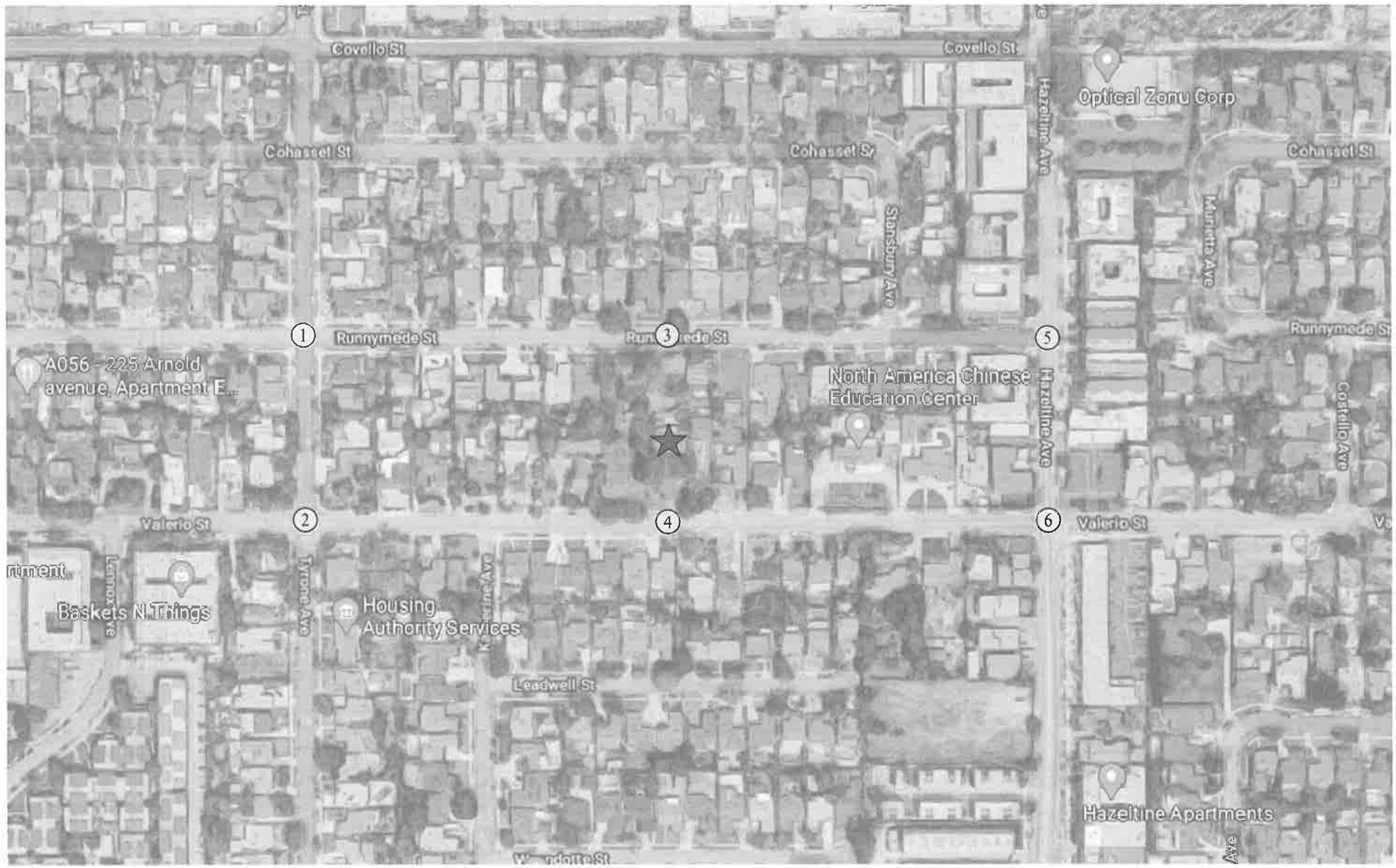
Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

V. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Linscott, Law & Greenspan, Engineers	Valerio LLC
Address:	20931 Burbank Boulevard, Suite C	8015 Van Nuys Boulevard
	Woodland Hills, CA 91367	Panorama City, CA 91402
Phone Number:	(818) 835-8648	(323) 505-7536
E-Mail:	jshender@llgengineers.com	kathy@edfacgroup.org

Approved by:	x	6/3/2020	x	6/9/2020
	Consultant's Representative	Date	LADOT Representative	*Date

*MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.



NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
★ PROJECT SITE
ⓧ STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

GIRLS ATHLETIC LEADERSHIP SCHOOL LOS ANGELES

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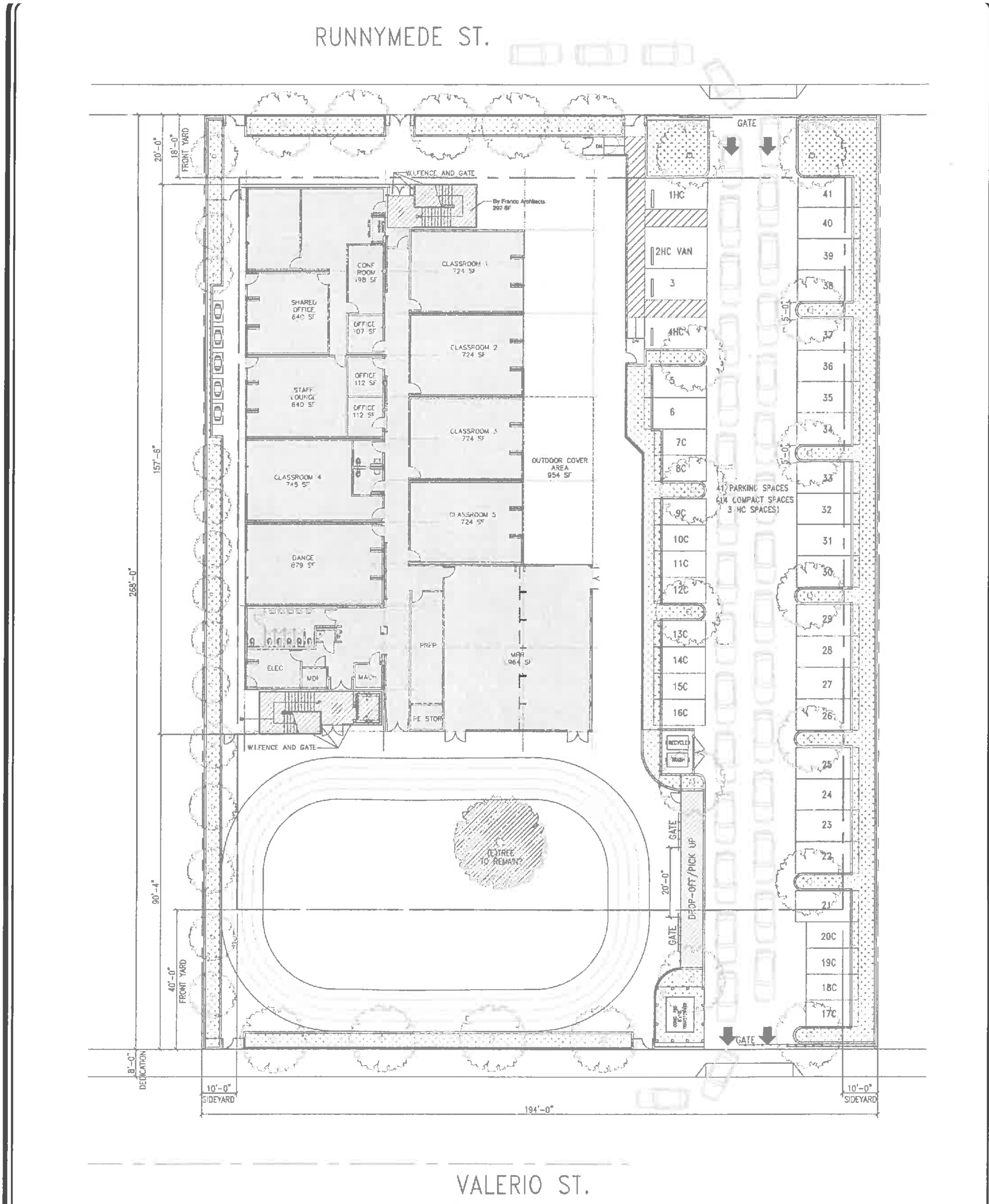

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SOURCE: FRANCO & ASSOCIATES, INC.

FIGURE 2-2
PROJECT SITE PLAN
FIRST FLOOR PLAN

LINSCOTT, LAW & GREENSPAN, engineers

GIRLS ATHLETIC LEADERSHIP SCHOOL LOS ANGELES

Table 2-1
PROJECT TRIP GENERATION [1]

23-Mar-20

LAND USE	SIZE	AM PEAK HOUR VOLUMES [2] IN	AM OUT	AM TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM OUT	PM TOTAL
Proposed Project							
Charter Middle School [3]	330 Students	161	103	264	24	32	56
Subtotal		161	103	264	24	32	56
Transit Trips [4]							
Charter Middle School (10%)		(16)	(10)	(26)	(2)	(3)	(5)
Subtotal		(16)	(10)	(26)	(2)	(3)	(5)
Subtotal Project Driveway Trips		**145**	**93**	**238**	**22**	**29**	**51**
Existing Site							
Single-Family Home [5]	(1) DU	0	(1)	(1)	(1)	0	(1)
Subtotal		0	(1)	(1)	(1)	0	(1)
Subtotal Existing Driveway Trips		**0**	**(1)**	**(1)**	**(1)**	**0**	**(1)**
NET INCREASE DRIVEWAY TRIPS		**145**	**92**	**237**	**21**	**29**	**50**

[1] Source: ITE *Trip Generation Manual,* 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 536 (Private School K-12) trip generation average rates per number of students.
- AM Peak Hour Trip Rate: 0.80 trips/student; 61% inbound/39% outbound
- PM Peak Hour Trip Rate: 0.17 trips/student; 43% inbound/57% outbound

[4] The transit reduction is based on the Project Site's proximity to Metro Rapid bus stops, and various bus lines, as well as the land use characteristics of the Project.
[5] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.
- AM Peak Hour Trip Rate: 0.74 trips/dwelling unit; 25% inbound/75% outbound
- PM Peak Hour Trip Rate: 0.99 trips/dwelling unit; 63% inbound/37% outbound

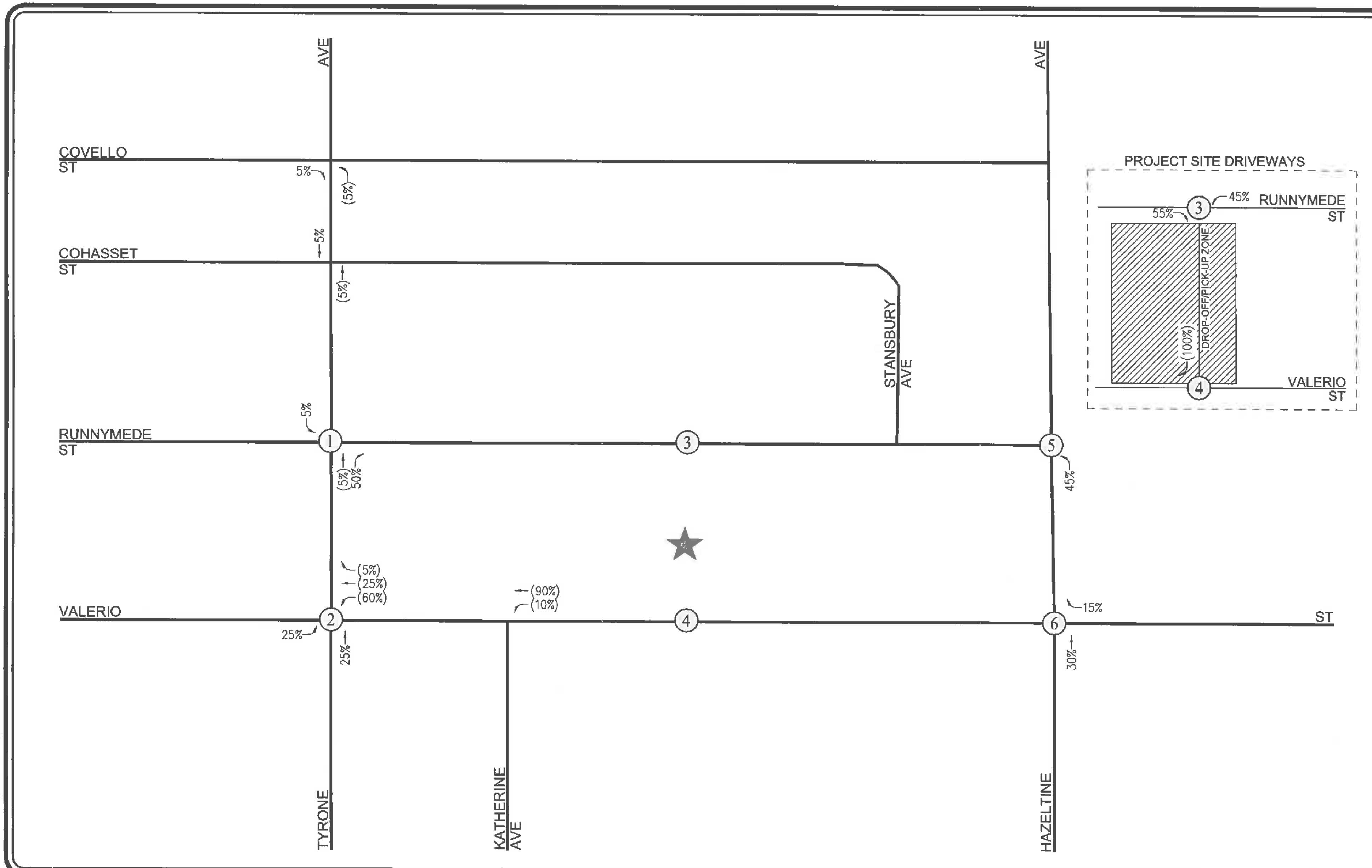

FIGURE 2-3
PROJECT TRIP DISTRIBUTION

★ PROJECT SITE
Ⓧ STUDY INTERSECTION
= INBOUND PERCENTAGES
(##) = OUTBOUND PERCENTAGES

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

GIRLS ATHLETIC LEADERSHIP SCHOOL LOS ANGELES

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Table 3-2
RELATED PROJECTS LIST AND TRIP GENERATION [1]

19-May-20

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
1	LADWP Mid Valley Water Facility	Proposed	7600 Tyrone Avenue	Utility	416 Employees	1,453	170	40	210	34	195	229
TOTAL						1,453	170	40	210	34	195	229

[1] Source: City of Los Angeles Department of Transportation Related Projects List.
[2] Trips are one-way traffic movements, entering or leaving.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

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

Project Information

Project: Girls Athletic Leadership School Los Angeles

Scenario: Proposed Project

Address: 14203 W VALERIO ST. 91405

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes / No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family	1	DU
Housing | Single Family	1	DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
School | Private School (K-12)	330	Students
School | Private School (K-12)	330	Students

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

Project Screening Summary

Existing Land Use	Proposed Project
7 Daily Vehicle Trips	619 Daily Vehicle Trips
56 Daily VMT	4,216 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	612 Net Daily Trips
The net increase in daily VMT ≤ 0	4,160 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

6/3/2

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Girls Athletic Leadership School Los Angeles
Scenario: Proposed Project
Address: 14203 W VALERIO ST, 91405

Proposed Project Land Use Type	Value	Unit
School | Private School (K-12)	330	Students

TDM Strategies

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

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

A Parking

Reduce Parking Supply (☐ Proposed Prj ☐ Mitigation)
- 100 city code parking provision for the project site
- 74 actual parking provision for the project site

Unbundle Parking (☐ Proposed Prj ☐ Mitigation)
- 175 monthly parking cost (dollar) for the project site

Parking Cash-Out (☐ Proposed Prj ☐ Mitigation)
- 50 percent of employees eligible

Price Workplace Parking (☐ Proposed Prj ☐ Mitigation)
- 6.00 daily parking charge (dollar)
- 50 percent of employees subject to priced parking

Residential Area Parking Permits (☐ Proposed Prj ☐ Mitigation)
- 200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
619 Daily Vehicle Trips	619 Daily Vehicle Trips
4,216 Daily VMT	4,216 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT per Capita
11.5 Work VMT per Employee	11.5 Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 9.4 15% Below APC	**Household: No** Threshold = 9.4 15% Below APC
Work: No Threshold = 11.6 15% Below APC	**Work: No** Threshold = 11.6 15% Below APC

Measuring the Miles

6/3/2(

Project Information

Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	0	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	330	Students
Other		0	Trips

Analysis Results

Total Employees: 50
Total Population: 0

Proposed Project		*With Mitigation*	
619	**Daily Vehicle Trips**	619	**Daily Vehicle Trips**
4,216	**Daily VMT**	4,216	**Daily VMT**
0	**Household VMT per Capita**	0	**Household VMT per Capita**
11.5	**Work VMT per Employee**	11.5	**Work VMT per Employee**

Significant VMT Impact?

APC: South Valley

Impact Threshold: 15% Below APC Average
Household = 9.4
Work = 11.6

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 9.4	No	Household > 9.4	No
Work > 11.6	No	Work > 11.6	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	0	0
		Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking ($)	$0	$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge ($)	$0.00	$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit ($)	$0	$0

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50%, >=50%)	0	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0	0
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	Employees and residents eligible (%)	0%	0%
		Amount of transit subsidy per passenger (daily equivalent) ($)	$0.00	$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%	0%
	Promotions and marketing	Employees and residents participating (%)	0%	0%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
	Employer sponsored vanpool or shuttle	Degree of implementation (low, medium, high)	0	0
		Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MAX. TDM EFFECT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

= Minimum (X%, 1-[(1-A)*(1-B)...])
where X%=

PLACE	*urban*	75%
TYPE	compact infill	40%
MAX:	*suburban center*	20%
	suburban	15%

Note: (1-[(1-A)*(1-B)...]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: June 3, 2020
Project Name: Girls Athletic Leadership School Los Ang
Project Scenario: Proposed Project
Project Address: 14203 W VALERIO ST, 91405

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	10.6	0	0
Home Based Other Production	0	0.0%	0	6.8	0	0
Non-Home Based Other Production	63	-1.6%	62	9.4	592	583
Home-Based Work Attraction	75	-20.0%	60	9.5	713	570
Home-Based Other Attraction	618	-29.6%	435	6.0	3,708	2,610
Non-Home Based Other Attraction	63	-1.6%	62	7.3	460	453

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production						
Home Based Other Production						
Non-Home Based Other Production		62	583		62	583
Home-Based Work Attraction		60	570		60	570
Home-Based Other Attraction		435	2,610		435	2,610
Non-Home Based Other Attraction		62	453		62	453

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 50
APC: South Valley

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**570**	**570**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**11.5**	**11.5**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User

By:	J. A. Shender
Print Name:	Jason Shender
Title:	Transportation Planner II
Company:	Linscott, Law & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	(818) 835-8648
Email Address:	jshender@llgengineers.com
Date:	6/3/2020

APPENDIX B

MANUAL TRAFFIC COUNT DATA

24 Hours Traffic Volume

City of Los Angeles

Department of Transportation

BETA FILE	'TM0012.JDF
COUNTER	KENT
DATE	01/15/04
START TIME	12 AM

LOCATION	RUNNYMEADE ST AT TYRONE AV	DAY OF WEEK	THURSDAY	DATE PREPARED	16-Jan-2004
INTERSECTION	E/W STREET	DOT DISTRICT	EAST VALLEY	SENSOR LAYOUT	'11'
DESCRIPTION	6E+09	WEATHER	CLEAR	SENSOR SPACING	'160'

	NORTH / WEST BOUND					SOUTH / EAST BOUND					
TIME	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	TOTAL
12 AM	4	0	0	1	5	1	0	1	0	2	7
1 AM	2	0	0	0	2	0	0	0	0	0	2
2 AM	0	0	1	2	3	0	0	0	0	0	3
3 AM	2	0	0	0	2	0	0	0	3	3	5
4 AM	2	1	0	4	7	0	0	4	2	6	13
5 AM	2	1	2	0	5	0	0	0	0	0	5
6 AM	6	1	8	8	23	3	0	2	4	9	32
7 AM	8	14	12	12	46	0	7	10	4	21	67
8 AM	4	2	10	4	20	8	4	9	0	21	41
9 AM	10	2	5	4	21	4	3	4	2	13	34
10 AM	4	1	6	4	15	2	4	6	4	16	31
11 AM	2	1	4	5	12	4	0	0	2	6	18
12 NN	4	8	6	7	25	2	6	2	1	11	36
1 PM	6	8	6	4	24	4	2	2	2	10	34
2 PM	4	6	8	8	26	6	0	3	4	13	39
3 PM	5	6	4	8	23	4	2	2	2	10	33
4 PM	3	1	2	2	8	2	2	3	4	11	19
5 PM	8	6	4	4	22	6	2	8	4	20	42
6 PM	6	3	4	4	17	2	8	2	2	14	31
7 PM	4	0	1	2	7	1	4	0	1	6	13
8 PM	4	6	3	2	15	2	7	3	2	14	29
9 PM	3	2	3	1	9	2	1	1	1	5	14
10 PM	0	3	1	0	4	3	0	1	0	4	8
11 PM	1	0	0	1	2	1	1	0	2	4	6

FIRST 12-HOURS PEAK QUARTER COUNT	14	7 AM	2ND	10	7 AM	3RD
LAST 12-HOURS PEAK QUARTER COUNT	8	12 NN	2ND	8	5 PM	3RD
24 HOUR VEHICLES TOTAL		343			219	562
TOTAL VEHICLES STANDARD DEVIATION (STD)	[+,-]	10.58		[+,-]	6.36	16.09

PEAK HOURS VOLUME

	NORTH / WEST BOUND			SOUTH / EAST BOUND			BOTH DIRECTIONS	
	PEAK HOUR		VOLUME VEHICLES	PEAK HOUR		VOLUME VEHICLES	PEAK HOUR	VOLUME VEHICLES
FIRST 12H PEAK	7 AM		46	7 AM		21	46	67
LAST 12H PEAK	2 PM		26	5 PM		20	26	46
FIRST 12H PEAK STD		[+,-]	2.18		[+,-]	3.70		5.88
LAST 12H PEAK STD		[+,-]	1.66		[+,-]	2.24		3.89

24 Hours Traffic Volume

City of Los Angeles

Department of Transportation

BETA FILE	'TM0010.JDF
COUNTER	KENT
DATE	01/15/04
START TIME	12 AM
DATE PREPARED	16-Jan-2004
SENSOR LAYOUT	'11'
SENSOR SPACING	'160'

LOCATION	TYRONE AV AT RUNNYMEADE ST	DAY OF WEEK	THURSDAY
INTERSECTION	N/S STREET	DOT DISTRICT	EAST VALLEY
DESCRIPTION	7E+09	WEATHER	CLEAR

TIME	NORTH / WEST BOUND 1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	SOUTH / EAST BOUND 1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	TOTAL
12 AM	7	3	5	6	21	4	4	5	2	15	36
1 AM	5	5	0	1	11	2	1	2	1	6	17
2 AM	1	5	0	4	10	4	1	1	3	9	19
3 AM	5	4	1	1	11	5	2	0	0	7	18
4 AM	5	2	2	4	13	3	2	4	4	13	26
5 AM	8	4	11	14	37	4	1	6	6	17	54
6 AM	8	9	10	14	41	1	8	10	12	31	72
7 AM	24	22	24	29	99	20	12	25	14	71	170
8 AM	27	27	20	15	89	11	11	24	19	65	154
9 AM	24	16	16	12	68	13	14	10	19	56	124
10 AM	12	11	14	20	57	19	12	12	12	55	112
11 AM	17	18	14	12	61	19	14	16	21	70	131
12 NN	18	18	16	14	66	20	16	23	16	75	141
1 PM	28	27	26	23	104	30	23	24	21	98	202
2 PM	17	20	18	32	87	26	18	27	26	97	184
3 PM	22	28	18	26	94	32	25	27	29	113	207
4 PM	28	18	17	17	80	18	26	30	30	104	184
5 PM	21	23	27	18	89	42	19	32	16	109	198
6 PM	29	18	19	8	74	30	18	16	14	78	152
7 PM	12	19	10	25	66	22	23	14	14	73	139
8 PM	10	10	10	14	44	18	15	9	12	54	98
9 PM	12	15	20	11	58	12	17	11	8	48	106
10 PM	9	5	9	10	33	10	4	12	6	32	65
11 PM	9	7	9	9	34	5	6	8	6	25	59

	NORTH / WEST BOUND			SOUTH / EAST BOUND		
FIRST 12-HOURS PEAK QUARTER COUNT	29	7 AM	4TH	25	7 AM	3RD
LAST 12-HOURS PEAK QUARTER COUNT	32	2 PM	4TH	42	5 PM	1ST
24 HOUR VEHICLES TOTAL		1347			1321	2668
TOTAL VEHICLES STANDARD DEVIATION (STD)	[+,-]	29.58		[+,-]	34.04	62.44

PEAK HOURS VOLUME

	NORTH / WEST BOUND PEAK HOUR		VOLUME VEHICLES	SOUTH / EAST BOUND PEAK HOUR		VOLUME VEHICLES	BOTH DIRECTIONS PEAK HOUR	VOLUME VEHICLES
FIRST 12H PEAK	7 AM		99	7 AM		71	99	170
LAST 12H PEAK	1 PM		104	3 PM		113	113	217
FIRST 12H PEAK STD		[+,-]	2.59		[+,-]	5.12		7.70
LAST 12H PEAK STD		[+,-]	1.87		[+,-]	2.59		4.46

PROGRAM BY LADOT

Location: Tyrone Ave & Valerio St
City: Van Nuys
Control: Signalized

Project ID: 18-5782-003
Date: 12/12/2018

Total

NS/EW Streets:	Tyrone Ave				Tyrone Ave				Valerio St				Valerio St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	4	4	2	0	1	4	4	0	1	47	10	0	6	65	1	0	149
7:15 AM	4	1	3	0	0	5	4	0	6	73	15	0	4	103	2	0	220
7:30 AM	8	12	4	0	1	6	2	0	6	79	26	0	15	80	3	0	242
7:45 AM	4	9	7	0	1	7	6	0	12	82	24	0	13	108	1	0	274
8:00 AM	8	9	2	0	1	6	4	0	4	69	10	0	7	93	0	0	213
8:15 AM	3	2	3	0	1	5	3	0	5	51	11	0	2	105	1	0	192
8:30 AM	4	3	2	0	1	1	1	0	3	51	6	0	3	69	4	0	148
8:45 AM	1	6	2	0	2	4	7	0	5	68	9	0	2	67	1	0	174
9:00 AM	1	6	5	0	1	7	4	0	2	47	5	0	4	62	1	0	145
9:15 AM	7	6	1	0	0	1	3	0	3	47	8	0	5	57	2	0	140
9:30 AM	1	4	6	0	5	3	3	0	2	59	2	0	0	47	1	0	133
9:45 AM	3	8	2	0	3	5	6	0	4	59	7	0	3	39	5	0	144
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	48	70	39	0	17	54	47	0	53	732	133	0	64	895	22	0	2174
APPROACH %'s :	30.57%	44.59%	24.84%	0.00%	14.41%	45.76%	39.83%	0.00%	5.77%	79.74%	14.49%	0.00%	6.52%	91.23%	2.24%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	24	31	16	0	3	24	16	0	28	303	75	0	39	384	6	0	949
PEAK HR FACTOR :	0.750	0.646	0.571	0.000	0.750	0.857	0.667	0.000	0.583	0.924	0.721	0.000	0.650	0.889	0.500	0.000	0.866
	0.740				0.768				0.860				0.879				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	4	6	2	0	1	5	2	0	7	74	3	0	3	92	3	0	202
3:15 PM	5	8	4	0	3	7	5	0	9	79	7	0	1	76	3	0	207
3:30 PM	6	9	4	0	2	4	6	0	3	77	14	0	3	83	3	0	214
3:45 PM	6	14	4	0	3	2	7	0	2	85	9	0	3	84	6	0	225
4:00 PM	0	2	6	0	2	2	3	0	5	82	4	0	1	86	3	0	196
4:15 PM	6	8	3	0	3	4	5	0	8	76	13	0	2	79	3	0	210
4:30 PM	5	13	7	0	2	4	5	0	4	112	9	0	3	102	4	0	270
4:45 PM	8	9	3	0	0	0	1	0	7	67	10	0	8	100	1	0	214
5:00 PM	7	6	8	0	1	7	10	0	5	94	10	0	4	93	4	0	249
5:15 PM	5	9	6	0	4	8	1	0	5	93	7	0	7	111	4	0	260
5:30 PM	2	6	5	0	0	6	4	0	4	91	13	0	2	96	2	0	231
5:45 PM	0	7	4	0	2	8	8	0	7	57	6	0	5	78	4	0	186
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	54	97	56	0	23	57	57	0	66	987	105	0	42	1080	40	0	2664
APPROACH %'s :	26.09%	46.86%	27.05%	0.00%	16.79%	41.61%	41.61%	0.00%	5.70%	85.23%	9.07%	0.00%	3.61%	92.94%	3.44%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	25	37	24	0	7	19	17	0	21	366	36	0	22	406	13	0	993
PEAK HR FACTOR :	0.781	0.712	0.750	0.000	0.438	0.594	0.425	0.000	0.750	0.817	0.900	0.000	0.688	0.914	0.813	0.000	0.919
	0.860				0.597				0.846				0.904				

Location: Tyrone Ave & Valerio St
City: Van Nuys
Control: Signalized

Project ID: 18-5782-003
Date: 12/12/2018

Totals PCE

NS/EW Streets:	Tyrone Ave				Tyrone Ave				Valerio St				Valerio St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	4	4	2	0	1	4	4	0	1	48	11	0	6	65	1	0	151
7:15 AM	4	1	3	0	0	5	4	0	6	74	16	0	4	104	2	0	223
7:30 AM	8	13	4	0	1	6	2	0	6	82	26	0	15	81	4	0	248
7:45 AM	4	9	7	0	1	7	6	0	12	83	24	0	14	108	1	0	276
8:00 AM	8	9	2	0	1	6	4	0	4	69	10	0	7	94	0	0	214
8:15 AM	3	2	3	0	1	5	3	0	5	51	11	0	2	106	1	0	193
8:30 AM	4	3	2	0	1	1	1	0	3	51	6	0	3	70	4	0	149
8:45 AM	1	6	2	0	2	4	7	0	5	70	9	0	2	69	1	0	178
9:00 AM	1	6	5	0	1	8	4	0	2	47	5	0	4	65	1	0	149
9:15 AM	7	6	1	0	0	1	4	0	4	48	9	0	5	57	2	0	144
9:30 AM	1	4	6	0	6	3	4	0	2	61	2	0	0	48	1	0	138
9:45 AM	3	9	2	0	4	6	6	0	4	60	7	0	3	39	6	0	149
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	48	72	39	0	19	56	49	0	54	744	136	0	65	906	24	0	2212
APPROACH %'s :	30.19%	45.28%	24.53%	0.00%	15.32%	45.16%	39.52%	0.00%	5.78%	79.66%	14.56%	0.00%	6.53%	91.06%	2.41%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	24	32	16	0	3	24	16	0	28	308	76	0	40	387	7	0	961
PEAK HR FACTOR :	0.750	0.615	0.571	0.000	0.750	0.857	0.667	0.000	0.583	0.928	0.731	0.000	0.667	0.896	0.438	0.000	0.870
	0.720				0.768				0.866				0.882				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	4	6	3	0	1	5	2	0	7	76	3	0	3	93	3	0	206
3:15 PM	5	8	5	0	3	8	5	0	11	83	7	0	1	79	3	0	218
3:30 PM	6	9	4	0	2	4	6	0	3	77	16	0	3	84	3	0	217
3:45 PM	6	14	4	0	3	2	7	0	2	85	9	0	3	85	6	0	226
4:00 PM	0	2	6	0	2	2	3	0	5	83	4	0	1	87	4	0	199
4:15 PM	6	8	3	0	3	4	5	0	8	77	13	0	2	79	3	0	211
4:30 PM	5	14	7	0	2	4	5	0	4	113	10	0	3	103	4	0	274
4:45 PM	8	9	3	0	0	0	1	0	7	67	10	0	8	100	1	0	214
5:00 PM	7	6	8	0	1	7	10	0	5	95	10	0	4	94	4	0	251
5:15 PM	5	9	6	0	4	8	1	0	5	94	7	0	7	112	4	0	262
5:30 PM	2	6	5	0	0	6	4	0	4	91	13	0	2	99	2	0	234
5:45 PM	0	7	4	0	2	8	8	0	7	57	6	0	5	80	4	0	188
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	54	98	58	0	23	58	57	0	68	998	108	0	42	1095	41	0	2700
APPROACH %'s :	25.71%	46.67%	27.62%	0.00%	16.67%	42.03%	41.30%	0.00%	5.79%	85.01%	9.20%	0.00%	3.57%	92.95%	3.48%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	25	38	24	0	7	19	17	0	21	369	37	0	22	409	13	0	1001
PEAK HR FACTOR :	0.78	0.679	0.750	0.000	0.438	0.594	0.425	0.000	0.750	0.816	0.925	0.000	0.688	0.913	0.813	0.000	0.913
	0.837				0.597				0.841				0.902				

Tyrone Ave & Valerio St

Peak Hour Turning Movement Count

ID: 18-5782-003
City: Van Nuys

Day: Wednesday
Date: 12/12/2018

PEAK HOURS		COUNT PERIODS
AM	07:15 AM - 08:15 AM	07:00 AM - 10:00 AM
NOON	NONE	NONE
PM	04:30 PM - 05:30 PM	03:00 PM - 06:00 PM

Tyrone Ave – SOUTHBOUND

	Right	Through	Left	U-Turn	Departing
AM	16	24	3	0	65
NOON	0	0	0	0	0
PM	17	19	7	0	71
Lanes	0	1	0	0	

Valerio St – EASTBOUND

	AM	NOON	PM	Lanes
Departing	424	0	448	
U-Turn	0	0	0	0
Left	28	0	21	0
Through	303	0	366	1
Right	75	0	36	0

Valerio St – WESTBOUND

	PM	NOON	AM	Lanes
Right	13	0	6	0
Through	406	0	384	1
Left	22	0	39	0
U-Turn	0	0	0	0
Departing	397	0	322	

Tyrone Ave – NORTHBOUND

	Departing	U-Turn	Left	Through	Right
Lanes		0	0	1	0
PM	77	0	25	37	24
NOON	0	0	0	0	0
AM	138	0	24	31	16

CONTROL

Signalized

	AM	NOON	PM
TEV	949	0	993
PHF	0.87		0.92

PV (AM)

Approach	Left	Through	Right
Southbound	15	52	45
Eastbound	52	717	129
Westbound	63	879	20
Northbound	48	68	39

PV (NOON)

Approach	Left	Through	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

PV (PM)

Approach	Left	Through	Right
Southbound	23	56	57
Eastbound	63	973	103
Westbound	42	1057	39
Northbound	54	96	54

LT (AM)

Approach	Left	Through	Right
Southbound	2	1	2
Eastbound	1	13	3
Westbound	0	15	2
Northbound	0	1	0

LT (NOON)

Approach	Left	Through	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

LT (PM)

Approach	Left	Through	Right
Southbound	0	1	0
Eastbound	3	9	1
Westbound	0	22	1
Northbound	0	1	1

Pedestrians (Crosswalks)

Crosswalk / direction	AM	NOON	PM
North leg, eastbound	0	0	0
North leg, westbound	0	0	0
South leg, eastbound	0	0	0
South leg, westbound	0	0	0
West leg, southbound	0	0	0
West leg, northbound	0	0	0
East leg, southbound	0	0	0
East leg, northbound	0	0	0
Diagonals (each corner)	0	0	0

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Tyrone Ave

East/West Valerio St

Day: Wednesday Date: 12/12/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	5	7	39	43
BIKES	2	1	7	7
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	23	7.30	14	7.45	117	7.45	121	7.45
PM PK 15 MIN	24	15.45	18	17.00	123	16.30	120	17.15
AM PK HOUR	70	7.15	43	7.15	399	7.15	424	7.15
PM PK HOUR	85	16.30	59	17.00	418	16.30	435	16.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	20	25	16	61
8-9	16	20	9	45
9-10	12	23	14	49
15-16	21	37	12	70
16-17	19	31	19	69
17-18	14	28	23	65
TOTAL	102	164	93	359

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	22	16	41
8-9	5	16	15	36
9-10	7	14	14	35
15-16	9	17	20	46
16-17	7	10	14	31
17-18	7	29	23	59
TOTAL	38	108	102	248

	TOTAL	**XING S/L**		**XING N/L**	
Hours	N-S	Ped	Sch	Ped	Sch
7-8	102	7	6	0	1
8-9	81	2	0	0	1
9-10	84	10	2	0	0
15-16	116	20	3	2	0
16-17	100	8	2	2	1
17-18	124	12	1	1	0
TOTAL	607	59	14	5	3

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	25	275	72	372
8-9	17	236	36	289
9-10	10	207	21	238
15-16	18	308	33	359
16-17	24	333	35	392
17-18	21	332	36	389
TOTAL	115	1691	233	2039

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	37	354	6	397
8-9	14	326	6	346
9-10	12	199	8	219
15-16	10	327	15	352
16-17	14	364	10	388
17-18	18	366	14	398
TOTAL	105	1936	59	2100

	TOTAL	**XING W/L**		**XING E/L**	
Hours	E-W	Ped	Sch	Ped	Sch
7-8	769	3	2	2	0
8-9	635	1	1	2	0
9-10	457	1	0	1	0
15-16	711	5	1	5	1
16-17	780	16	3	4	0
17-18	787	14	1	3	0
TOTAL	4139	40	8	17	1

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Tyrone Ave

East/West Valerio St

Day: Wednesday Date: 12/12/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	10	14	71	73
BIKES	2	1	7	3
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	25	7.30	14	7.45	119	7.45	123	7.45
PM PK 15 MIN	26	15.45	18	17.00	127	16.30	123	17.15
AM PK HOUR	72	7.15	43	7.15	412	7.15	434	7.15
PM PK HOUR	87	16.30	59	17.00	427	16.30	444	16.30

NORTHBOUND Approach / **SOUTHBOUND Approach** / **TOTAL** / **XING S/L** / **XING N/L**

Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	20	27	16	63	*7-8*	3	22	16	41	104	7	6	0	1
8-9	16	20	9	45	*8-9*	5	16	15	36	81	2	0	0	1
9-10	12	25	14	51	*9-10*	11	18	18	47	98	10	2	0	0
15-16	21	37	16	74	*15-16*	9	19	20	48	122	20	3	2	0
16-17	19	33	19	71	*16-17*	7	10	14	31	102	8	2	2	1
17-18	14	28	23	65	*17-18*	7	29	23	59	124	12	1	1	0
TOTAL	102	170	97	369	TOTAL	42	114	106	262	631	59	14	5	3

EASTBOUND Approach / **WESTBOUND Approach** / **TOTAL** / **XING W/L** / **XING E/L**

Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	25	287	77	389	*7-8*	39	358	8	405	794	3	2	2	0
8-9	17	241	36	294	*8-9*	14	339	6	359	653	1	1	2	0
9-10	12	216	23	251	*9-10*	12	209	10	231	482	1	0	1	0
15-16	23	321	35	379	*15-16*	10	341	15	366	745	5	1	5	1
16-17	24	340	37	401	*16-17*	14	369	12	395	796	16	3	4	0
17-18	21	337	36	394	*17-18*	18	385	14	417	811	14	1	3	0
TOTAL	122	1742	244	2108	TOTAL	107	2001	65	2173	4281	40	8	17	1

Location: Hazeltine Ave & Valerio St
City: Van Nuys
Control: Signalized

Project ID: 18-5782-004
Date: 12/12/2018

Total

NS/EW Streets:	Hazeltine Ave				Hazeltine Ave				Valerio St				Valerio St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	12	48	11	0	15	54	1	0	0	32	21	0	29	72	21	0	316
7:15 AM	14	54	25	0	18	59	0	0	0	50	33	0	20	82	30	0	385
7:30 AM	17	68	18	0	28	70	3	0	1	64	27	0	25	83	47	0	451
7:45 AM	24	67	20	0	20	52	2	0	2	65	24	0	17	97	56	0	446
8:00 AM	28	65	19	0	21	44	0	0	0	48	24	0	20	82	42	0	393
8:15 AM	20	59	16	0	11	41	3	0	0	37	19	0	19	78	14	0	317
8:30 AM	10	48	19	0	15	30	0	0	0	39	14	0	14	57	27	0	273
8:45 AM	19	48	11	0	10	34	0	0	0	41	31	0	22	55	29	0	300
9:00 AM	15	44	12	0	19	41	1	0	0	39	16	0	7	46	17	0	257
9:15 AM	14	43	14	0	13	33	2	0	2	37	14	0	19	41	14	0	246
9:30 AM	15	46	9	0	24	49	0	0	1	43	28	0	13	37	26	0	291
9:45 AM	12	33	10	0	18	60	1	0	3	43	19	0	20	29	25	0	273
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	200	623	184	0	212	567	13	0	9	538	270	0	225	759	348	0	3948
APPROACH %'s :	19.86%	61.87%	18.27%	0.00%	26.77%	71.59%	1.64%	0.00%	1.10%	65.85%	33.05%	0.00%	16.89%	56.98%	26.13%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	83	254	82	0	87	225	5	0	3	227	108	0	82	344	175	0	1675
PEAK HR FACTOR :	0.741	0.934	0.820	0.000	0.777	0.804	0.417	0.000	0.375	0.873	0.818	0.000	0.820	0.887	0.781	0.000	0.928
	0.935				0.785				0.918				0.884				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	27	50	20	0	26	39	1	0	1	48	23	0	10	62	22	0	329
3:15 PM	24	62	30	0	23	45	0	0	1	64	17	0	8	60	21	0	355
3:30 PM	24	61	32	0	18	40	1	0	1	70	15	0	12	71	15	0	360
3:45 PM	17	59	30	0	28	50	2	0	0	77	18	0	19	58	21	0	379
4:00 PM	29	71	30	0	42	64	3	0	2	62	17	0	10	68	29	0	427
4:15 PM	29	66	31	0	30	45	0	0	0	68	22	0	9	58	29	0	387
4:30 PM	23	53	33	0	33	38	2	0	0	81	30	0	6	89	27	0	415
4:45 PM	31	48	35	0	20	47	1	0	1	52	17	0	14	76	22	0	364
5:00 PM	26	69	28	0	40	52	2	0	1	78	30	0	18	73	26	0	443
5:15 PM	26	73	31	0	28	60	2	0	0	73	30	0	17	99	26	0	465
5:30 PM	26	62	21	0	18	49	2	0	2	70	31	0	13	74	13	0	381
5:45 PM	20	65	31	0	27	43	3	0	1	53	19	0	9	63	13	0	347
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	302	739	352	0	333	572	19	0	10	796	269	0	145	851	264	0	4652
APPROACH %'s :	21.68%	53.05%	25.27%	0.00%	36.04%	61.90%	2.06%	0.00%	0.93%	74.05%	25.02%	0.00%	11.51%	67.54%	20.95%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	106	243	127	0	121	197	7	0	2	284	107	0	55	337	101	0	1687
PEAK HR FACTOR :	0.855	0.832	0.907	0.000	0.756	0.821	0.875	0.000	0.500	0.877	0.892	0.000	0.764	0.851	0.935	0.000	0.907
	0.915				0.864				0.885				0.868				

Location: Hazeltine Ave & Valerio St
City: Van Nuys
Control: Signalized

Project ID: 18-5782-004
Date: 12/12/2018

Totals PCE

NS/EW Streets:	Hazeltine Ave				Hazeltine Ave				Valerio St				Valerio St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	12	48	12	0	16	55	1	0	0	32	22	0	29	72	21	0	320
7:15 AM	15	55	25	0	19	60	0	0	0	51	33	0	20	82	31	0	391
7:30 AM	17	68	18	0	29	71	3	0	1	65	27	0	25	83	47	0	454
7:45 AM	25	67	20	0	20	52	2	0	2	68	24	0	17	97	56	0	450
8:00 AM	29	66	19	0	22	46	0	0	0	48	24	0	20	83	43	0	400
8:15 AM	20	60	16	0	11	42	4	0	0	37	19	0	19	78	14	0	320
8:30 AM	10	49	20	0	15	31	0	0	0	39	14	0	15	58	27	0	278
8:45 AM	20	49	11	0	11	35	0	0	0	42	31	0	23	57	30	0	309
9:00 AM	15	44	13	0	20	41	1	0	0	39	16	0	7	48	18	0	262
9:15 AM	14	44	15	0	14	35	3	0	2	38	14	0	20	42	14	0	255
9:30 AM	16	47	9	0	25	55	0	0	1	45	28	0	14	37	26	0	303
9:45 AM	12	34	10	0	20	66	1	0	3	44	19	0	20	29	25	0	283
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	205	631	188	0	222	589	15	0	9	548	271	0	229	766	352	0	4025
APPROACH %'s :	20.02%	61.62%	18.36%	0.00%	26.88%	71.31%	1.82%	0.00%	1.09%	66.18%	32.73%	0.00%	17.00%	56.87%	26.13%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	86	256	82	0	90	229	5	0	3	232	108	0	82	345	177	0	1695
PEAK HR FACTOR :	0.741	0.941	0.820	0.000	0.776	0.806	0.417	0.000	0.375	0.853	0.818	0.000	0.820	0.889	0.790	0.000	0.933
	0.930				0.786				0.912				0.888				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	27	51	20	0	26	40	1	0	2	50	23	0	10	63	23	0	336
3:15 PM	24	63	30	0	23	45	0	0	1	68	18	0	8	62	22	0	364
3:30 PM	24	62	33	0	19	40	1	0	1	70	15	0	12	72	15	0	364
3:45 PM	18	60	30	0	29	50	2	0	0	77	19	0	19	59	22	0	385
4:00 PM	29	72	31	0	44	65	3	0	2	63	17	0	11	69	30	0	436
4:15 PM	29	67	32	0	31	46	0	0	0	69	22	0	9	58	30	0	393
4:30 PM	23	54	33	0	34	38	3	0	0	82	31	0	6	90	27	0	421
4:45 PM	31	48	35	0	20	47	1	0	1	52	17	0	14	76	23	0	365
5:00 PM	26	70	29	0	40	55	2	0	1	79	31	0	18	74	26	0	451
5:15 PM	26	73	31	0	28	60	2	0	0	74	30	0	17	100	26	0	467
5:30 PM	27	63	21	0	18	49	2	0	2	70	31	0	13	76	13	0	385
5:45 PM	20	65	32	0	28	44	3	0	1	53	19	0	9	64	13	0	351
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	304	748	357	0	340	579	20	0	11	807	273	0	146	863	270	0	4718
APPROACH %'s :	21.58%	53.09%	25.34%	0.00%	36.21%	61.66%	2.13%	0.00%	1.01%	73.97%	25.02%	0.00%	11.42%	67.47%	21.11%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	106	245	128	0	122	200	8	0	2	287	109	0	55	340	102	0	1704
PEAK HR FACTOR :	0.85	0.839	0.914	0.000	0.763	0.833	0.667	0.000	0.500	0.875	0.879	0.000	0.764	0.850	0.944	0.000	0.912
	0.921				0.851				0.881				0.869				

Hazeltine Ave & Valerio St

Peak Hour Turning Movement Count

ID: 18-5782-004
City: Van Nuys

Day: Wednesday
Date: 12/12/2018

	PEAK HOURS	COUNT PERIODS
AM	07:15 AM - 08:15 AM	07:00 AM - 10:00 AM
NOON	NONE	NONE
PM	04:30 PM - 05:30 PM	03:00 PM - 06:00 PM

Hazeltine Ave — SOUTHBOUND

	Right	Thru	Left	U-Turn	Departing
AM	5	225	87	0	432
NOON	0	0	0	0	0
PM	7	197	121	0	346
Lanes	0	1	0	0	

Valerio St — EASTBOUND

	AM	NOON	PM	Lanes
Departing	432	0	450	
U-Turn	0	0	0	0
Left	3	0	2	0
Thru	227	0	284	1
Right	108	0	107	0

Valerio St — WESTBOUND

	Lanes	PM	NOON	AM
Right	0	101	0	175
Thru	1	337	0	344
Left	0	55	0	82
U-Turn	0	0	0	0
Departing		532	0	396

Hazeltine Ave — NORTHBOUND

	Departing	U-Turn	Left	Thru	Right
Lanes		0	0	1	1
PM	359	0	106	243	127
NOON	0	0	0	0	0
AM	415	0	83	254	82

CONTROL

Signalized

	AM	NOON	PM
TEV	1675	0	1687
PHF	0.93		0.91

PV (AM)

Approach	Left	Thru	Right
Southbound	197	530	11
Eastbound	9	523	269
Westbound	221	750	343
Northbound	194	612	180

PV (NOON)

Approach	Left	Thru	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

PV (PM)

Approach	Left	Thru	Right
Southbound	324	565	18
Eastbound	9	783	265
Westbound	144	831	257
Northbound	300	727	347

LT (AM)

Approach	Left	Thru	Right
Southbound	15	36	2
Eastbound	0	13	1
Westbound	4	8	5
Northbound	5	11	4

LT (NOON)

Approach	Left	Thru	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

LT (PM)

Approach	Left	Thru	Right
Southbound	6	6	1
Eastbound	1	8	3
Westbound	1	19	7
Northbound	2	11	4

Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North leg	0	0	0
South leg	0	0	0
East leg	0	0	0
West leg	0	0	0
NW corner	0	0	0
NE corner	0	0	0
SW corner	0	0	0
SE corner	0	0	0

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Hazeltine Ave

East/West Valerio St

Day: Wednesday Date: 12/12/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	40	71	34	46
BIKES	6	3	7	8
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	110	7.45	98	7.30	90	7.30	170	7.45
PM PK 15 MIN	130	17.15	105	16.00	109	16.30	140	17.15
AM PK HOUR	417	7.30	314	7.00	333	7.15	598	7.15
PM PK HOUR	473	16.30	327	15.45	388	16.30	486	16.30

NORTHBOUND Approach / **SOUTHBOUND Approach** / **TOTAL** / **XING S/L** / **XING N/L**

Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	65	236	73	374	*7-8*	76	232	6	314	688	7	3	1	1
8-9	75	216	64	355	*8-9*	55	142	2	199	554	1	0	0	0
9-10	54	160	43	257	*9-10*	66	156	3	225	482	2	1	2	1
15-16	91	227	111	429	*15-16*	93	173	4	270	699	9	1	5	1
16-17	112	233	127	472	*16-17*	120	191	5	316	788	6	2	0	0
17-18	97	267	109	473	*17-18*	111	202	9	322	795	9	3	1	0
TOTAL	494	1339	527	2360	TOTAL	521	1096	29	1646	4006	34	10	9	3

EASTBOUND Approach / **WESTBOUND Approach** / **TOTAL** / **XING W/L** / **XING E/L**

Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	3	206	104	313	*7-8*	91	334	153	578	891	0	1	8	7
8-9	0	163	88	251	*8-9*	73	266	110	449	700	0	0	9	3
9-10	6	155	77	238	*9-10*	57	150	80	287	525	0	0	12	3
15-16	2	252	71	325	*15-16*	49	244	76	369	694	8	2	5	2
16-17	3	259	85	347	*16-17*	38	288	103	429	776	5	0	8	1
17-18	4	272	109	385	*17-18*	57	299	78	434	819	3	0	4	2
TOTAL	18	1307	534	1859	TOTAL	365	1581	600	2546	4405	16	3	46	18

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Hazeltine Ave

East/West Valerio St

Day: Wednesday Date: 12/12/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	73	120	61	80
BIKES	6	3	7	3
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	112	7.45	103	7.30	93	7.30	170	7.45
PM PK 15 MIN	110	17.15	112	16.00	113	16.30	143	17.15
AM PK HOUR	425	7.30	328	7.00	343	7.15	604	7.15
PM PK HOUR	479	16.30	345	15.45	398	16.30	497	16.30

NORTHBOUND Approach / **SOUTHBOUND Approach** / **TOTAL** / **XING S/L** / **XING N/L**

Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	69	238	75	382	*7-8*	84	238	6	328	710	7	3	1	1
8-9	79	224	66	369	*8-9*	59	154	4	217	586	1	0	0	0
9-10	57	169	47	273	*9-10*	79	197	5	281	554	2	1	2	1
15-16	93	236	113	442	*15-16*	97	175	4	276	718	9	1	5	1
16-17	112	241	131	484	*16-17*	129	196	7	332	816	6	2	0	0
17-18	99	271	113	483	*17-18*	114	208	9	331	814	9	3	1	0
TOTAL	509	1379	545	2433	TOTAL	562	1168	35	1765	4198	34	10	9	3

EASTBOUND Approach / **WESTBOUND Approach** / **TOTAL** / **XING W/L** / **XING E/L**

Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	3	216	106	325	*7-8*	91	334	155	580	905	0	1	8	7
8-9	0	166	88	254	*8-9*	77	276	114	467	721	0	0	9	3
9-10	6	166	77	249	*9-10*	61	156	83	300	549	0	0	12	3
15-16	4	265	75	344	*15-16*	49	256	82	387	731	8	2	5	2
16-17	3	266	87	356	*16-17*	40	293	110	443	799	5	0	8	1
17-18	4	276	111	391	*17-18*	57	314	78	449	840	3	0	4	2
TOTAL	20	1355	544	1919	TOTAL	375	1629	622	2626	4545	16	3	46	18

WILTEC

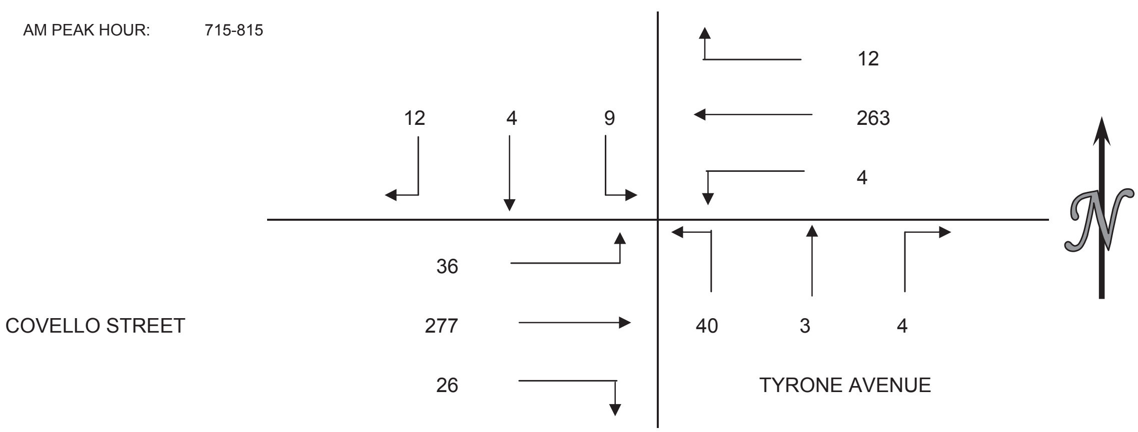
Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: VAN NUYS TRAFFIC COUNTS
DATE: THURSDAY JUNE 7, 2012
PERIOD" 7:00 AM TO 10:00 AM
INTERSECTION: N/S TYRONE AVENUE
E/W COVELLO STREET
CITY: VAN NUYS

VEHICLE COUNTS													
15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	1	2	0	2	47	2	2	2	7	3	29	7	104
715-730	1	0	1	2	59	1	1	2	11	7	47	6	138
730-745	1	1	0	5	60	1	0	1	10	7	71	11	168
745-800	7	2	4	2	80	0	2	0	15	7	91	15	225
800-815	3	1	4	3	64	2	1	0	4	5	68	4	159
815-830	1	0	1	1	47	1	2	1	3	2	54	4	117
830-845	3	4	4	2	53	6	3	4	5	6	42	2	134
845-900	6	1	3	1	47	5	1	0	2	5	49	5	125
900-915	6	0	9	2	39	1	1	0	3	5	47	2	115
915-930	3	0	3	0	35	3	0	2	3	4	50	2	105
930-945	4	1	5	3	37	1	1	4	3	3	40	4	106
945-1000	5	2	5	4	36	4	2	2	8	6	44	6	124
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	10	5	5	11	246	4	5	5	43	24	238	39	635
715-815	12	4	9	12	263	4	4	3	40	26	277	36	690
730-830	12	4	9	11	251	4	5	2	32	21	284	34	669
745-845	14	7	13	8	244	9	8	5	27	20	255	25	635
800-900	13	6	12	7	211	14	7	5	14	18	213	15	535
815-915	16	5	17	6	186	13	7	5	13	18	192	13	491
830-930	18	5	19	5	174	15	5	6	13	20	188	11	479
845-945	19	2	20	6	158	10	3	6	11	17	186	13	451
900-1000	18	3	22	9	147	9	4	8	17	18	181	14	450

AM PEAK HOUR: 715-815



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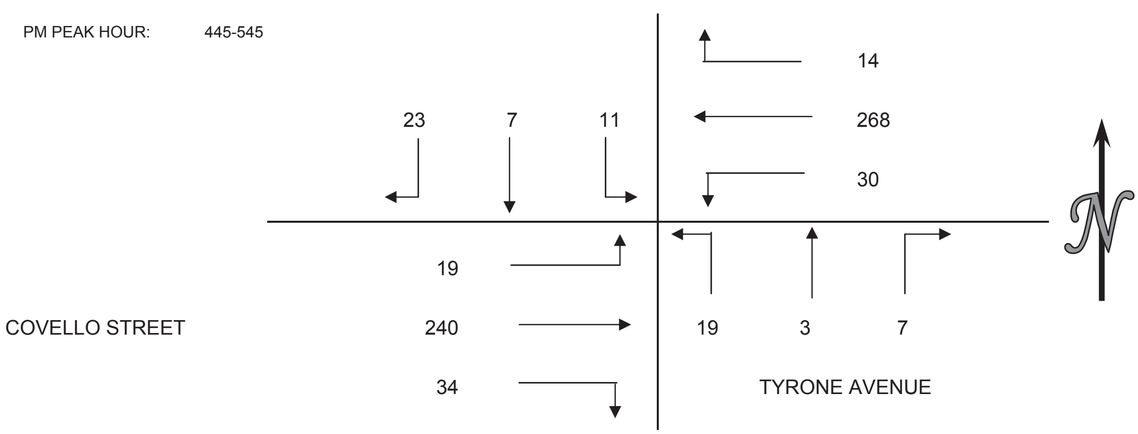
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		VAN NUYS TRAFFIC COUNTS
DATE:		THURSDAY JUNE 7, 2012
PERIOD"		3:00 PM TO 6:00 PM
INTERSECTION:	N/S	TYRONE AVENUE
	E/W	COVELLO STREET
CITY:		VAN NUYS

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	3	4	1	2	53	11	3	1	4	5	49	3	139
315-330	3	0	2	2	63	4	6	0	8	5	63	5	161
330-345	1	1	0	1	64	3	1	1	9	6	63	0	150
345-400	0	0	0	2	57	7	1	0	6	5	58	2	138
400-415	2	1	3	0	59	8	2	0	2	8	62	2	149
415-430	1	1	0	1	61	2	3	2	6	5	58	1	141
430-445	3	0	0	3	52	7	1	0	7	8	60	4	145
445-500	7	3	5	9	51	8	2	2	4	9	66	12	178
500-515	9	3	2	3	76	8	0	1	4	11	65	4	186
515-530	4	1	2	2	62	7	3	0	6	6	53	3	149
530-545	3	0	2	0	79	7	2	0	5	8	56	0	162
545-600	1	1	0	2	57	6	2	0	8	13	46	1	137
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	7	5	3	7	237	25	11	2	27	21	233	10	588
315-415	6	2	5	5	243	22	10	1	25	24	246	9	598
330-430	4	3	3	4	241	20	7	3	23	24	241	5	578
345-445	6	2	3	6	229	24	7	2	21	26	238	9	573
400-500	13	5	8	13	223	25	8	4	19	30	246	19	613
415-515	20	7	7	16	240	25	6	5	21	33	249	21	650
430-530	23	7	9	17	241	30	6	3	21	34	244	23	658
445-545	23	7	11	14	268	30	7	3	19	34	240	19	675
500-600	17	5	6	7	274	28	7	1	23	38	220	8	634

PM PEAK HOUR: 445-545



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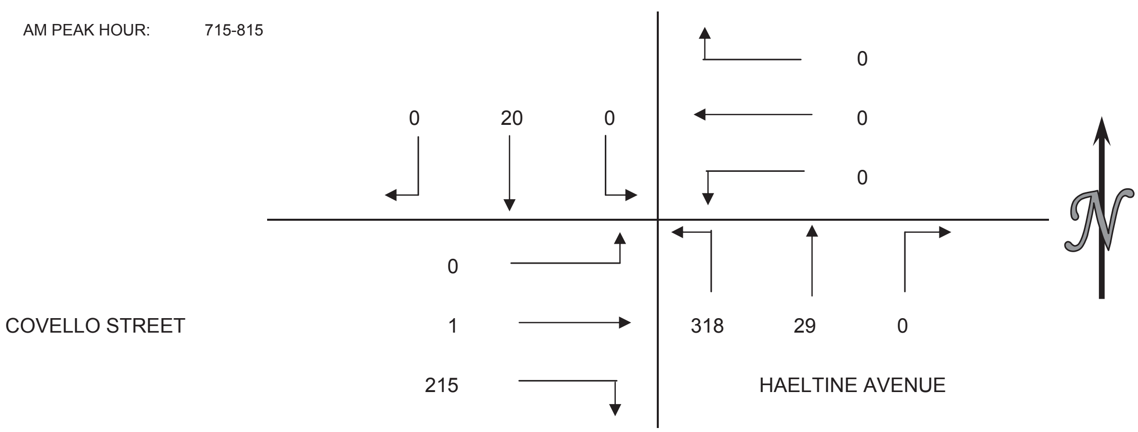
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		VAN NUYS TRAFFIC COUNTS
DATE:		THURSDAY JUNE 7, 2012
PERIOD"		7:00 AM TO 10:00 AM
INTERSECTION:	N/S	HAELTINE AVENUE
	E/W	COVELLO STREET
CITY:		VAN NUYS

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	1	3	0	0	0	0	0	5	55	33	0	0	97
715-730	0	5	0	0	0	0	0	5	61	40	0	0	111
730-745	0	7	0	0	0	0	0	7	74	52	1	0	141
745-800	0	3	0	0	0	0	0	9	95	67	0	0	174
800-815	0	5	0	0	0	0	0	8	88	56	0	0	157
815-830	0	3	0	0	0	0	0	10	55	38	0	2	108
830-845	2	4	0	0	0	0	0	4	63	42	0	0	115
845-900	0	0	0	0	0	0	0	6	55	38	0	0	99
900-915	1	2	0	0	0	0	0	3	43	43	0	0	92
915-930	0	4	0	0	0	0	0	7	40	48	0	0	99
930-945	1	3	0	0	0	0	0	3	33	30	0	1	71
945-1000	0	2	0	0	0	0	0	8	43	26	0	1	80
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	1	18	0	0	0	0	0	26	285	192	1	0	523
715-815	0	20	0	0	0	0	0	29	318	215	1	0	583
730-830	0	18	0	0	0	0	0	34	312	213	1	2	580
745-845	2	15	0	0	0	0	0	31	301	203	0	2	554
800-900	2	12	0	0	0	0	0	28	261	174	0	2	479
815-915	3	9	0	0	0	0	0	23	216	161	0	2	414
830-930	3	10	0	0	0	0	0	20	201	171	0	0	405
845-945	2	9	0	0	0	0	0	19	171	159	0	1	361
900-1000	2	11	0	0	0	0	0	21	159	147	0	2	342

AM PEAK HOUR: 715-815



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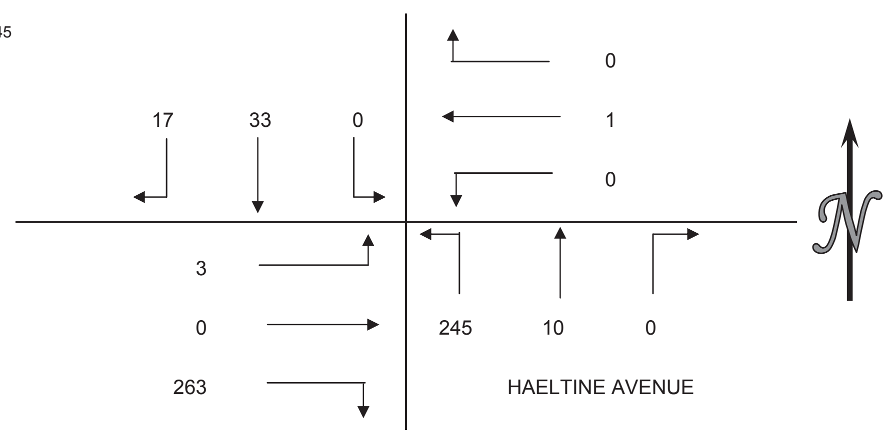
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		VAN NUYS TRAFFIC COUNTS
DATE:		THURSDAY JUNE 7, 2012
PERIOD"		3:00 PM TO 6:00 PM
INTERSECTION:	N/S	HAELTINE AVENUE
	E/W	COVELLO STREET
CITY:		VAN NUYS

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	0	7	0	0	0	0	0	1	46	46	0	0	100
315-330	3	4	0	0	0	0	0	1	49	61	0	0	118
330-345	3	6	0	0	1	0	0	5	61	49	0	1	126
345-400	4	7	0	0	0	0	0	5	49	54	0	2	121
400-415	3	9	0	0	0	0	0	3	59	63	0	1	138
415-430	1	9	0	0	0	0	0	7	48	59	0	0	124
430-445	4	7	0	0	0	0	0	2	42	61	0	0	116
445-500	5	4	0	0	0	0	0	0	63	54	0	1	127
500-515	5	12	0	0	0	0	0	2	60	87	0	0	166
515-530	5	10	0	0	0	0	0	6	60	71	0	1	153
530-545	2	7	0	0	1	0	0	2	62	51	0	1	126
545-600	3	6	0	0	0	0	0	5	56	45	0	1	116
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	10	24	0	0	1	0	0	12	205	210	0	3	465
315-415	13	26	0	0	1	0	0	14	218	227	0	4	503
330-430	11	31	0	0	1	0	0	20	217	225	0	4	509
345-445	12	32	0	0	0	0	0	17	198	237	0	3	499
400-500	13	29	0	0	0	0	0	12	212	237	0	2	505
415-515	15	32	0	0	0	0	0	11	213	261	0	1	533
430-530	19	33	0	0	0	0	0	10	225	273	0	2	562
445-545	17	33	0	0	1	0	0	10	245	263	0	3	572
500-600	15	35	0	0	1	0	0	15	238	254	0	3	561

PM PEAK HOUR: 445-545



COVELLO STREET

APPENDIX C

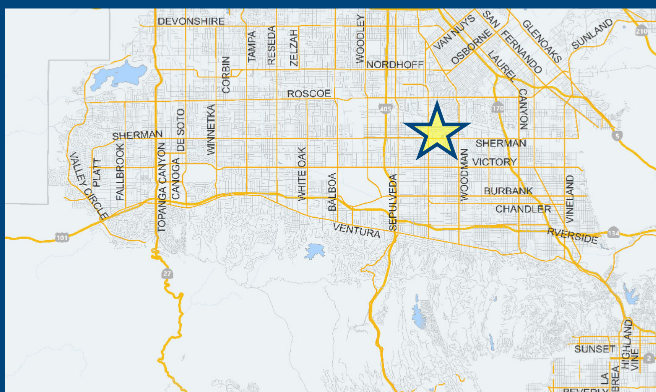
LADOT VMT CALCULATOR OUTPUT

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

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

Project Information

Project: GALS LA Middle School
Scenario: Proposed Project
Address: 14203 W VALERIO ST, 91405



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ◉ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family	1	DU
Housing | Single Family	1	DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
School | Private School (K-12)	330	Students
School | Private School (K-12)	330	Students

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

Project Screening Summary

Existing Land Use	Proposed Project
7 Daily Vehicle Trips	**619** Daily Vehicle Trips
56 Daily VMT	**4,216** Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	612 Net Daily Trips
The net increase in daily VMT ≤ 0	4,160 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

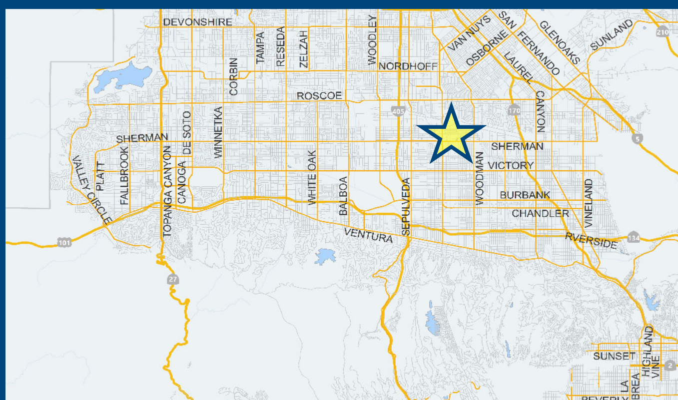
Measuring the Miles

7/8/2020

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: GALS LA Middle School
Scenario: Proposed Project
Address: 14203 W VALERIO ST, 91405



Proposed Project Land Use Type	Value	Unit
School | Private School (K-12)	330	Students

TDM Strategies

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

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

A Parking

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

Implement/Improve On-street Bicycle Facility — ☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Bike Parking Per LAMC — ☑ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Secure Bike Parking and Showers — ☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
616 Daily Vehicle Trips	**616** Daily Vehicle Trips
4,189 Daily VMT	**4,189** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
11.4 Work VMT per Employee	**11.4** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 9.4 15% Below APC	**Household: No** Threshold = 9.4 15% Below APC
Work: No Threshold = 11.6 15% Below APC	**Work: No** Threshold = 11.6 15% Below APC

Measuring the Miles

7/8/2020

Project Information

Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	0	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	330	Students
Other		0	Trips

Analysis Results

Total Employees: 50
Total Population: 0

Proposed Project		With Mitigation	
616	**Daily Vehicle Trips**	**616**	**Daily Vehicle Trips**
4,189	**Daily VMT**	**4,189**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
11.4	**Work VMT per Employee**	**11.4**	**Work VMT per Employee**

Significant VMT Impact?

APC: South Valley

Impact Threshold: 15% Below APC Average
Household = 9.4
Work = 11.6

Proposed Project		With Mitigation	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 9.4	No	Household > 9.4	No
Work > 11.6	No	Work > 11.6	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
MAX. TDM EFFECT	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%

= Minimum (X%, 1-[(1-A)*(1-B)...])
where X%=

PLACE	*urban*	*75%*
TYPE	compact infill	*40%*
MAX:	*suburban center*	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)...]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: July 8, 2020
Project Name: GALS LA Middle School
Project Scenario: Proposed Project
Project Address: 14203 W VALERIO ST, 91405

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	10.6	0	0
Home Based Other Production	0	0.0%	0	6.8	0	0
Non-Home Based Other Production	63	-1.6%	62	9.4	592	583
Home-Based Work Attraction	75	-20.0%	60	9.5	713	570
Home-Based Other Attraction	618	-29.6%	435	6.0	3,708	2,610
Non-Home Based Other Attraction	63	-1.6%	62	7.3	460	453

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	0	0	-0.6%	0	0
Home Based Other Production	-0.6%	0	0	-0.6%	0	0
Non-Home Based Other Production	-0.6%	62	579	-0.6%	62	579
Home-Based Work Attraction	-0.6%	60	566	-0.6%	60	566
Home-Based Other Attraction	-0.6%	432	2,594	-0.6%	432	2,594
Non-Home Based Other Attraction	-0.6%	62	450	-0.6%	62	450

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 50
APC: South Valley

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**566**	**566**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**11.4**	**11.4**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	[signature]
Print Name:	Jason Shender
Title:	Transportation Planner II
Company:	Linscott, Law & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	(818) 835-8648
Email Address:	jshender@llgengineers.com
Date:	7/8/2020

APPENDIX D

DETAILED PLANS, PROGRAMS, ORDINANCES, AND POLICIES REVIEW

Detailed Responses in Support of General Consistency with Transportation-Related Plans, Programs, Ordinances, or Policies (Adapted from Table 2.1-2 on Pages 12-14 in *LADOT Transportation Assessment Guidelines*, July 2019)

The numbered items below correspond with the item numbers in ***Table 4–1*** of the Transportation Assessment to which this Appendix D is attached. Defined terms below have the same meanings as in the Transportation Assessment.

1. Based on Review of LAMC Section 12.37, it appears an eight-foot dedication is required along the Project Site's Valerio Street property frontage, which the Applicant would provide. Valerio Street is designated as a Collector in the City's Mobility Plan 2035 (MP) and the roadway cross-section currently includes one travel lane in each direction and parking on both sides of the street. The Project Site is zoned R1-1.

2. The Project will include an eight-foot dedication along Valerio Street to comply with the Collector cross-section. Once the dedication is provided, the width on Valerio Street along the Project Site's frontage will allow for modifications consistent with Valerio Street's designation as part of the Neighborhood Enhanced Network (NEN). Page 50 of Mobility Element 2035's Design Guidelines identify a cross-section that would fit within the future right-of way and that would not conflict with or be precluded by the Project. Potential enhancements include shared lane markings and the installation of sidewalks.

    a. MP 2.3 Pedestrian Infrastructure: The Project prioritizes pedestrian access and connectivity. The Project includes paved pedestrian pathways connecting the main school building to the new sidewalk along the Project Site's main entrance on Runnymede Street. In addition, the Project will include the construction of a new sidewalk segment along the south side of Runnymede Street, which would close a gap in the existing pedestrian network, making it safer for students to walk to and from school.

    b. MP 2.4 Neighborhood Enhanced Network: Valerio Street is part of the City's NEN. Streets designated in the City's NEN provide comfortable and safe routes for localized travel for non-motorized travel modes such as walking and bicycling. Enhancements on these streets are intended to provide a more comfortable experience for users of slow modes by achieving target vehicle speeds and volumes that complement slower modes of travel. The Project will include an eight-foot dedication along Valerio Street to comply with the MP. Once the dedication is provided, the City would be free to install new sidewalks and shared lane markings as part of the NEN, which would enhance walking and bicycling on the street. The Project would not modify Valerio Street in a way that would substantially increase travel speed.

    c. MP 2.5 Transit Network: The development of the Project would not remove or modify transit facilities. The Project would not negatively impact the reliability of existing or future transit service in the Project vicinity. While the Project is not located along the

Transit Enhanced Network (TEN), its development would not preclude or limit the City from implementation of the TEN on corridors in the surrounding Project vicinity.

d. MP 2.6 Bicycle Networks: As a Project Design Feature, and consistent with LAMC Section 12.21.A.16(a)(2), the Project includes 68 short-term bicycle parking spaces and two long-term bicycle parking spaces. Furthermore, the required eight-foot dedication along Valerio Street would allow the City to modify Valerio Street to provide shared lane markings as shown in the City's Complete Street Design Guide (CSDG), and would not therefore further the City's goal of providing safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.

e. MP 2.7 Vehicle Network: The Project would not alter Runnymede Street nor Valerio Street in a matter that would allow for continued access to the regional freeway system, including I-405 to the west and SR-170 to the east.

3. The Applicant would provide an eight-foot dedication along its Valerio Street frontage to serve long-term mobility needs identified in Mobility Plan 2035. No additional improvements are needed on Runnymede Street. Upon completion of the Project, Valerio Street would match the designation for a Collector and would not preclude installation of cross-sections identified in the CSDG. Runnymede Street is designated as a Local Street – Standard with a roadway width of 36 feet with two travel lanes and on-street parking. The Project would not conflict with long-term needs identified in the MP.

   a. MP 2.17 Street Widenings: The Project is not proposing to widen any streets.

4. The Project would not require the placement of street furniture.

5. The TOC guidelines define parameters of housing incentives based on considerations such as proximity to high-quality transit, type of housing, and the land uses being replaced. The Project Site qualifies as a Tier 1 as it is located within one-half mile of a Major Transit Stop. However, as the Project does not include a residential component, it cannot take advantage of TOC incentives. While the Project study area does not include streets that are part of the TEN, Pedestrian Enhanced Districts (PED), or Bicycle Enhanced Network (BEN), the Project does not include any modifications to the public right-of-way that would preclude or limit the City's ability to implement improvements associated with the TEN, PED, or BEN.

6. The Project Site does not have frontage along the High Injury Network (HIN).

7. The Project does not include the repurposing of any existing curb space, and conforms to relevant Mobility Plan 2035 policies regarding adjacent curb space in the following ways:

   a. MP 2.1 Adaptive Reuse of Streets: The Project would not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments.

b. MP 2.3 Pedestrian Infrastructure: The Project would enhance existing pedestrian infrastructure, most notably its inclusion of a new sidewalk segment along the south side of Runnymede Street, which would close a gap in the existing pedestrian network. The Project would not narrow or remove existing pedestrian facilities.

c. MP 2.4 Neighborhood Enhanced Network: Valerio Street is part of the City's NEN. Streets designated in the City's NEN provide comfortable and safe routes for localized travel for non-motorized travel modes such as walking and bicycling. Enhancements on these streets are intended to provide a more comfortable experience for users of slow modes by achieving target vehicle speeds and volumes that complement slower modes of travel. The Project includes an eight-foot dedication along Valerio Street to comply with Mobility Plan 2035. Once the dedication is provided, the City would be free to install modifications such as sidewalks and shared lane markings as part of the NEN. The Project would not modify Valerio Street in a way that would substantially increase travel speed.

d. MP 2.10 Loading Areas: The Project includes a student drop-off/pick-up area within the onsite surface parking lot, therefore minimizing the number of conflicts with pedestrians and bicyclists along the property's curbside.

e. MP 3.2 People with Disabilities: The Project includes a new sidewalk along the Runnymede Street property frontage, which would enhance the sidewalk mobility experience for all users of the pedestrian network, irrespective of any disabilities.

f. MP 3.5 Multi-Modal Features: Consistent with LAMC Section 12.21.A.16(a)(2), the Project includes 68 short-term bicycle parking spaces and two long-term bicycle parking spaces. The Project also includes a new sidewalk along its Runnymede Street frontage, which would in turn improve access to nearby transit stations.

g. MP 3.8 Bicycle Parking: Consistent with LAMC Section 12.21 A.16 (a)(2), the Project includes 68 short-term bicycle parking spaces and two long-term bicycle parking spaces.

h. MP 4.1 New Technologies: The Project does not propose elements that would limit or preclude the City's ability to offer or introduce technology systems or infrastructure. The Project's TDM program includes sharing information to employees about commute options and trip planning.

i. MP 4.13 Parking and Land Use Management: Per LAMC Section 12.21.A, the Project is required to provide 17 vehicle parking spaces (one for each classroom). The Project includes 38 vehicle parking spaces within the onsite surface parking lot, primarily to meet the demand generated by the Project's employees. Since parking is not an impact under CEQA, the Project is considered to be compliant with the LAMC and MP 4.13.

j. MP 5.4 Clean Fuels and Vehicles: The Project includes five electric vehicle charging stations and four "electric vehicle ready" parking spaces.

k. MP 5.5 Green Streets: The Project would not modify or remove any existing green infrastructure or preclude City green streets projects in the future.

8. The Project does not include narrowing or shifting existing sidewalk placement. The Project includes a new sidewalk along the Runnymede Street property frontage to close the existing gap and enhance the pedestrian network, and conforms to relevant Mobility Plan 2035 policies regarding adjacent curb space in the following ways:

   a. MP 2.3 Pedestrian Infrastructure: The Project would enhance the adjacent sidewalk along the Runnymede Street property frontage and would not narrow or remove existing pedestrian infrastructure adjacent to the Project Site.

   b. MP 3.1 Access for All: It is recognized in Mobility Plan 2035 that all modes of travel, including pedestrian, bicycle, transit, and vehicular modes are integral components of the City's transportation system. The Project is designed in a manner that aligns with this policy. The Project would enhance pedestrian connections along its Runnymede Street frontage, which would in turn provide improved access to nearby transit. The Project will provide parking for both bicycles and vehicles, as well as on-site loading areas for student drop-off/pick-up, as well as deliveries.

   c. MP – PED: PED identify where pedestrian improvements on arterial streets could be prioritized to provide improved walking connections to and from major destinations within communities. While no streets within the direct vicinity of the Project Site have been identified as PED, the Project will not preclude the City from future pedestrian enhancement projects.

   d. MP – ENG.19: This program focuses on first mile/last mile transit connectivity through the installation of pedestrian and bicycle connectivity programs at every major Metro transit station. While the Project Site is not in the direct vicinity of a major Metro transit station, the Project would enhance pedestrian and bicycle connectivity through the installation of a new sidewalk segment on Runnymede Street, as well as providing onsite bicycle parking.

   e. MP 2.17 Street Widenings: The Project does not include the widening of any street.

   f. Plan for a Healthy Los Angeles: The Project supports the transportation-related goals listed in the Plan for a Healthy Los Angeles (Healthy LA). The Project is designed in a manner that facilitates travel on foot and by bicycle. The Project Site's proximity to transit stops and its location within a residential neighborhood would allow students and faculty to travel to and from school by means other than vehicles. The Project would not conflict with, limit or preclude the City's ability to implement programs and policies in furtherance of Healthy LA.

g. The pLAn: The Project would support the transportation-related goals (Mobility & Transit) in the pLAn. The Project is designed in a manner that facilitates travel on foot and by bicycle. The Project Site's proximity to transit stops and its location within a residential neighborhood would allow students and faculty to travel to and from school by means other than vehicles. The Project would not conflict with, limit or preclude the City's ability to implement programs and policies in furtherance of the pLAn.

9. The Project would not pave, narrow, shift, or remove an existing parkway, and would not preclude City Green Street projects as discussed in MP Policy 5.5.

    a. The pLAn: The Project supports the transportation-related goals (Mobility & Transit) listed in the pLAn. The Project is designed in a manner that facilitates travel on foot and by bicycle. The Project Site's proximity to transit stops and its location within a residential neighborhood would allow students and faculty to travel to and from school by means other than vehicles. The Project would not conflict with, limit or preclude the City's ability to implement programs and policies in furtherance of the pLAn.

10. The Project includes onsite bicycle parking per LAMC requirements. Additionally, the Project includes an eight-foot dedication on Valerio Street to comply with the Collector street designation. Once the dedication is provided, the right-of-way along the Project Site will match the typical roadway cross-section shown for a Collector designated within the City's NEN in the CSDG, which includes shared lane markings. The Project would not add any driveways to streets designated with bicycle infrastructure, and therefore would not conflict with the City's policy regarding bicycle facilities or the BEN.

    a. MP 4.15 Public Hearing Process: The Project would not remove bicycle facilities and would not require any public hearings for such removal.

    b. Vision Zero: Neither Runnymede Street nor Valerio Street has been designated within the City's HIN. The Project would not preclude the City from implementing any Vision Zero in the public right-of-way projects along either Runnymede Street or Valerio Street. Vision Zero projects emphasize enhancing the environment for the most vulnerable roadway uses. The Project includes a new sidewalk segment along Runnymede Street to close a gap within the existing pedestrian network.

11. The Project Site is not adjacent to an alley. Several Mobility Plan 2035 policies pertaining to alleys were reviewed for potential conflicts:

    a. MP 3.9 Increased Network Access: No street vacation is proposed as part of the Project.

    b. MP ENG. 9: The Project would not preclude the City from any enhancements as part of the Green Alleys Program.

c. MP PL. 1: The Project includes driveway access along Runnymede Street, a Local Street – Standard, and Valerio Street, a Collector, consistent with Mobility Plan 2035's Driveway Access program, which discourages driveway access from non-arterial streets.

d. MP PL. 13: This MP program encourages the use of alternative materials at alleys. As the Project is not adjacent to an alley, this program in not applicable.

e. MP PS. 3: This MP program encourages a connected pedestrian network within both public and private spaces. The Project includes paved walkways with connections to the newly constructed sidewalk along Runnymede Street.

12. The Project does not create a cul-de-sac.

13. The Project does not include a new driveway or loading access along an Avenue or Boulevard. The Project includes driveways along Runnymede Street and Valerio Street, which are designated as Local Street – Standard and Collector, respectively.

    a. MP PL. 1: The Project includes driveway access along Runnymede Street, a Local Street – Standard, and Valerio Street, a Collector, consistent with Mobility Plan 2035's Driveway Access program, which discourages driveway access from non-arterial streets.

    b. MP PK. 10: This Mobility Plan 2035 program establishes an incentive program to encourage projects to retrofit parking lots, structures, and driveways to include pedestrian design features. The Project includes paved pathways throughout the site, including to and from the parking lot and the newly constructed sidewalk on Runnymede Street.

    c. Vision Zero: Neither Runnymede Street nor Valerio Street has been designated within the City's HIN. The Project would not preclude the City from implementing Vision Zero in public right-of-way projects along either Runnymede Street or Valerio Street. Vision Zero projects emphasize enhancing the environment for the most vulnerable roadway uses. The Project includes a new sidewalk segment along Runnymede Street to close a gap in the existing pedestrian network.

14. As the answer to number 13 is no, the response for this question is N/A.

15. The Project Site does not include a corner lot.

16. The Project driveways are approximately 26 feet in width along Runnymede Street and Valerio Street, consistent with MPP 321.

    a. Vision Zero: Neither Runnymede Street nor Valerio Street has been designated within the City's HIN. The Project would not preclude the City from implementing Vision Zero in public right-of-way projects along either Runnymede Street or Valerio Street. Vision Zero projects emphasize enhancing the environment for the most vulnerable roadway uses. The

Project includes a new sidewalk segment along Runnymede Street to close a gap in the existing pedestrian network.

17. MPP 321 allows for one driveway for up to 200 feet of frontage. The Project includes one driveway along Runnymede Street and one driveway along Valerio Street, consistent with MPP 321.

    a. Vision Zero: Neither Runnymede Street nor Valerio Street have been designated within the City's HIN. The Project would not preclude the City from implementing Vision Zero in public right-of-way projects along either Runnymede Street or Valerio Street. Vision Zero projects emphasize enhancing the environment for the most vulnerable roadway uses. The Project includes a new sidewalk segment along Runnymede Street to close a gap in the existing pedestrian network.

    b. Healthy LA: The Project will support the transportation-related goals in Healthy LA. The Project is designed in a manner that facilitates travel on foot and by bicycle. The Project Site's proximity to transit stops and its location within a residential neighborhood will allow students and faculty to travel to and from school by means other than vehicles. The Project would not conflict with, limit or preclude the City's ability to implement programs and policies in furtherance of Healthy LA.

18. Loading zones are proposed as part of the Project. The onsite surface parking lot would be used to facilitate service and delivery operations, thereby providing adequate loading areas in a manner that minimizes potential conflicts with vehicles, pedestrians, and bicyclists. Additionally, student drop-off and pick-up operations will be contained within the parking lot.

    a. MP 2.10 Loading Areas: The loading areas are located onsite, thereby reducing potential conflicts with vehicles, pedestrians, and bicyclists.

    b. MP PK. 1: This program is about creative parking solutions in areas with high parking demand. The Project would minimize potential parking conflicts because student drop-off and pick-up are located (i) onsite, thereby reducing the need for vehicles to occupy available street parking spaces along the curb, and (ii) the number of parking spaces (38) substantially the code-required spaces (17).

    c. MP PK. 7: This program requires off-street loading in non-industrial areas and requires off-street loading facilities for all new non-residential buildings whenever practical. The Project is consistent with this program because all passenger loading and service and delivery operations, would be occur onsite within the surface parking lot.

    d. MP PK. 8: This program encourages the designation of on-street loading areas through removal of curb parking in established industrial areas where off-street loading facilities are lacking. The Project is in a residential area and, in any event, all loading would occur onsite.

e. MPP 321: No loading docks are proposed as part of the Project, and loading operations are located such that there will be no conflicts with the public right-of-way.

19. The Project includes a student drop-off/pick-up area within the onsite surface parking lot. As discussed in Section 2.5 of the Transportation Assessment, 10 vehicles can queue within the onsite surface parking lot, plus an additional 10 vehicles in the bypass lane. The drop-off/pick-up area has been designed in a manner to allow space for loading and unloading without conflicts with vehicles, pedestrians, and bicyclists.

    a. MP 2.10 Loading Areas: The Project loading areas are internal to the Project Site, thereby minimizing potential conflicts with vehicles, pedestrians, and bicyclists.

20. The Project would not modify, limit, restrict, or remove public access to the public right-of-way.

    a. MP 2.3 Pedestrian Infrastructure: The Project would enhance the adjacent sidewalk along the Runnymede Street property frontage and would not modify, limit, restrict, or remove public access to the public right-of-way. In addition, paved walkways throughout the Project Site would connect the Project to the public right-of-way.

    b. MP 3.9 Increased Network Access: This policy focuses on increased network access. No street vacation is proposed as part of the Project.

APPENDIX E

HCM AND LEVELS OF SERVICE EXPLANATION
HCM DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2010, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections

Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2010, level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of incidents, and when there are no other vehicles on the road. Only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for traffic signals are stated in terms of the average control delay per vehicle. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the *v/c* ratio for the lane group in question.

Level of Service Criteria for Signalized Intersections

Level of Service	Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay values.

LOS B describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.

LOS C describes operations with control delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

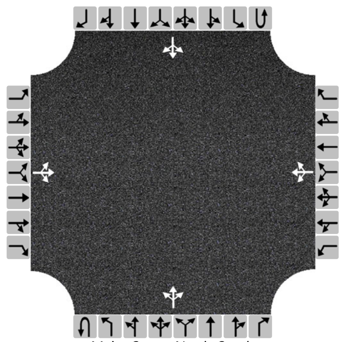
LOS E describes operations with control delay greater than 55 and up to 80 seconds per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high *v/c* ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with control delay in excess of 80 seconds per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the lane groups. It may also occur at high *v/c* ratios with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Tyrone / Runnymede
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Runnymede Street
Analysis Year	2020	North/South Street	Tyrone Avenue
Time Analyzed	Existing - AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		10	9	10		20	6	20		12	70	25		15	50	6
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

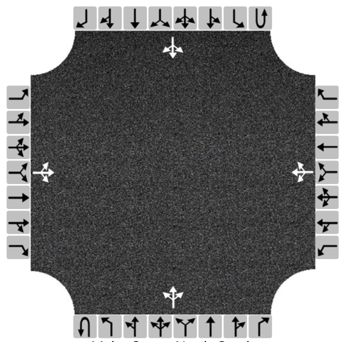
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			32				50			13				16		
Capacity, c (veh/h)			768				796			1536				1482		
v/c Ratio			0.04				0.06			0.01				0.01		
95% Queue Length, Q_{95} (veh)			0.1				0.2			0.0				0.0		
Control Delay (s/veh)			9.9				9.8			7.4				7.5		
Level of Service (LOS)			A				A			A				A		
Approach Delay (s/veh)	9.9				9.8				0.9				1.6			
Approach LOS	A				A											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Tyrone / Runnymede
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Runnymede Street
Analysis Year	2020	North/South Street	Tyrone Avenue
Time Analyzed	Existing w/ Project - AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		10	9	10		20	6	20		12	75	98		22	50	6
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

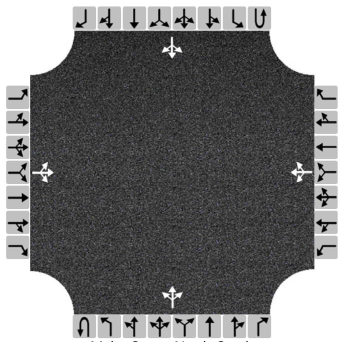
Delay, Queue Length, and Level of Service

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Flow Rate, v (veh/h)			32				50			13				24		
Capacity, c (veh/h)			703				734			1536				1380		
v/c Ratio			0.04				0.07			0.01				0.02		
95% Queue Length, Q_{95} (veh)			0.1				0.2			0.0				0.1		
Control Delay (s/veh)			10.4				10.3			7.4				7.7		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	10.4				10.3				0.5				2.3			
Approach LOS	B				B											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Tyrone / Runnymede
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Runnymede Street
Analysis Year	2022	North/South Street	Tyrone Avenue
Time Analyzed	Future - AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		10	9	10		20	6	20		12	85	26		15	54	6
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

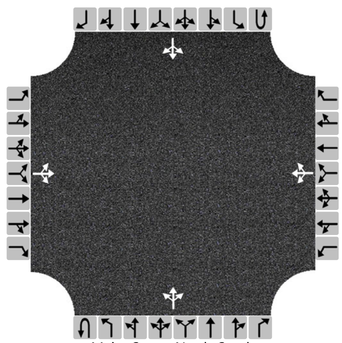
Delay, Queue Length, and Level of Service

	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Flow Rate, v (veh/h)			32				50			13				16		
Capacity, c (veh/h)			749				774			1530				1461		
v/c Ratio			0.04				0.06			0.01				0.01		
95% Queue Length, Q_{95} (veh)			0.1				0.2			0.0				0.0		
Control Delay (s/veh)			10.0				10.0			7.4				7.5		
Level of Service (LOS)			B				A			A				A		
Approach Delay (s/veh)	10.0				10.0				0.8				1.6			
Approach LOS	B				A											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Tyrone / Runnymede
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Runnymede Street
Analysis Year	2022	North/South Street	Tyrone Avenue
Time Analyzed	Future w/ Project - AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		10	9	10		20	6	20		12	90	99		22	54	6
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

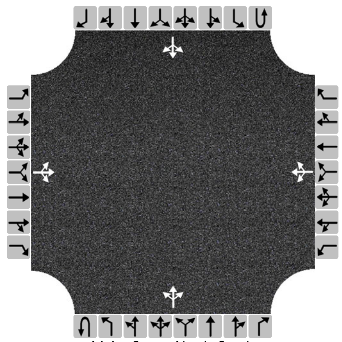
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			32				50			13				24		
Capacity, c (veh/h)			686				713			1530				1360		
v/c Ratio			0.05				0.07			0.01				0.02		
95% Queue Length, Q_{95} (veh)			0.1				0.2			0.0				0.1		
Control Delay (s/veh)			10.5				10.4			7.4				7.7		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	10.5				10.4				0.5				2.2			
Approach LOS	B				B											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Tyrone / Runnymede
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Runnymede Street
Analysis Year	2020	North/South Street	Tyrone Avenue
Time Analyzed	Existing - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		7	6	7		10	3	10		10	65	20		9	73	46
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Flow Rate, v (veh/h)			22				25			11				10		
Capacity, c (veh/h)			752				786			1450				1496		
v/c Ratio			0.03				0.03			0.01				0.01		
95% Queue Length, Q_{95} (veh)			0.1				0.1			0.0				0.0		
Control Delay (s/veh)			9.9				9.7			7.5				7.4		
Level of Service (LOS)			A				A			A				A		
Approach Delay (s/veh)	9.9				9.7				0.8				0.6			
Approach LOS	A				A											

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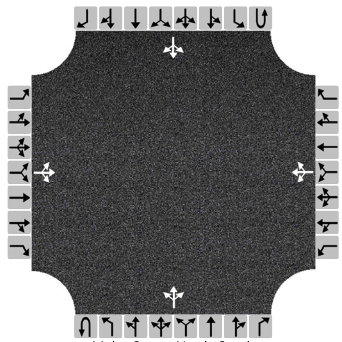
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Tyrone / Runnymede
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Runnymede Street
Analysis Year	2020	North/South Street	Tyrone Avenue
Time Analyzed	Existing w/ Project - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		7	6	7		10	3	10		10	66	31		10	73	46
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

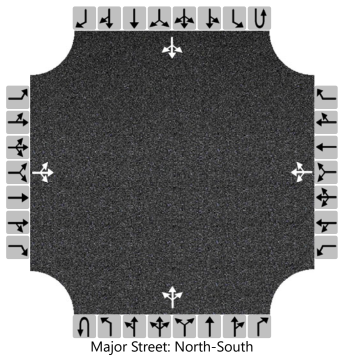
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			22				25			11				11		
Capacity, c (veh/h)			742				777			1450				1480		
v/c Ratio			0.03				0.03			0.01				0.01		
95% Queue Length, Q_{95} (veh)			0.1				0.1			0.0				0.0		
Control Delay (s/veh)			10.0				9.8			7.5				7.5		
Level of Service (LOS)			A				A			A				A		
Approach Delay (s/veh)	10.0				9.8				0.8				0.6			
Approach LOS	A				A											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Tyrone / Runnymede
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Runnymede Street
Analysis Year	2022	North/South Street	Tyrone Avenue
Time Analyzed	Future - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		7	6	7		10	3	10		10	69	20		9	90	47
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

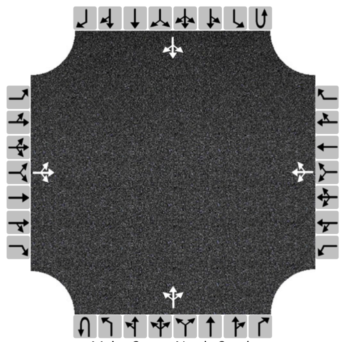
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			22				25			11				10		
Capacity, c (veh/h)			729				767			1426				1490		
v/c Ratio			0.03				0.03			0.01				0.01		
95% Queue Length, Q_{95} (veh)			0.1				0.1			0.0				0.0		
Control Delay (s/veh)			10.1				9.8			7.5				7.4		
Level of Service (LOS)			B				A			A				A		
Approach Delay (s/veh)	10.1				9.8				0.8				0.5			
Approach LOS	B				A											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Tyrone / Runnymede
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Runnymede Street
Analysis Year	2022	North/South Street	Tyrone Avenue
Time Analyzed	Future w/ Project - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		7	6	7		10	3	10		10	70	31		10	90	47
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

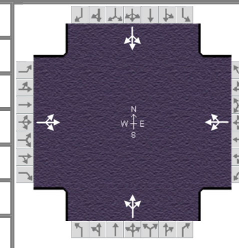
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			22				25			11				11		
Capacity, c (veh/h)			720				758			1426				1474		
v/c Ratio			0.03				0.03			0.01				0.01		
95% Queue Length, Q_{95} (veh)			0.1				0.1			0.0				0.0		
Control Delay (s/veh)			10.2				9.9			7.5				7.5		
Level of Service (LOS)			B				A			A				A		
Approach Delay (s/veh)	10.2				9.9				0.7				0.6			
Approach LOS	B				A											

HCS7 Signalized Intersection Results Summary

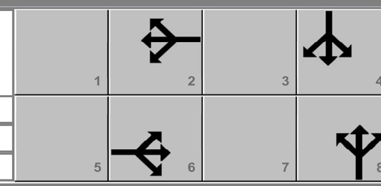
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 10, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.87
Urban Street	Valerio Street	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	Tyrone / Valerio	File Name	02AM - Existing.xus		
Project Description	GALS Middle School				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	29	309	77	40	392	6	25	32	16	3	25	16

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	25.6	25.8	0.0	0.0	0.0	0.0
Yellow	3.6	3.2	0.0	0.0	0.0	0.0
Red	0.8	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R* $_c$), s		4.4		4.4		4.2		4.2
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (g_s), s						3.6		3.0
Green Extension Time (g_e), s		0.0		0.0		0.2		0.2
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		477			503			84			51	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1778			1803			1656			1767	
Queue Service Time (g_s), s		0.0			0.6			0.0			0.0	
Cycle Queue Clearance Time (g_c), s		12.1			12.7			1.6			1.0	
Green Ratio (*g/C*)		0.43			0.43			0.43			0.43	
Capacity (*c*), veh/h		823			835			793			824	
Volume-to-Capacity Ratio (*X*)		0.580			0.603			0.106			0.061	
Back of Queue (*Q*), ft/ln (95 th percentile)		215.7			227.1			27.2			16.1	
Back of Queue (*Q*), veh/ln (95 th percentile)		8.6			9.1			1.1			0.6	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (d_1), s/veh		13.3			13.4			10.2			10.0	
Incremental Delay (d_2), s/veh		3.0			3.2			0.0			0.0	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0			0.0	
Control Delay (*d*), s/veh		16.3			16.7			10.2			10.0	
Level of Service (LOS)		B			B			B			B	
Approach Delay, s/veh / LOS	16.3	B		16.7	B		10.2	B		10.0	B	
Intersection Delay, s/veh / LOS	15.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	1.69	B	1.67	B	1.67	B
Bicycle LOS Score / LOS	1.27	A	1.32	A	0.63	A	0.57	A

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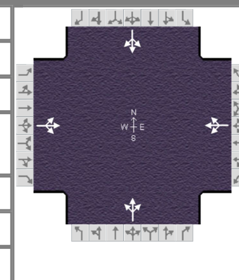
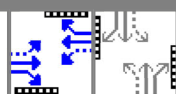
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 10, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - AM	PHF	0.87
Urban Street	Valerio Street	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	Tyrone / Valerio	File Name	02AM - Existing with Project.xus		
Project Description	GALS Middle School				

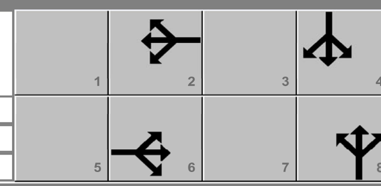


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	65	309	77	95	415	11	25	68	16	3	25	16

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	25.6	25.8	0.0	0.0	0.0	0.0
Yellow	3.6	3.2	0.0	0.0	0.0	0.0
Red	0.8	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R* c), s		4.4		4.4		4.2		4.2
Max Allow Headway (*MAH*), s		0.0		0.0		3.2		3.2
Queue Clearance Time (*g* s), s						4.5		3.0
Green Extension Time (*g* e), s		0.0		0.0		0.3		0.3
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		518			599			125			51	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1633			1625			1743			1765	
Queue Service Time (*g* s), s		0.0			4.6			0.0			0.0	
Cycle Queue Clearance Time (*g* c), s		15.4			20.0			2.5			1.0	
Green Ratio (*g/C*)		0.43			0.43			0.43			0.43	
Capacity (*c*), veh/h		765			764			823			823	
Volume-to-Capacity Ratio (*X*)		0.677			0.783			0.152			0.061	
Back of Queue (*Q*), ft/ln (95 th percentile)		247			313.1			41.5			16.1	
Back of Queue (*Q*), veh/ln (95 th percentile)		9.9			12.5			1.7			0.6	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (*d* 1), s/veh		14.0			15.3			10.5			10.0	
Incremental Delay (*d* 2), s/veh		4.8			7.9			0.0			0.0	
Initial Queue Delay (*d* 3), s/veh		0.0			0.0			0.0			0.0	
Control Delay (*d*), s/veh		18.7			23.1			10.5			10.0	
Level of Service (LOS)		B			C			B			B	
Approach Delay, s/veh / LOS	18.7		B	23.1		C	10.5		B	10.0		B
Intersection Delay, s/veh / LOS	19.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	1.69	B	1.67	B	1.67	B
Bicycle LOS Score / LOS	1.34	A	1.48	A	0.69	A	0.57	A

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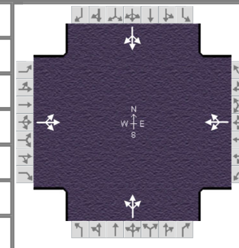
HCS7 Signalized Intersection Results Summary

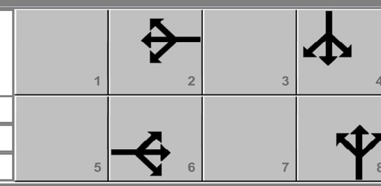
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 10, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.87
Urban Street	Valerio Street	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Tyrone / Valerio	File Name	02AM - Future.xus		
Project Description	GALS Middle School				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	35	315	79	41	400	6	26	42	16	3	28	17

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	25.6	25.8	0.0	0.0	0.0	0.0
Yellow	3.6	3.2	0.0	0.0	0.0	0.0
Red	0.8	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R c*), s		4.4		4.4		4.2		4.2
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (*g s*), s						3.9		3.1
Green Extension Time (*g e*), s		0.0		0.0		0.3		0.3
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		493			514			97			55	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1766			1801			1681			1772	
Queue Service Time (*g s*), s		0.0			0.4			0.0			0.0	
Cycle Queue Clearance Time (*g c*), s		12.7			13.1			1.9			1.1	
Green Ratio (*g/C*)		0.43			0.43			0.43			0.43	
Capacity (*c*), veh/h		818			834			801			826	
Volume-to-Capacity Ratio (*X*)		0.603			0.616			0.121			0.067	
Back of Queue (*Q*), ft/ln (95 th percentile)		224.3			233.1			31.5			17.6	
Back of Queue (*Q*), veh/ln (95 th percentile)		9.0			9.3			1.3			0.7	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (*d 1*), s/veh		13.5			13.5			10.3			10.1	
Incremental Delay (*d 2*), s/veh		3.3			3.4			0.0			0.0	
Initial Queue Delay (*d 3*), s/veh		0.0			0.0			0.0			0.0	
Control Delay (*d*), s/veh		16.8			16.9			10.3			10.1	
Level of Service (LOS)		B			B			B			B	
Approach Delay, s/veh / LOS	16.8		B	16.9		B	10.3		B	10.1		B
Intersection Delay, s/veh / LOS	16.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	1.69	B	1.67	B	1.67	B
Bicycle LOS Score / LOS	1.30	A	1.34	A	0.65	A	0.58	A

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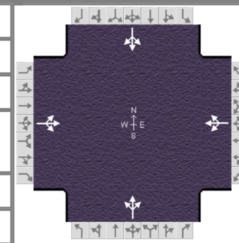
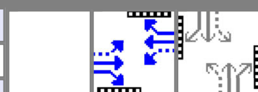
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250	
Analyst	JAS	Analysis Date	Jun 10, 2020	Area Type	Other	
Jurisdiction	City of Los Angeles	Time Period	Future with Project - AM	PHF	0.87	
Urban Street	Valerio Street	Analysis Year	2022	Analysis Period	1> 7:00	
Intersection	Tyrone / Valerio	File Name	02AM - Future with Project.xus			
Project Description	GALS Middle School					

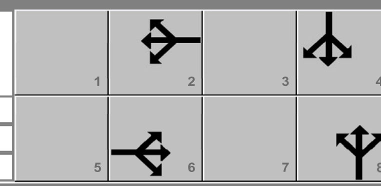


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	71	315	79	96	423	11	26	78	16	3	28	17

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	25.6	25.8	0.0	0.0	0.0	0.0
Yellow	3.6	3.2	0.0	0.0	0.0	0.0
Red	0.8	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R c*), s		4.4		4.4		4.2		4.2
Max Allow Headway (*MAH*), s		0.0		0.0		3.2		3.2
Queue Clearance Time (*g s*), s						4.7		3.1
Green Extension Time (*g e*), s		0.0		0.0		0.3		0.4
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		534			609			138			55	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1579			1589			1754			1770	
Queue Service Time (*g s*), s		0.0			4.4			0.0			0.0	
Cycle Queue Clearance Time (*g c*), s		17.1			21.5			2.7			1.1	
Green Ratio (*g/C*)		0.43			0.43			0.43			0.43	
Capacity (*c*), veh/h		743			749			827			825	
Volume-to-Capacity Ratio (*X*)		0.719			0.814			0.167			0.067	
Back of Queue (*Q*), ft/ln (95 th percentile)		263.9			331.8			46.1			17.6	
Back of Queue (*Q*), veh/ln (95 th percentile)		10.6			13.3			1.8			0.7	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (*d 1*), s/veh		14.3			15.7			10.5			10.1	
Incremental Delay (*d 2*), s/veh		5.9			9.4			0.0			0.0	
Initial Queue Delay (*d 3*), s/veh		0.0			0.0			0.0			0.0	
Control Delay (*d*), s/veh		20.3			25.1			10.6			10.1	
Level of Service (LOS)		C			C			B			B	
Approach Delay, s/veh / LOS	20.3		C	25.1		C	10.6		B	10.1		B
Intersection Delay, s/veh / LOS	21.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	1.69	B	1.67	B	1.67	B
Bicycle LOS Score / LOS	1.37	A	1.49	A	0.72	A	0.58	A

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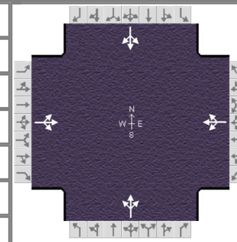
HCS7 Signalized Intersection Results Summary

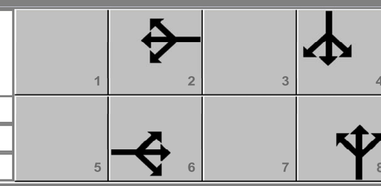
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 10, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.92
Urban Street	Valerio Street	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	Tyrone / Valerio	File Name	02PM - Existing.xus		
Project Description	GALS Middle School				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	21	373	37	22	414	13	26	38	25	7	19	17

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	25.6	25.8	0.0	0.0	0.0	0.0
Yellow	3.6	3.2	0.0	0.0	0.0	0.0
Red	0.8	1.0	0.0	0.0	0.0	0.0



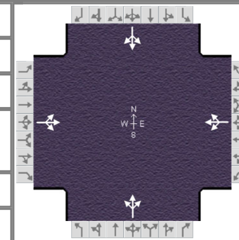
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R* $_c$), s		4.4		4.4		4.2		4.2
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (*g* $_s$), s						3.9		2.9
Green Extension Time (*g* $_e$), s		0.0		0.0		0.3		0.3
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		468			488			97			47	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1832			1850			1672			1708	
Queue Service Time (*g* $_s$), s		0.0			0.0			0.0			0.0	
Cycle Queue Clearance Time (*g* $_c$), s		11.5			12.0			1.9			0.9	
Green Ratio (*g/C*)		0.43			0.43			0.43			0.43	
Capacity (*c*), veh/h		844			852			797			804	
Volume-to-Capacity Ratio (*X*)		0.555			0.573			0.121			0.058	
Back of Queue (*Q*), ft/ln (95 th percentile)		209.1			218			31.6			14.8	
Back of Queue (*Q*), veh/ln (95 th percentile)		8.4			8.7			1.3			0.6	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (*d* $_1$), s/veh		13.2			13.3			10.3			10.0	
Incremental Delay (*d* $_2$), s/veh		2.6			2.8			0.0			0.0	
Initial Queue Delay (*d* $_3$), s/veh		0.0			0.0			0.0			0.0	
Control Delay (*d*), s/veh		15.8			16.1			10.3			10.0	
Level of Service (LOS)		B			B			B			B	
Approach Delay, s/veh / LOS	15.8	B		16.1	B		10.3	B		10.0	B	
Intersection Delay, s/veh / LOS	15.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	1.69	B	1.67	B	1.67	B
Bicycle LOS Score / LOS	1.26	A	1.29	A	0.65	A	0.56	A

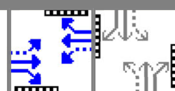
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 10, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - PM	PHF	0.92
Urban Street	Valerio Street	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	Tyrone / Valerio	File Name	02PM - Existing with Project.xus		
Project Description	GALS Middle School				

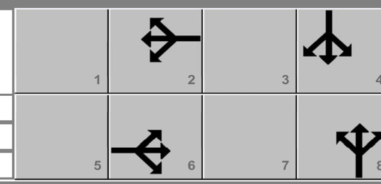


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	26	373	37	39	421	14	26	43	25	7	19	17

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	25.6	25.8	0.0	0.0	0.0	0.0
Yellow	3.6	3.2	0.0	0.0	0.0	0.0
Red	0.8	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R* c), s		4.4		4.4		4.2		4.2
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (*g* s), s						4.0		2.9
Green Extension Time (*g* e), s		0.0		0.0		0.3		0.3
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		474			515			102			47	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1819			1809			1685			1707	
Queue Service Time (*g* s), s		0.0			1.5			0.0			0.0	
Cycle Queue Clearance Time (*g* c), s		11.7			13.1			2.0			0.9	
Green Ratio (*g/C*)		0.43			0.43			0.43			0.43	
Capacity (*c*), veh/h		840			837			801			804	
Volume-to-Capacity Ratio (*X*)		0.564			0.616			0.128			0.058	
Back of Queue (*Q*), ft/ln (95 th percentile)		212			233.5			33.5			14.8	
Back of Queue (*Q*), veh/ln (95 th percentile)		8.5			9.3			1.3			0.6	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (*d* 1), s/veh		13.2			13.6			10.3			10.0	
Incremental Delay (*d* 2), s/veh		2.7			3.4			0.0			0.0	
Initial Queue Delay (*d* 3), s/veh		0.0			0.0			0.0			0.0	
Control Delay (*d*), s/veh		15.9			16.9			10.4			10.0	
Level of Service (LOS)		B			B			B			B	
Approach Delay, s/veh / LOS	15.9	B		16.9	B		10.4	B		10.0	B	
Intersection Delay, s/veh / LOS	15.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	1.69	B	1.67	B	1.67	B
Bicycle LOS Score / LOS	1.27	A	1.34	A	0.66	A	0.56	A

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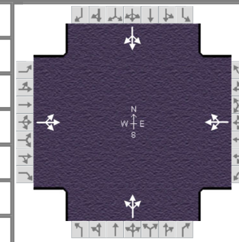
HCS7 Signalized Intersection Results Summary

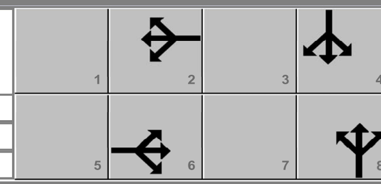
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 10, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.92
Urban Street	Valerio Street	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Tyrone / Valerio	File Name	02PM - Future.xus		
Project Description	GALS Middle School				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	22	380	38	22	422	13	27	41	26	7	29	23

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	25.6	25.8	0.0	0.0	0.0	0.0
Yellow	3.6	3.2	0.0	0.0	0.0	0.0
Red	0.8	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R c*), s		4.4		4.4		4.2		4.2
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (*g s*), s						4.0		3.3
Green Extension Time (*g e*), s		0.0		0.0		0.3		0.3
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

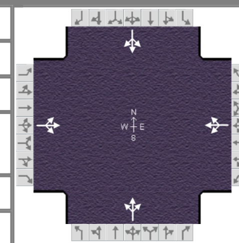
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		478			497			102			64	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1829			1851			1669			1734	
Queue Service Time (*g s*), s		0.0			0.0			0.0			0.0	
Cycle Queue Clearance Time (*g c*), s		11.8			12.3			2.0			1.3	
Green Ratio (*g/C*)		0.43			0.43			0.43			0.43	
Capacity (*c*), veh/h		843			852			795			813	
Volume-to-Capacity Ratio (*X*)		0.567			0.583			0.129			0.079	
Back of Queue (*Q*), ft/ln (95 th percentile)		214.1			222.5			33.5			20.6	
Back of Queue (*Q*), veh/ln (95 th percentile)		8.6			8.9			1.3			0.8	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (*d 1*), s/veh		13.2			13.4			10.3			10.1	
Incremental Delay (*d 2*), s/veh		2.8			2.9			0.0			0.0	
Initial Queue Delay (*d 3*), s/veh		0.0			0.0			0.0			0.0	
Control Delay (*d*), s/veh		16.0			16.3			10.4			10.1	
Level of Service (LOS)		B			B			B			B	
Approach Delay, s/veh / LOS	16.0		B	16.3		B	10.4		B	10.1		B
Intersection Delay, s/veh / LOS	15.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	1.69	B	1.67	B	1.67	B
Bicycle LOS Score / LOS	1.28	A	1.31	A	0.66	A	0.59	A

 HCS™ Streets Version 7.8.5 Generated: 6/10/2020 2:22:18 PM

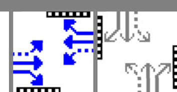
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 10, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM	PHF	0.92
Urban Street	Valerio Street	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Tyrone / Valerio	File Name	02PM - Future with Project.xus		
Project Description	GALS Middle School				

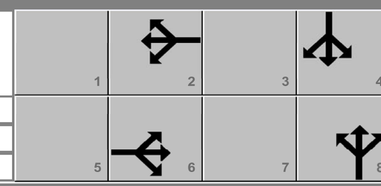


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	380	38	39	429	14	27	46	26	7	29	23

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	25.6	25.8	0.0	0.0	0.0	0.0
Yellow	3.6	3.2	0.0	0.0	0.0	0.0
Red	0.8	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R* $_c$), s		4.4		4.4		4.2		4.2
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (g_s), s						4.2		3.3
Green Extension Time (g_e), s		0.0		0.0		0.3		0.3
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

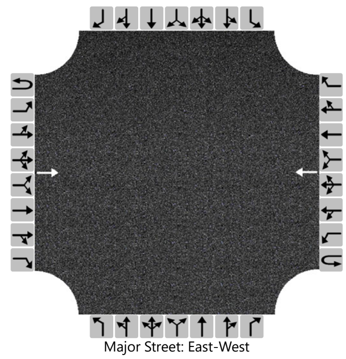
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		484			524			108			64	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1817			1809			1681			1733	
Queue Service Time (g_s), s		0.0			1.5			0.0			0.0	
Cycle Queue Clearance Time (g_c), s		12.0			13.5			2.2			1.3	
Green Ratio (*g/C*)		0.43			0.43			0.43			0.43	
Capacity (*c*), veh/h		839			837			799			812	
Volume-to-Capacity Ratio (*X*)		0.577			0.626			0.135			0.079	
Back of Queue (*Q*), ft/ln (95 th percentile)		217			238.8			35.4			20.6	
Back of Queue (*Q*), veh/ln (95 th percentile)		8.7			9.6			1.4			0.8	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (d_1), s/veh		13.3			13.7			10.4			10.1	
Incremental Delay (d_2), s/veh		2.9			3.5			0.0			0.0	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0			0.0	
Control Delay (*d*), s/veh		16.2			17.2			10.4			10.1	
Level of Service (LOS)		B			B			B			B	
Approach Delay, s/veh / LOS	16.2		B	17.2		B	10.4		B	10.1		B
Intersection Delay, s/veh / LOS	15.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	1.69	B	1.67	B	1.67	B
Bicycle LOS Score / LOS	1.29	A	1.35	A	0.67	A	0.59	A

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Runnymede Dwy / Runnymede
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Runnymede Street
Analysis Year	2020	North/South Street	Runnymede Street Driveway
Time Analyzed	Existing - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration			T				T									
Volume (veh/h)			49				46									
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

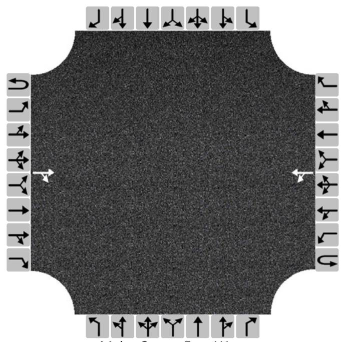
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service (LOS)																
Approach Delay (s/veh)																
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Runnymede Dwy / Runnymede
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Runnymede Street
Analysis Year	2020	North/South Street	Runnymede Street Driveway
Time Analyzed	Existing w/ Project - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			49	80		65	46									
Percent Heavy Vehicles (%)						3										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.13										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.23										

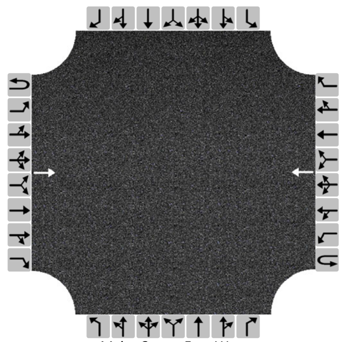
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						71										
Capacity, c (veh/h)						1437										
v/c Ratio						0.05										
95% Queue Length, Q_{95} (veh)						0.2										
Control Delay (s/veh)						7.6										
Level of Service (LOS)						A										
Approach Delay (s/veh)					4.6											
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Runnymede Dwy / Runnymede
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Runnymede Street
Analysis Year	2022	North/South Street	Runnymede Street Driveway
Time Analyzed	Future - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration			T				T									
Volume (veh/h)			50				47									
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

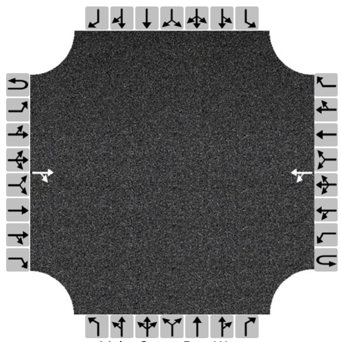
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service (LOS)																
Approach Delay (s/veh)																
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Runnymede Dwy / Runnymede
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Runnymede Street
Analysis Year	2022	North/South Street	Runnymede Street Driveway
Time Analyzed	Future w/ Project - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			50	80		65	47									
Percent Heavy Vehicles (%)						3										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.13										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.23										

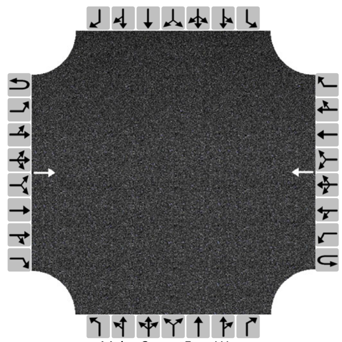
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						71										
Capacity, c (veh/h)						1436										
v/c Ratio						0.05										
95% Queue Length, Q_{95} (veh)						0.2										
Control Delay (s/veh)						7.6										
Level of Service (LOS)						A										
Approach Delay (s/veh)					4.6											
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Runnymede Dwy / Runnymede
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Runnymede Street
Analysis Year	2020	North/South Street	Runnymede Street Driveway
Time Analyzed	Existing - PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration			T				T									
Volume (veh/h)			40				23									
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

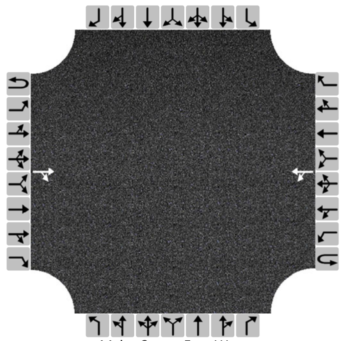
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service (LOS)																
Approach Delay (s/veh)																
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Runnymede Dwy / Runnymede
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Runnymede Street
Analysis Year	2020	North/South Street	Runnymede Street Driveway
Time Analyzed	Existing w/ Project - PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			40	12		9	23									
Percent Heavy Vehicles (%)						3										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.13										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.23										

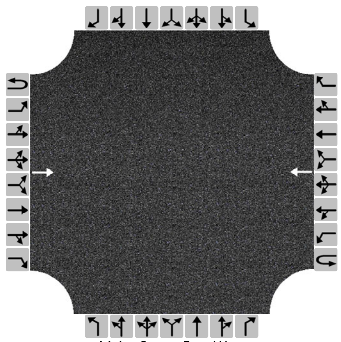
Delay, Queue Length, and Level of Service

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Flow Rate, v (veh/h)						10										
Capacity, c (veh/h)						1542										
v/c Ratio						0.01										
95% Queue Length, Q_{95} (veh)						0.0										
Control Delay (s/veh)						7.4										
Level of Service (LOS)						A										
Approach Delay (s/veh)					2.1											
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Runnymede Dwy / Runnymede
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Runnymede Street
Analysis Year	2020	North/South Street	Runnymede Street Driveway
Time Analyzed	Future - PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration			T				T									
Volume (veh/h)			41				23									
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service (LOS)																
Approach Delay (s/veh)																
Approach LOS																

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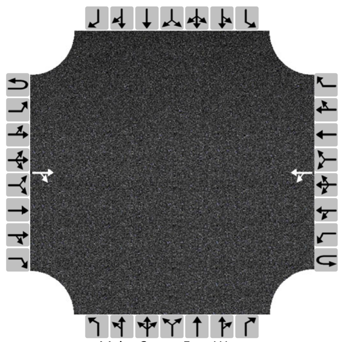
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Runnymede Dwy / Runnymede
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Runnymede Street
Analysis Year	2022	North/South Street	Runnymede Street Driveway
Time Analyzed	Future w/ Project - PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			41	12		9	23									
Percent Heavy Vehicles (%)						3										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.13										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.23										

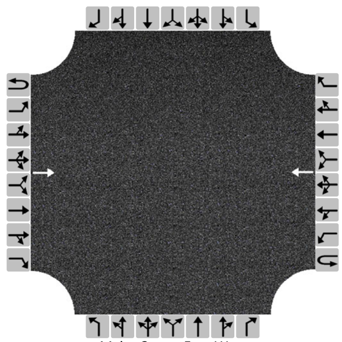
Delay, Queue Length, and Level of Service

	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Flow Rate, v (veh/h)						10										
Capacity, c (veh/h)						1540										
v/c Ratio						0.01										
95% Queue Length, Q_{95} (veh)						0.0										
Control Delay (s/veh)						7.4										
Level of Service (LOS)						A										
Approach Delay (s/veh)					2.1											
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Valerio Dwy / Valerio
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Valerio Street
Analysis Year	2020	North/South Street	Valerio Street Driveway
Time Analyzed	Existing - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration			T				T									
Volume (veh/h)			345				441									
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

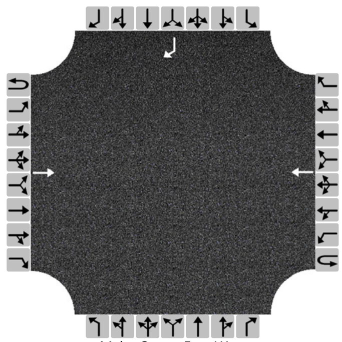
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service (LOS)																
Approach Delay (s/veh)																
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Valerio Dwy / Valerio
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Valerio Street
Analysis Year	2020	North/South Street	Valerio Street Driveway
Time Analyzed	Existing w/ Project - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	1
Configuration			T				T									R
Volume (veh/h)			345				441									92
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																6.2
Critical Headway (sec)																6.23
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.33

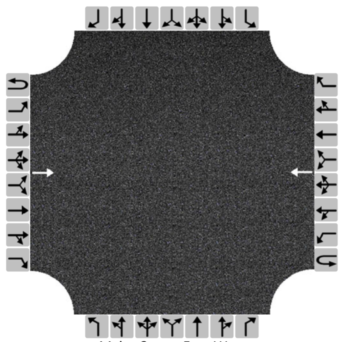
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																100
Capacity, c (veh/h)																584
v/c Ratio																0.17
95% Queue Length, Q_{95} (veh)																0.6
Control Delay (s/veh)																12.4
Level of Service (LOS)																B
Approach Delay (s/veh)													12.4			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Valerio Dwy / Valerio
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Valerio Street
Analysis Year	2022	North/South Street	Valerio Street Driveway
Time Analyzed	Future - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration			T				T									
Volume (veh/h)			352				450									
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

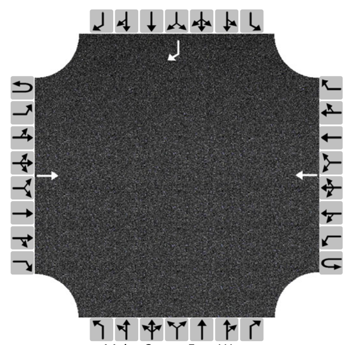
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service (LOS)																
Approach Delay (s/veh)																
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Valerio Dwy / Valerio
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Valerio Street
Analysis Year	2022	North/South Street	Valerio Street Driveway
Time Analyzed	Future w/ Project - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	1
Configuration			T				T									R
Volume (veh/h)			352				450									92
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																6.2
Critical Headway (sec)																6.23
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.33

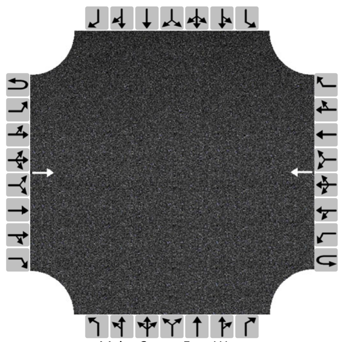
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																100
Capacity, c (veh/h)																577
v/c Ratio																0.17
95% Queue Length, Q_{95} (veh)																0.6
Control Delay (s/veh)																12.5
Level of Service (LOS)																B
Approach Delay (s/veh)													12.5			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Valerio Dwy / Valerio
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Valerio Street
Analysis Year	2020	North/South Street	Valerio Street Driveway
Time Analyzed	Existing - PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration			T				T									
Volume (veh/h)			401				459									
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service (LOS)																
Approach Delay (s/veh)																
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Valerio Dwy / Valerio
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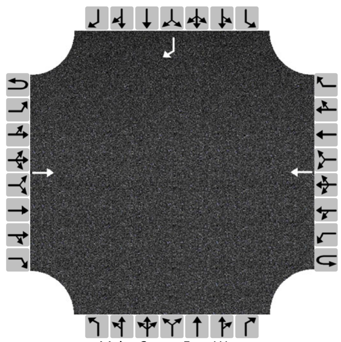
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	1
Configuration			T				T									R
Volume (veh/h)			401				459									29
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																6.2
Critical Headway (sec)																6.23
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.33

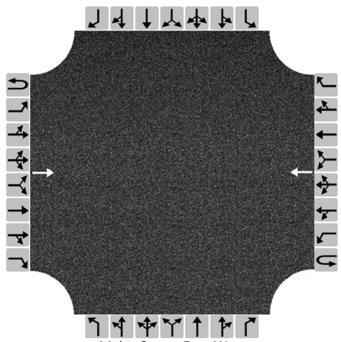
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																32
Capacity, c (veh/h)																570
v/c Ratio																0.06
95% Queue Length, Q_{95} (veh)																0.2
Control Delay (s/veh)																11.7
Level of Service (LOS)																B
Approach Delay (s/veh)													11.7			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Valerio Dwy / Valerio
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Valerio Street
Analysis Year	2022	North/South Street	Valerio Street Driveway
Time Analyzed	Future - PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration			T				T									
Volume (veh/h)			409				468									
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

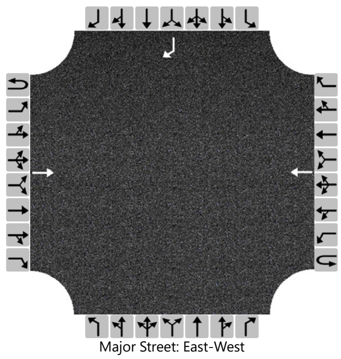
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service (LOS)																
Approach Delay (s/veh)																
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Valerio Dwy / Valerio
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Valerio Street
Analysis Year	2022	North/South Street	Valerio Street Driveway
Time Analyzed	Future w/ Project - PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	1
Configuration			T				T									R
Volume (veh/h)			409				468									29
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																6.2
Critical Headway (sec)																6.23
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.33

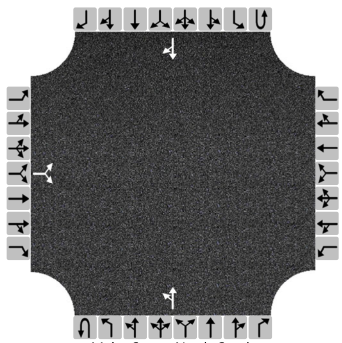
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																32
Capacity, c (veh/h)																562
v/c Ratio																0.06
95% Queue Length, Q_{95} (veh)																0.2
Control Delay (s/veh)																11.8
Level of Service (LOS)																B
Approach Delay (s/veh)													11.8			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Hazeltine / Runnymede
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Runnymede Street
Analysis Year	2020	North/South Street	Hazeltine Avenue
Time Analyzed	Existing - AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		20		29						20	421				297	26
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

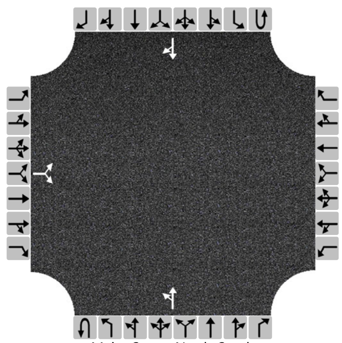
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			53							22						
Capacity, c (veh/h)			478							1202						
v/c Ratio			0.11							0.02						
95% Queue Length, Q_{95} (veh)			0.4							0.1						
Control Delay (s/veh)			13.5							8.0						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	13.5								0.6							
Approach LOS	B															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Hazeltine / Runnymede
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Runnymede Street
Analysis Year	2020	North/South Street	Hazeltine Avenue
Time Analyzed	Existing w/ Project - AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		20		29						85	421				297	26
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

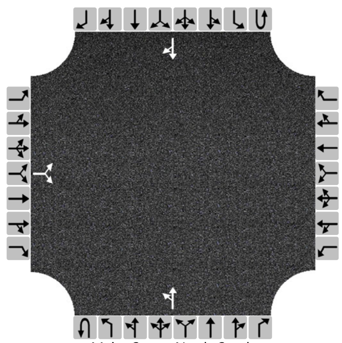
Delay, Queue Length, and Level of Service

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Flow Rate, v (veh/h)			53							92						
Capacity, c (veh/h)			402							1202						
v/c Ratio			0.13							0.08						
95% Queue Length, Q_{95} (veh)			0.5							0.2						
Control Delay (s/veh)			15.3							8.2						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)	15.3								2.1							
Approach LOS	C															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Hazeltine / Runnymede
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Runnymede Street
Analysis Year	2022	North/South Street	Hazeltine Avenue
Time Analyzed	Future - AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		20		30						20	446				307	27
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			54							22						
Capacity, c (veh/h)			464							1190						
v/c Ratio			0.12							0.02						
95% Queue Length, Q_{95} (veh)			0.4							0.1						
Control Delay (s/veh)			13.8							8.1						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	13.8								0.5							
Approach LOS	B															

HCS7 Two-Way Stop-Control Report

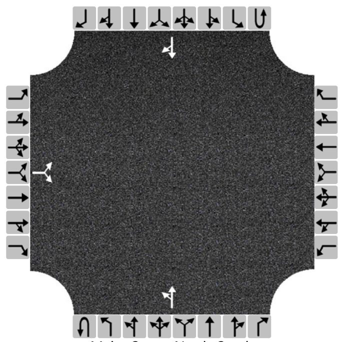
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/10/2020
Analysis Year	2022
Time Analyzed	Future w/ Project - AM
Intersection Orientation	North-South
Project Description	GALS Middle School

Site Information

Intersection	Hazeltine / Runnymede
Jurisdiction	City of Los Angeles
East/West Street	Runnymede Street
North/South Street	Hazeltine Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		20		30						85	446				307	27
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

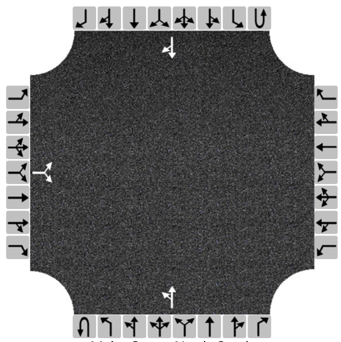
Delay, Queue Length, and Level of Service

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Flow Rate, v (veh/h)			54							92						
Capacity, c (veh/h)			388							1190						
v/c Ratio			0.14							0.08						
95% Queue Length, Q_{95} (veh)			0.5							0.3						
Control Delay (s/veh)			15.8							8.3						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)	15.8								2.1							
Approach LOS	C															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Hazeltine / Runnymede
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Runnymede Street
Analysis Year	2020	North/South Street	Hazeltine Avenue
Time Analyzed	Existing - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		12		28						14	339				303	9
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

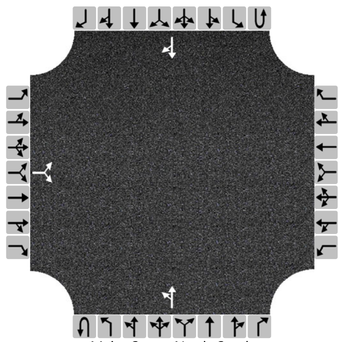
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			43							15						
Capacity, c (veh/h)			561							1214						
v/c Ratio			0.08							0.01						
95% Queue Length, Q_{95} (veh)			0.3							0.0						
Control Delay (s/veh)			12.0							8.0						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	12.0								0.4							
Approach LOS	B															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Hazeltine / Runnymede
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Runnymede Street
Analysis Year	2020	North/South Street	Hazeltine Avenue
Time Analyzed	Existing w/ Project - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		12		28						23	339				303	9
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

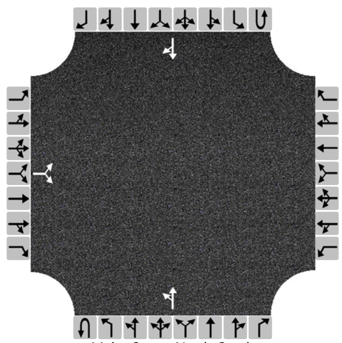
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			43							25						
Capacity, c (veh/h)			552							1214						
v/c Ratio			0.08							0.02						
95% Queue Length, Q_{95} (veh)			0.3							0.1						
Control Delay (s/veh)			12.1							8.0						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	12.1								0.7							
Approach LOS	B															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Hazeltine / Runnymede
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Runnymede Street
Analysis Year	2022	North/South Street	Hazeltine Avenue
Time Analyzed	Future - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		12		29						14	349				329	9
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

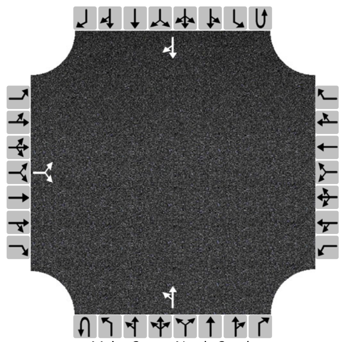
Delay, Queue Length, and Level of Service

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Flow Rate, v (veh/h)			45							15						
Capacity, c (veh/h)			540							1186						
v/c Ratio			0.08							0.01						
95% Queue Length, Q_{95} (veh)			0.3							0.0						
Control Delay (s/veh)			12.3							8.1						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	12.3								0.4							
Approach LOS	B															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Hazeltine / Runnymede
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/10/2020	East/West Street	Runnymede Street
Analysis Year	2022	North/South Street	Hazeltine Avenue
Time Analyzed	Future w/ Project - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	GALS Middle School		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		12		29						23	349				329	9
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

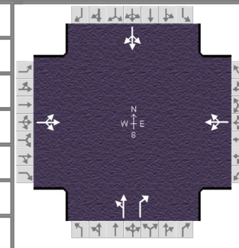
	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Flow Rate, v (veh/h)			45							25						
Capacity, c (veh/h)			531							1186						
v/c Ratio			0.08							0.02						
95% Queue Length, Q_{95} (veh)			0.3							0.1						
Control Delay (s/veh)			12.4							8.1						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	12.4								0.7							
Approach LOS	B															

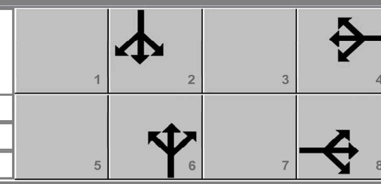
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 10, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.93
Urban Street	Hazeltine Avenue	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	Hazeltine / Valerio	File Name	06AM - Existing.xus		
Project Description	GALS Middle School				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	3	232	110	84	351	179	85	259	84	89	230	5

Signal Information										
Cycle, s	60.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	25.7	25.6	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.9	3.6	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.4	0.8	0.0	0.0	0.0	0.0



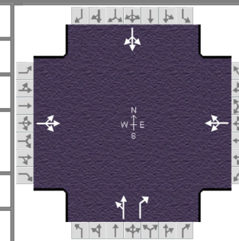
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		7.0		8.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R* $_c$), s		4.4		4.4		4.3		4.3
Max Allow Headway (*MAH*), s		3.3		3.3		0.0		0.0
Queue Clearance Time (g_s), s		10.9		24.1				
Green Extension Time (g_e), s		2.4		0.6		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.04		1.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		371			660			370	90		348	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1800			1679			1694	1610		1652	
Queue Service Time (g_s), s		0.0			13.2			0.5	2.0		0.0	
Cycle Queue Clearance Time (g_c), s		8.9			22.1			8.8	2.0		8.3	
Green Ratio (*g/C*)		0.43			0.43			0.43	0.43		0.43	
Capacity (*c*), veh/h		829			785			800	690		784	
Volume-to-Capacity Ratio (*X*)		0.448			0.841			0.462	0.131		0.444	
Back of Queue (*Q*), ft/ln (95 th percentile)		141.5			342.5			152.3	31		141.5	
Back of Queue (*Q*), veh/ln (95 th percentile)		5.7			13.7			6.1	1.2		5.7	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00	0.00		0.00	
Uniform Delay (d_1), s/veh		12.4			16.0			12.2	10.4		12.1	
Incremental Delay (d_2), s/veh		0.1			7.8			1.9	0.4		1.8	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0	0.0		0.0	
Control Delay (*d*), s/veh		12.6			23.7			14.1	10.8		13.9	
Level of Service (LOS)		B			C			B	B		B	
Approach Delay, s/veh / LOS	12.6	B		23.7	C		13.5	B		13.9	B	
Intersection Delay, s/veh / LOS	17.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.66	B	1.69	B	1.69	B
Bicycle LOS Score / LOS	1.10	A	1.58	B	1.25	A	1.06	A

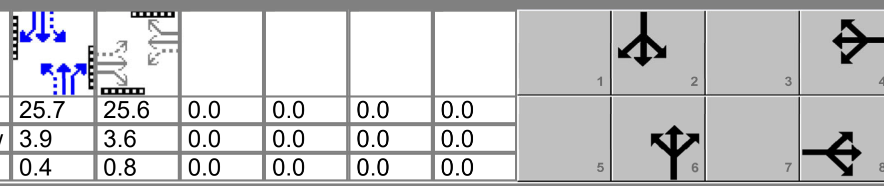
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 10, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - AM	PHF	0.93
Urban Street	Hazeltine Avenue	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	Hazeltine / Valerio	File Name	06AM - Existing with Project.xus		
Project Description	GALS Middle School				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	3	232	110	84	351	201	85	303	84	89	230	5

Signal Information										
Cycle, s	60.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	25.7	25.6	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.9	3.6	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.4	0.8	0.0	0.0	0.0	0.0



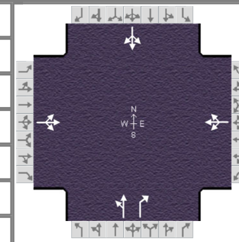
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		7.0		8.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R c*), s		4.4		4.4		4.3		4.3
Max Allow Headway (*MAH*), s		3.3		3.3		0.0		0.0
Queue Clearance Time (*g s*), s		10.9		25.6				
Green Extension Time (*g e*), s		2.4		0.0		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.04		1.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		371			684			417	90		348	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1806			1677			1714	1610		1631	
Queue Service Time (*g s*), s		0.0			14.6			2.0	2.0		0.0	
Cycle Queue Clearance Time (*g c*), s		8.9			23.6			10.4	2.0		8.4	
Green Ratio (*g/C*)		0.43			0.43			0.43	0.43		0.43	
Capacity (*c*), veh/h		831			784			807	690		775	
Volume-to-Capacity Ratio (*X*)		0.446			0.873			0.517	0.131		0.450	
Back of Queue (*Q*), ft/ln (95 th percentile)		141.5			374.2			179.2	31		141.9	
Back of Queue (*Q*), veh/ln (95 th percentile)		5.7			15.0			7.2	1.2		5.7	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00	0.00		0.00	
Uniform Delay (*d 1*), s/veh		12.4			16.4			12.6	10.4		12.1	
Incremental Delay (*d 2*), s/veh		0.1			10.2			2.4	0.4		1.9	
Initial Queue Delay (*d 3*), s/veh		0.0			0.0			0.0	0.0		0.0	
Control Delay (*d*), s/veh		12.6			26.6			15.0	10.8		14.0	
Level of Service (LOS)		B			C			B	B		B	
Approach Delay, s/veh / LOS	12.6		B	26.6		C	14.3		B	14.0		B
Intersection Delay, s/veh / LOS	18.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.66	B	1.69	B	1.69	B
Bicycle LOS Score / LOS	1.10	A	1.62	B	1.33	A	1.06	A

HCS7 Signalized Intersection Results Summary

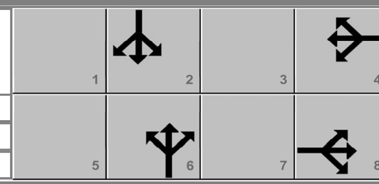
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 10, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.93
Urban Street	Hazeltine Avenue	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Hazeltine / Valerio	File Name	06AM - Future.xus		
Project Description	GALS Middle School				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	3	237	112	86	358	192	87	273	86	93	237	5

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	25.7	25.6	0.0	0.0	0.0	0.0
Yellow	3.9	3.6	0.0	0.0	0.0	0.0
Red	0.4	0.8	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		7.0		8.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R c*), s		4.4		4.4		4.3		4.3
Max Allow Headway (*MAH*), s		3.3		3.3		0.0		0.0
Queue Clearance Time (g_s), s		11.2		25.6				
Green Extension Time (g_e), s		2.5		0.0		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.05		1.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		378			684			387	92		360	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1806			1676			1693	1610		1643	
Queue Service Time (g_s), s		0.0			14.4			0.6	2.1		0.0	
Cycle Queue Clearance Time (g_c), s		9.2			23.6			9.4	2.1		8.8	
Green Ratio (*g/C*)		0.43			0.43			0.43	0.43		0.43	
Capacity (*c*), veh/h		831			783			800	690		780	
Volume-to-Capacity Ratio (*X*)		0.455			0.873			0.484	0.134		0.462	
Back of Queue (*Q*), ft/ln (95 th percentile)		145.3			374.3			162.2	31.9		148.4	
Back of Queue (*Q*), veh/ln (95 th percentile)		5.8			15.0			6.5	1.3		5.9	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00	0.00		0.00	
Uniform Delay (d_1), s/veh		12.5			16.4			12.4	10.4		12.2	
Incremental Delay (d_2), s/veh		0.1			10.3			2.1	0.4		2.0	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0	0.0		0.0	
Control Delay (*d*), s/veh		12.6			26.6			14.5	10.8		14.1	
Level of Service (LOS)		B			C			B	B		B	
Approach Delay, s/veh / LOS	12.6		B	26.6		C	13.8		B	14.1		B
Intersection Delay, s/veh / LOS	18.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.66	B	1.69	B	1.69	B
Bicycle LOS Score / LOS	1.11	A	1.62	B	1.28	A	1.08	A

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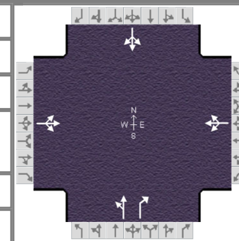
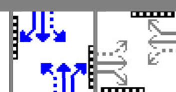
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 10, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - AM	PHF	0.93
Urban Street	Hazeltine Avenue	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Hazeltine / Valerio	File Name	06AM - Future with Project.xus		
Project Description	GALS Middle School				

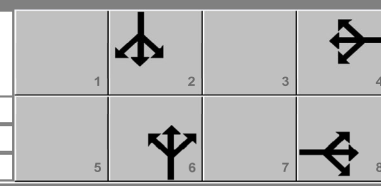


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	3	237	112	86	358	214	87	317	86	93	237	5

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	25.7	25.6	0.0	0.0	0.0	0.0
Yellow	3.9	3.6	0.0	0.0	0.0	0.0
Red	0.4	0.8	0.0	0.0	0.0	0.0

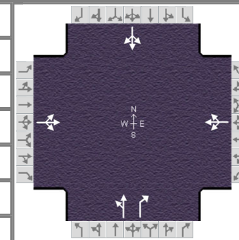


Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		7.0		8.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (Y+R_c), s		4.4		4.4		4.3		4.3
Max Allow Headway (MAH), s		3.3		3.3		0.0		0.0
Queue Clearance Time (g_s), s		11.2		27.1				
Green Extension Time (g_e), s		2.5		0.0		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.05		1.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h		378			708			434	92		360	
Adjusted Saturation Flow Rate (s), veh/h/ln		1812			1675			1713	1610		1621	
Queue Service Time (g_s), s		0.0			16.0			2.2	2.1		0.0	
Cycle Queue Clearance Time (g_c), s		9.2			25.1			11.1	2.1		8.9	
Green Ratio (g/C)		0.43			0.43			0.43	0.43		0.43	
Capacity (c), veh/h		834			783			807	690		771	
Volume-to-Capacity Ratio (X)		0.454			0.904			0.539	0.134		0.467	
Back of Queue (Q), ft/ln (95 th percentile)		145.3			411.4			190.2	31.9		148.8	
Back of Queue (Q), veh/ln (95 th percentile)		5.8			16.5			7.6	1.3		6.0	
Queue Storage Ratio (RQ) (95 th percentile)		0.00			0.00			0.00	0.00		0.00	
Uniform Delay (d_1), s/veh		12.5			16.8			12.8	10.4		12.2	
Incremental Delay (d_2), s/veh		0.1			13.6			2.6	0.4		2.0	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0	0.0		0.0	
Control Delay (d), s/veh		12.6			30.4			15.4	10.8		14.2	
Level of Service (LOS)		B			C			B	B		B	
Approach Delay, s/veh / LOS	12.6	B		30.4	C		14.6	B		14.2	B	
Intersection Delay, s/veh / LOS	19.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.66	B	1.69	B	1.69	B
Bicycle LOS Score / LOS	1.11	A	1.66	B	1.36	A	1.08	A

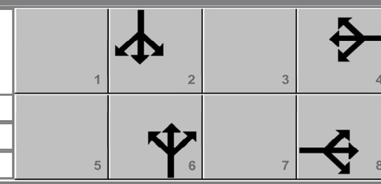
HCS7 Signalized Intersection Results Summary



General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 10, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.91
Urban Street	Hazeltine Avenue	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	Hazeltine / Valerio	File Name	06PM - Existing.xus		
Project Description	GALS Middle School				

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	2	290	109	56	344	103	108	248	130	123	201	7

Signal Information										
Cycle, s	60.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	25.7	25.6	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.9	3.6	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.4	0.8	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		7.0		8.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R* $_c$), s		4.4		4.4		4.3		4.3
Max Allow Headway (*MAH*), s		3.2		3.2		0.0		0.0
Queue Clearance Time (g_s), s		13.1		17.7				
Green Extension Time (g_e), s		2.1		1.7		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.06		0.24				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		441			553			391	143		364	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1810			1724			1646	1610		1559	
Queue Service Time (g_s), s		0.0			4.6			0.3	3.3		0.0	
Cycle Queue Clearance Time (g_c), s		11.1			15.7			10.1	3.3		9.7	
Green Ratio (*g/C*)		0.43			0.43			0.43	0.43		0.43	
Capacity (*c*), veh/h		832			802			783	690		750	
Volume-to-Capacity Ratio (*X*)		0.529			0.689			0.499	0.207		0.485	
Back of Queue (*Q*), ft/ln (95 th percentile)		178			242.6			167.5	51.2		154.6	
Back of Queue (*Q*), veh/ln (95 th percentile)		7.1			9.7			6.7	2.0		6.2	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00	0.00		0.00	
Uniform Delay (d_1), s/veh		13.0			14.2			12.5	10.8		12.4	
Incremental Delay (d_2), s/veh		0.3			2.1			2.3	0.7		2.2	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0	0.0		0.0	
Control Delay (*d*), s/veh		13.4			16.3			14.8	11.4		14.6	
Level of Service (LOS)		B			B			B	B		B	
Approach Delay, s/veh / LOS	13.4		B	16.3		B	13.9		B	14.6		B
Intersection Delay, s/veh / LOS	14.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.66	B	1.69	B	1.69	B
Bicycle LOS Score / LOS	1.21	A	1.40	A	1.37	A	1.09	A

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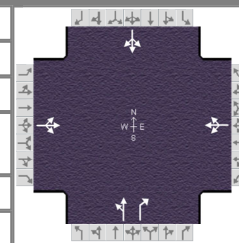
HCS7 Signalized Intersection Results Summary

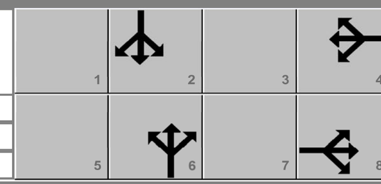
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 10, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - PM	PHF	0.91
Urban Street	Hazeltine Avenue	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	Hazeltine / Valerio	File Name	06PM - Existing with Project.xus		
Project Description	GALS Middle School				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	2	290	109	56	344	106	108	254	130	123	201	7

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	25.7	25.6	0.0	0.0	0.0	0.0
Yellow	3.9	3.6	0.0	0.0	0.0	0.0
Red	0.4	0.8	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		7.0		8.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R* $_c$), s		4.4		4.4		4.3		4.3
Max Allow Headway (*MAH*), s		3.2		3.2		0.0		0.0
Queue Clearance Time (g_s), s		13.1		17.9				
Green Extension Time (g_e), s		2.1		1.7		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.06		0.25				

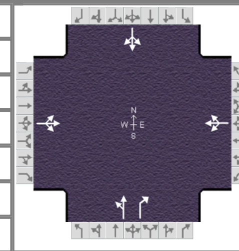
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		441			556			398	143		364	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1810			1723			1650	1610		1556	
Queue Service Time (g_s), s		0.0			4.8			0.5	3.3		0.0	
Cycle Queue Clearance Time (g_c), s		11.1			15.9			10.3	3.3		9.8	
Green Ratio (*g/C*)		0.43			0.43			0.43	0.43		0.43	
Capacity (*c*), veh/h		832			802			784	690		749	
Volume-to-Capacity Ratio (*X*)		0.529			0.694			0.507	0.207		0.486	
Back of Queue (*Q*), ft/ln (95 th percentile)		178			244.7			171.1	51.2		154.7	
Back of Queue (*Q*), veh/ln (95 th percentile)		7.1			9.8			6.8	2.0		6.2	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00	0.00		0.00	
Uniform Delay (d_1), s/veh		13.0			14.3			12.6	10.8		12.4	
Incremental Delay (d_2), s/veh		0.3			2.2			2.3	0.7		2.3	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0	0.0		0.0	
Control Delay (*d*), s/veh		13.4			16.4			14.9	11.4		14.7	
Level of Service (LOS)		B			B			B	B		B	
Approach Delay, s/veh / LOS	13.4		B	16.4		B	14.0		B	14.7		B
Intersection Delay, s/veh / LOS	14.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.66	B	1.69	B	1.69	B
Bicycle LOS Score / LOS	1.21	A	1.41	A	1.38	A	1.09	A

 HCS™ Streets Version 7.8.5 Generated: 6/10/2020 4:11:40 PM

HCS7 Signalized Intersection Results Summary

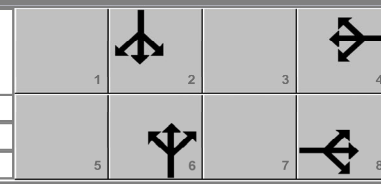
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 10, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.91
Urban Street	Hazeltine Avenue	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Hazeltine / Valerio	File Name	06PM - Future.xus		
Project Description	GALS Middle School				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	2	296	111	57	351	107	110	255	133	135	215	7

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	25.7	25.6	0.0	0.0	0.0	0.0
Yellow	3.9	3.6	0.0	0.0	0.0	0.0
Red	0.4	0.8	0.0	0.0	0.0	0.0



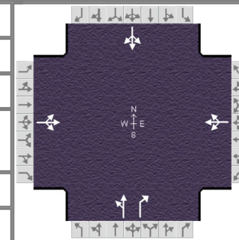
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		7.0		8.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R* $_c$), s		4.4		4.4		4.3		4.3
Max Allow Headway (*MAH*), s		3.2		3.2		0.0		0.0
Queue Clearance Time (g_s), s		13.4		18.3				
Green Extension Time (g_e), s		2.1		1.7		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.07		0.30				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		449			566			401	146		392	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1810			1722			1638	1610		1548	
Queue Service Time (g_s), s		0.0			5.0			0.0	3.4		0.5	
Cycle Queue Clearance Time (g_c), s		11.4			16.3			10.5	3.4		11.0	
Green Ratio (*g/C*)		0.43			0.43			0.43	0.43		0.43	
Capacity (*c*), veh/h		833			801			780	690		746	
Volume-to-Capacity Ratio (*X*)		0.540			0.706			0.514	0.212		0.526	
Back of Queue (*Q*), ft/ln (95 th percentile)		183.3			251.4			174	52.6		172.8	
Back of Queue (*Q*), veh/ln (95 th percentile)		7.3			10.1			7.0	2.1		6.9	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00	0.00		0.00	
Uniform Delay (d_1), s/veh		13.1			14.4			12.6	10.8		12.7	
Incremental Delay (d_2), s/veh		0.4			2.4			2.4	0.7		2.6	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0	0.0		0.0	
Control Delay (*d*), s/veh		13.5			16.8			15.1	11.5		15.4	
Level of Service (LOS)		B			B			B	B		B	
Approach Delay, s/veh / LOS	13.5	B		16.8	B		14.1	B		15.4	B	
Intersection Delay, s/veh / LOS	15.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.66	B	1.69	B	1.69	B
Bicycle LOS Score / LOS	1.23	A	1.42	A	1.39	A	1.13	A

HCS7 Signalized Intersection Results Summary

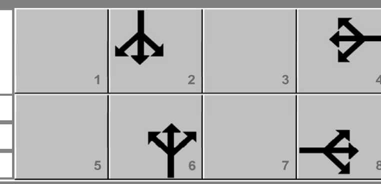
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 10, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM	PHF	0.91
Urban Street	Hazeltine Avenue	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Hazeltine / Valerio	File Name	06PM - Future with Project.xus		
Project Description	GALS Middle School				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	2	296	111	57	351	110	110	261	133	135	215	7

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	25.7	25.6	0.0	0.0	0.0	0.0
Yellow	3.9	3.6	0.0	0.0	0.0	0.0
Red	0.4	0.8	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		7.0		8.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R* c), s		4.4		4.4		4.3		4.3
Max Allow Headway (*MAH*), s		3.3		3.3		0.0		0.0
Queue Clearance Time (g_s), s		13.4		18.5				
Green Extension Time (g_e), s		2.1		1.7		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.07		0.32				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		449			569			408	146		392	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1810			1721			1642	1610		1540	
Queue Service Time (g_s), s		0.0			5.1			0.0	3.4		0.4	
Cycle Queue Clearance Time (g_c), s		11.4			16.5			10.8	3.4		11.1	
Green Ratio (*g/C*)		0.43			0.43			0.43	0.43		0.43	
Capacity (*c*), veh/h		832			801			781	690		742	
Volume-to-Capacity Ratio (*X*)		0.540			0.711			0.522	0.212		0.528	
Back of Queue (*Q*), ft/ln (95 th percentile)		183.3			253.7			177.7	52.6		173.5	
Back of Queue (*Q*), veh/ln (95 th percentile)		7.3			10.1			7.1	2.1		6.9	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00	0.00		0.00	
Uniform Delay (d_1), s/veh		13.1			14.4			12.7	10.8		12.8	
Incremental Delay (d_2), s/veh		0.4			2.5			2.5	0.7		2.7	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0	0.0		0.0	
Control Delay (*d*), s/veh		13.5			17.0			15.2	11.5		15.4	
Level of Service (LOS)		B			B			B	B		B	
Approach Delay, s/veh / LOS	13.5		B	17.0		B	14.2		B	15.4		B
Intersection Delay, s/veh / LOS				15.1						B		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.66	B	1.69	B	1.69	B
Bicycle LOS Score / LOS	1.23	A	1.43	A	1.40	A	1.13	A

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DouglasKim+Associates,LLC

AMBIENT NOISE MODELING

Receiver list

No	Receiver name	Coordinates X	Coordinates Y	Build side	Floo	Heig abv.	Limit Day	Limit Ever	Limit Nigh	Limit Lden	Level w/o NP Day	Level w/o NP Ever	Level w/o NP Nigh	Level w/o NP Lden	Level w NP Day	Level w NP Ever	Level w NP Nigh	Level w NP Lden	Difference Day	Difference Ever	Difference Nigh	Difference Lden	Conflict Day	Conflict Ever	Conflict Nigh	Conflict Lden
		in meter				m	dB(A)				dB(A)				dB(A)				dB				dB			
1	North America (	11367	37858	Wes	GF	233.	-	-	-	-	58.7	0.0	0.0	55.7	0.0	0.0	0.0	0.0	-58.	0.0	0.0	-55.	-	-	-	-
2	Runnymede Str	11367	37859	Sout	GF	234.	-	-	-	-	59.2	0.0	0.0	56.2	0.0	0.0	0.0	0.0	-59.	0.0	0.0	-56.	-	-	-	-
3	Valerio Street 1	11367	37858	Wes	GF	233.	-	-	-	-	60.2	0.0	0.0	57.2	0.0	0.0	0.0	0.0	-60.	0.0	0.0	-57.	-	-	-	-
4	Valerio Street 1	11367	37858	East	GF	233.	-	-	-	-	59.3	0.0	0.0	56.3	0.0	0.0	0.0	0.0	-59.	0.0	0.0	-56.	-	-	-	-
5	Valerio Street (S	11367	37857	North	GF	233.	-	-	-	-	68.8	0.0	0.0	65.8	0.0	0.0	0.0	0.0	-68.	0.0	0.0	-65.	-	-	-	-

Noise emissions of road traffic

Statio km	ADT Veh/24	Vehicles type	Vehicle name	Traffic values day Veh/h	evening Veh/h	night Veh/h	Speed km/h	Contro device	Cons Spee km/h	Affec veh. %	Road surface	Gradie Min / M %
Runnymede Street							**Traffic direction: In entry direction**					
0+00	1140	Total	-	95	-	-	-	Stop s	-	100.0	Average (of DGAC a	0.0
		Automobiles	-	90	-	-	48					
		Medium trucks	-	5	-	-	48					
		Heavy trucks	-	-	-	-	48					
		Buses	-	-	-	-	-					
		Motorcycles	-	-	-	-	-					
		Auxiliary vehicle	-	-	-	-	-					
0+40	-							-	-	-	-	-
Valerio Street							**Traffic direction: In entry direction**					
0+00	9432	Total	-	786	-	-	-	Stop s	-	100.0	Average (of DGAC a	-0.1
		Automobiles	-	706	-	-	48					
		Medium trucks	-	50	-	-	48					
		Heavy trucks	-	20	-	-	48					
		Buses	-	-	-	-	-					
		Motorcycles	-	10	-	-	-					
		Auxiliary vehicle	-	-	-	-	-					
0+40	-							-	-	-	-	-
Tyrone Avenue							**Traffic direction: In entry direction**					
0+00	1764	Total	-	147	-	-	-	Stop s	-	100.0	Average (of DGAC a	-0.5
		Automobiles	-	140	-	-	48					
		Medium trucks	-	7	-	-	48					
		Heavy trucks	-	-	-	-	48					
		Buses	-	-	-	-	-					
		Motorcycles	-	-	-	-	-					
		Auxiliary vehicle	-	-	-	-	-					
0+09	-							-	-	-	-	-
Tyrone Avenue1							**Traffic direction: In entry direction**					
0+00	2580	Total	-	215	-	-	-	Stop s	-	100.0	Average (of DGAC a	-0.2
		Automobiles	-	200	-	-	48					
		Medium trucks	-	15	-	-	48					
		Heavy trucks	-	-	-	-	48					
		Buses	-	-	-	-	-					
		Motorcycles	-	-	-	-	-					
		Auxiliary vehicle	-	-	-	-	-					
0+11	-							-	-	-	-	-
Tyrone Avenue5							**Traffic direction: In entry direction**					
0+00	2136	Total	-	178	-	-	-	Stop s	-	100.0	Average (of DGAC a	-0.7
		Automobiles	-	160	-	-	48					
		Medium trucks	-	18	-	-	48					
		Heavy trucks	-	-	-	-	48					
		Buses	-	-	-	-	-					
		Motorcycles	-	-	-	-	-					
		Auxiliary vehicle	-	-	-	-	-					
0+09	-							-	-	-	-	-
Hazeltine Avenue							**Traffic direction: In entry direction**					
0+00	9168	Total	-	764	-	-	-	Stop s	-	100.0	Average (of DGAC a	-0.9
		Automobiles	-	750	-	-	48					
		Medium trucks	-	14	-	-	48					
		Heavy trucks	-	-	-	-	48					
		Buses	-	-	-	-	-					
		Motorcycles	-	-	-	-	-					
		Auxiliary vehicle	-	-	-	-	-					
0+10	-							-	-	-	-	-

Noise emissions of road traffic

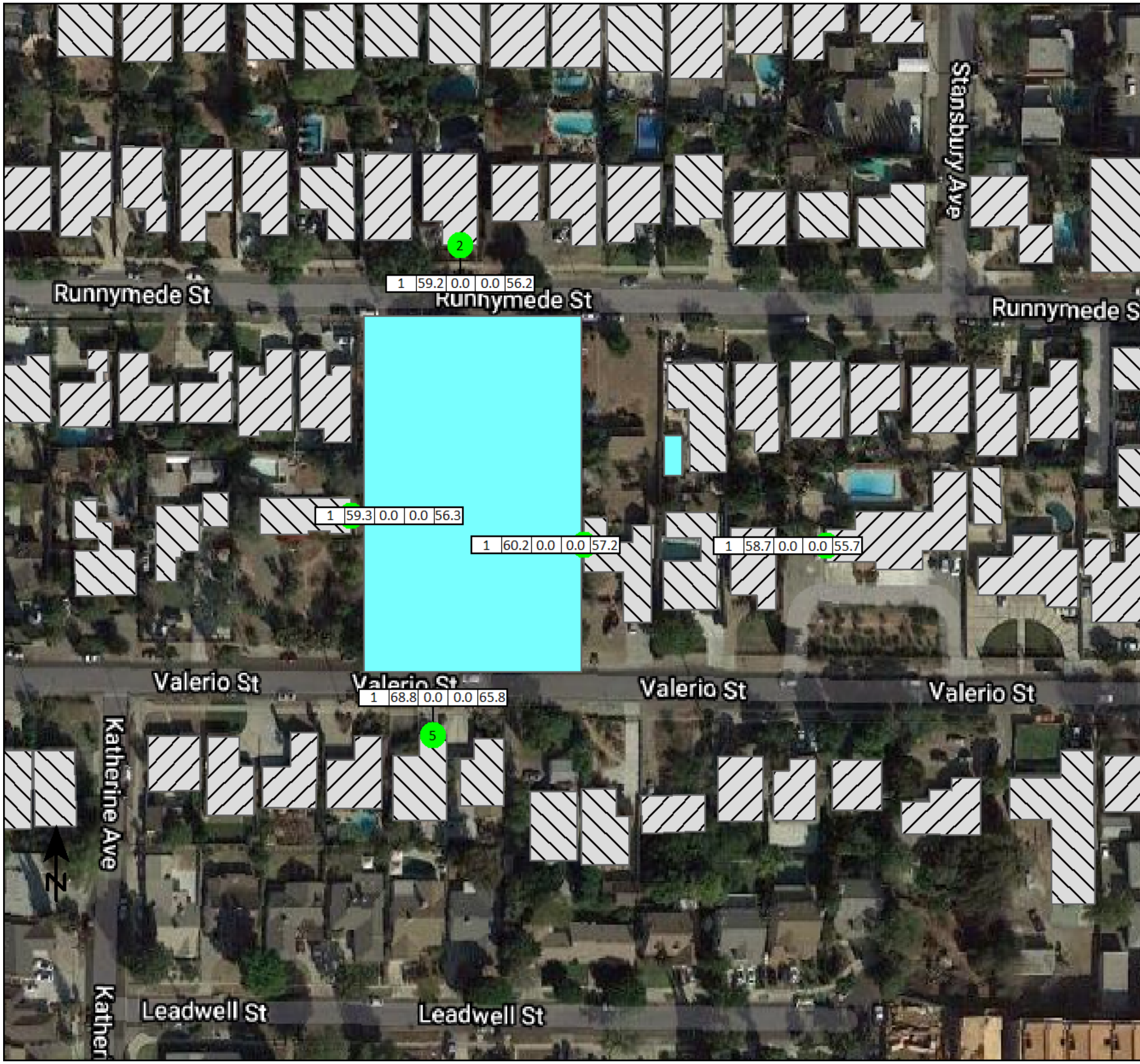
Statio km	ADT Veh/24	Vehicles type	Vehicle name	Traffic values day Veh/h	evening Veh/h	night Veh/h	Speed km/h	Contro device	Cons Spee km/h	Affec veh. %	Road surface	Gradie Min / M %
Hazeltine Avenue1						Traffic direction: In entry direction						
0+00(	9204	Total	-	767	-	-	-	Stop s	-	100.0	Average (of DGAC a	-0.7
		Automobiles	-	740	-	-	48					
		Medium trucks	-	17	-	-	48					
		Heavy trucks	-	10	-	-	48					
		Buses	-	-	-	-	-					
		Motorcycles	-	-	-	-	-					
		Auxiliary vehicle	-	-	-	-	-					
0+09	-							-	-	-	-	-
Hazeltine Avenue8						Traffic direction: In entry direction						
0+00(	10224	Total	-	852	-	-	-	Stop s	-	100.0	Average (of DGAC a	-1.0
		Automobiles	-	830	-	-	48					
		Medium trucks	-	12	-	-	48					
		Heavy trucks	-	5	-	-	48					
		Buses	-	-	-	-	-					
		Motorcycles	-	5	-	-	-					
		Auxiliary vehicle	-	-	-	-	-					
0+13	-							-	-	-	-	-

Contribution levels of the receivers

Source name	Traffic lane	Level w/o NP Day	Evening	Night	Lden	Level w NP Day	Evening	Night	Lden
		dB(A)				dB(A)			
North America Chinese Education Center	GF	58.7	0.0	0.0	55.7	0.0	0.0	0.0	
Hazeltine Avenue	-	34.6	-	-	31.6	-	-	-	-
Hazeltine Avenue1	-	37.3	-	-	34.3	-	-	-	-
Hazeltine Avenue8	-	45.7	-	-	42.6	-	-	-	-
Runnymede Street	-	36.5	-	-	33.4	-	-	-	-
Tyrone Avenue	-	28.9	-	-	25.9	-	-	-	-
Tyrone Avenue1	-	30.3	-	-	27.3	-	-	-	-
Tyrone Avenue5	-	29.3	-	-	26.2	-	-	-	-
Valerio Street	-	58.4	-	-	55.3	-	-	-	-
Runnymede Street	GF	59.2	0.0	0.0	56.2	0.0	0.0	0.0	
Hazeltine Avenue	-	39.5	-	-	36.5	-	-	-	-
Hazeltine Avenue1	-	44.7	-	-	41.7	-	-	-	-
Hazeltine Avenue8	-	39.6	-	-	36.6	-	-	-	-
Runnymede Street	-	57.3	-	-	54.3	-	-	-	-
Tyrone Avenue	-	38.4	-	-	35.4	-	-	-	-
Tyrone Avenue1	-	34.8	-	-	31.8	-	-	-	-
Tyrone Avenue5	-	35.8	-	-	32.8	-	-	-	-
Valerio Street	-	53.7	-	-	50.7	-	-	-	-
Valerio Street 14153	GF	60.2	0.0	0.0	57.2	0.0	0.0	0.0	
Hazeltine Avenue	-	36.4	-	-	33.4	-	-	-	-
Hazeltine Avenue1	-	35.2	-	-	32.2	-	-	-	-
Hazeltine Avenue8	-	36.0	-	-	33.0	-	-	-	-
Runnymede Street	-	44.0	-	-	41.0	-	-	-	-
Tyrone Avenue	-	35.3	-	-	32.3	-	-	-	-
Tyrone Avenue1	-	37.9	-	-	34.9	-	-	-	-
Tyrone Avenue5	-	34.4	-	-	31.4	-	-	-	-
Valerio Street	-	60.0	-	-	57.0	-	-	-	-
Valerio Street 14217	GF	59.3	0.0	0.0	56.3	0.0	0.0	0.0	
Hazeltine Avenue	-	32.3	-	-	29.3	-	-	-	-
Hazeltine Avenue1	-	34.9	-	-	31.8	-	-	-	-
Hazeltine Avenue8	-	38.3	-	-	35.3	-	-	-	-
Runnymede Street	-	45.2	-	-	42.2	-	-	-	-
Tyrone Avenue	-	33.5	-	-	30.5	-	-	-	-
Tyrone Avenue1	-	36.4	-	-	33.4	-	-	-	-
Tyrone Avenue5	-	32.3	-	-	29.3	-	-	-	-
Valerio Street	-	59.0	-	-	56.0	-	-	-	-
Valerio Street (South Side)	GF	68.8	0.0	0.0	65.8	0.0	0.0	0.0	
Hazeltine Avenue	-	34.2	-	-	31.2	-	-	-	-
Hazeltine Avenue1	-	38.2	-	-	35.1	-	-	-	-
Hazeltine Avenue8	-	43.3	-	-	40.3	-	-	-	-
Runnymede Street	-	40.5	-	-	37.5	-	-	-	-
Tyrone Avenue	-	35.3	-	-	32.3	-	-	-	-
Tyrone Avenue1	-	39.1	-	-	36.1	-	-	-	-
Tyrone Avenue5	-	33.6	-	-	30.5	-	-	-	-
Valerio Street	-	68.7	-	-	65.7	-	-	-	-

Spectra of the receivers

No	Name	Floor	Time	50 H	63 H	80 H	100	125	160	200	250	315	400	500	630	800	1 kH	1 kH	2 kH	2 kH	2 kH	3 kH	4 kH	5 kH	6 kH	8 kH	10 k
1	North America Chi	GF	Day	33.	41.	44.	46.	46.	47.	47.	47.	46.	44.	45.	47.	46.	47.	46.	46.	43.	43.	43.	40.	38.	35.	31.	26.
			Even	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
			Night	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
			Lden	30.	38.	41.	43.	43.	44.	44.	44.	43.	41.	42.	44.	43.	44.	43.	43.	40.	40.	40.	37.	35.	32.	28.	23.
2	Runnymede Street	GF	Day	35.	42.	45.	46.	47.	46.	46.	46.	45.	45.	47.	50.	47.	48.	46.	46.	45.	43.	42.	38.	35.	33.	32.	29.
			Even	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
			Night	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
			Lden	32.	39.	42.	43.	44.	43.	43.	43.	42.	42.	44.	47.	44.	44.	43.	43.	41.	40.	39.	35.	32.	30.	29.	26.
3	Valerio Street 1415	GF	Day	35.	42.	46.	48.	49.	49.	49.	49.	47.	45.	46.	48.	48.	48.	47.	47.	45.	45.	44.	42.	40.	37.	32.	27.
			Even	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
			Night	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
			Lden	32.	39.	43.	45.	46.	46.	46.	46.	44.	42.	43.	45.	45.	45.	44.	44.	42.	42.	41.	39.	37.	34.	29.	24.
4	Valerio Street 142	GF	Day	34.	42.	46.	47.	48.	48.	48.	48.	46.	44.	45.	47.	47.	47.	46.	46.	44.	44.	44.	41.	39.	35.	31.	25.
			Even	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
			Night	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
			Lden	31.	39.	43.	44.	45.	45.	45.	45.	43.	41.	42.	44.	44.	44.	43.	43.	41.	41.	41.	38.	36.	32.	28.	22.
5	Valerio Street (Sou	GF	Day	39.	47.	51.	53.	54.	54.	55.	57.	57.	56.	58.	60.	57.	57.	56.	55.	55.	54.	53.	51.	48.	45.	43.	40.
			Even	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
			Night	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
			Lden	36.	44.	48.	50.	51.	51.	52.	54.	54.	53.	55.	57.	54.	54.	53.	52.	52.	51.	50.	48.	44.	42.	40.	37.



14203 Valerio St

Signs and symbols

Building

Projject Site

Receiver at building

Emission line

Surface

Level tables

Facade with conflict

1 : 111

0 30 60 120 180 240 feet

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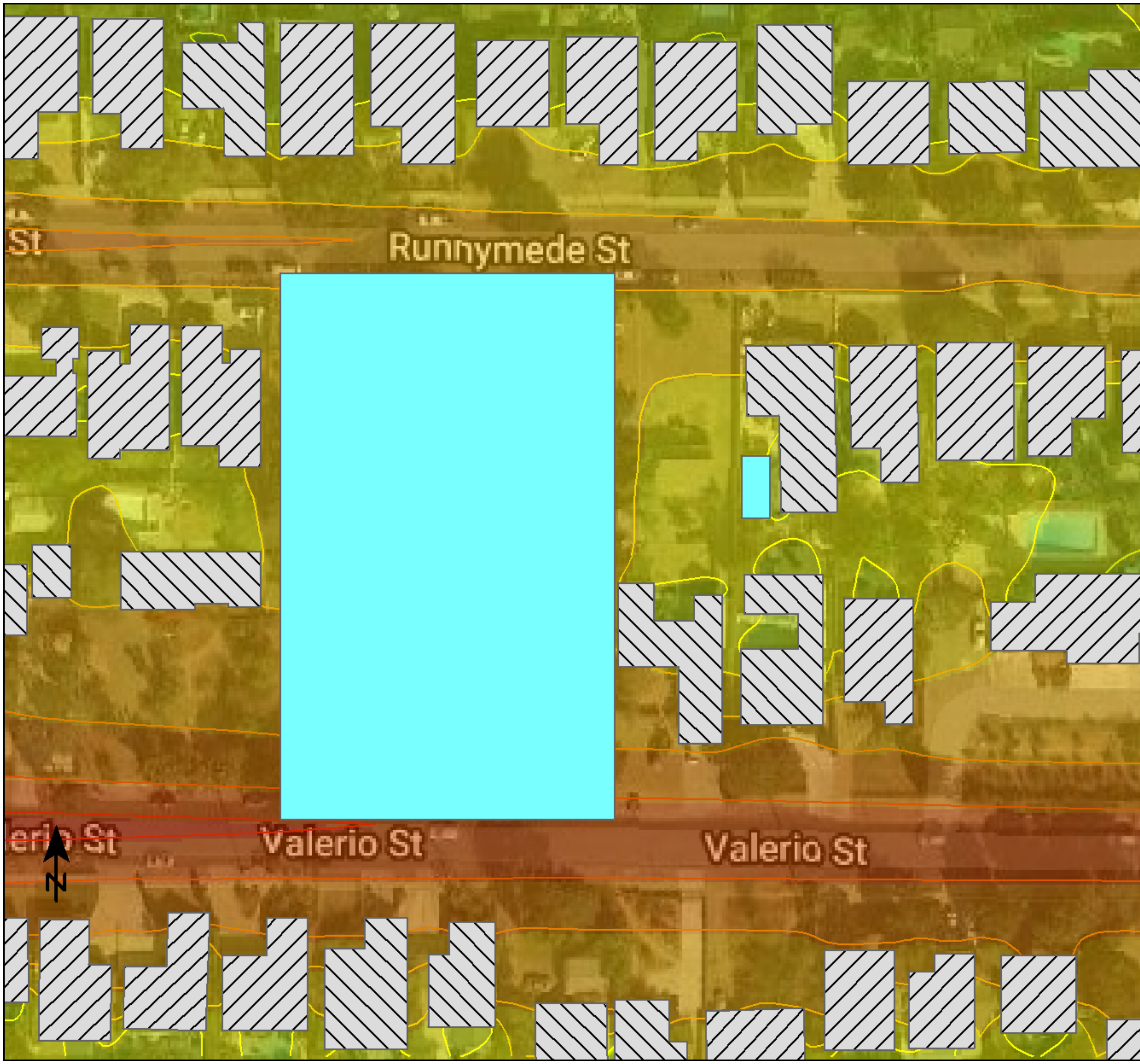

14203 Valerio St

Signs and symbols

- Building
- Project Site
- Emission line
- Surface

Levels in dB(A)

<= 30
30 - 35
35 - 40
40 - 45
45 - 50
50 - 55
55 - 60
60 - 65
65 - 70
70 - 75
75 - 80
80 - 85
85 - 90
90 - 95
> 95

1 : 72

0 20 40 80 120 160 feet

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CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

Source name	Size	Reference	Level			Corrections		
	m/m²		Day dB(A)	Evening dB(A)	Night dB(A)	Cwall dB	CI dB	CT dB
Construction Site	5278 m²	Lw/unit	97.5	-	-	-	-	-

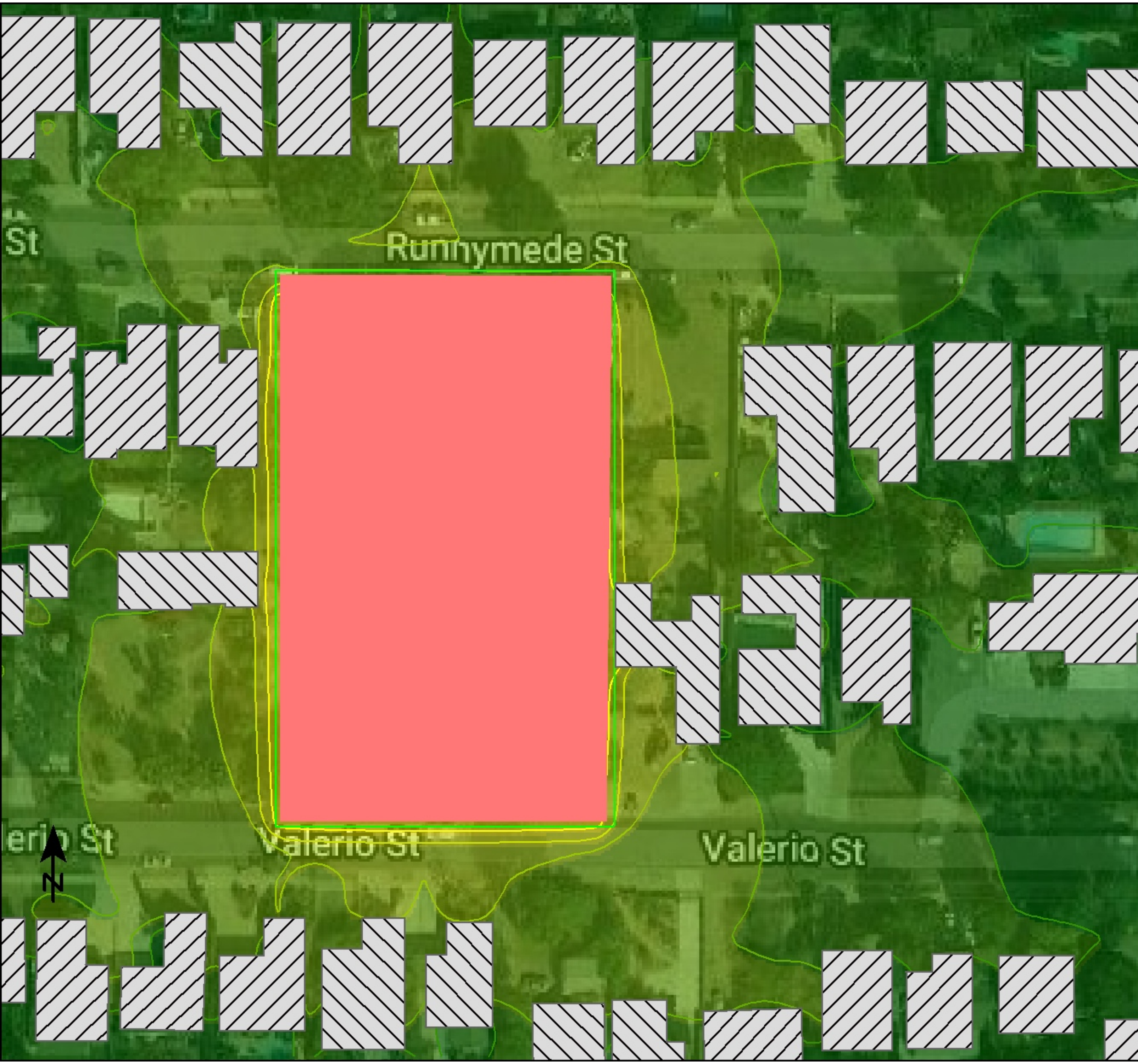
Receiver list

No	Receiver name	Coordinates X	Coordinates Y	Build side	Floo	Heig abv.	Limit Day	Limit Ever	Limit Nigh	Limit Lden	Level w/o NP Day	Level w/o NP Ever	Level w/o NP Nigh	Level w/o NP Lden	Level w NP Day	Level w NP Ever	Level w NP Nigh	Level w NP Lden	Difference Day	Difference Ever	Difference Nigh	Difference Lden	Conflict Day	Conflict Ever	Conflict Nigh	Conflict Lden
		in meter				m	dB(A)				dB(A)				dB(A)				dB				dB			
1	North America (	11367	37858	Wes	GF	233.	-	-	-	-	41.2	0.0	0.0	38.2	39.1	0.0	0.0	36.1	-2.1	0.0	0.0	-2.1	-	-	-	-
2	Runnymede Str	11367	37859	Sout	GF	234.	-	-	-	-	52.4	0.0	0.0	49.4	48.3	0.0	0.0	45.3	-4.1	0.0	0.0	-4.1	-	-	-	-
3	Valerio Street 1	11367	37858	Wes	GF	233.	-	-	-	-	60.5	0.0	0.0	57.5	57.5	0.0	0.0	54.5	-3.0	0.0	0.0	-3.0	-	-	-	-
4	Valerio Street 1	11367	37858	East	GF	233.	-	-	-	-	59.0	0.0	0.0	56.0	54.4	0.0	0.0	51.4	-4.6	0.0	0.0	-4.6	-	-	-	-
5	Valerio Street (	11367	37857	North	GF	233.	-	-	-	-	51.9	0.0	0.0	48.9	48.9	0.0	0.0	45.9	-2.9	0.0	0.0	-2.9	-	-	-	-

Contribution levels of the receivers

Source name		Level w/o NP Day	Evening	Night	Lden	Level w NP Day	Evening	Night	Lden
		dB(A)				dB(A)			
North America Chinese Education Center	GF	41.2	0.0	0.0		38.2	39.1	0.0	0.0
Construction Site		41.2	-	-	38.2	39.1	-	-	36.1
Runnymede Street	GF	52.4	0.0	0.0		49.4	48.3	0.0	0.0
Construction Site		52.4	-	-	49.4	48.3	-	-	45.3
Valerio Street 14153	GF	60.5	0.0	0.0		57.5	57.5	0.0	0.0
Construction Site		60.5	-	-	57.5	57.5	-	-	54.5
Valerio Street 14217	GF	59.0	0.0	0.0		56.0	54.4	0.0	0.0
Construction Site		59.0	-	-	56.0	54.4	-	-	51.4
Valerio Street (South Side)	GF	51.9	0.0	0.0		48.9	48.9	0.0	0.0
Construction Site		51.9	-	-	48.9	48.9	-	-	45.9

14203 Valerio St



Signs and symbols

Wall

Building

Construction Site

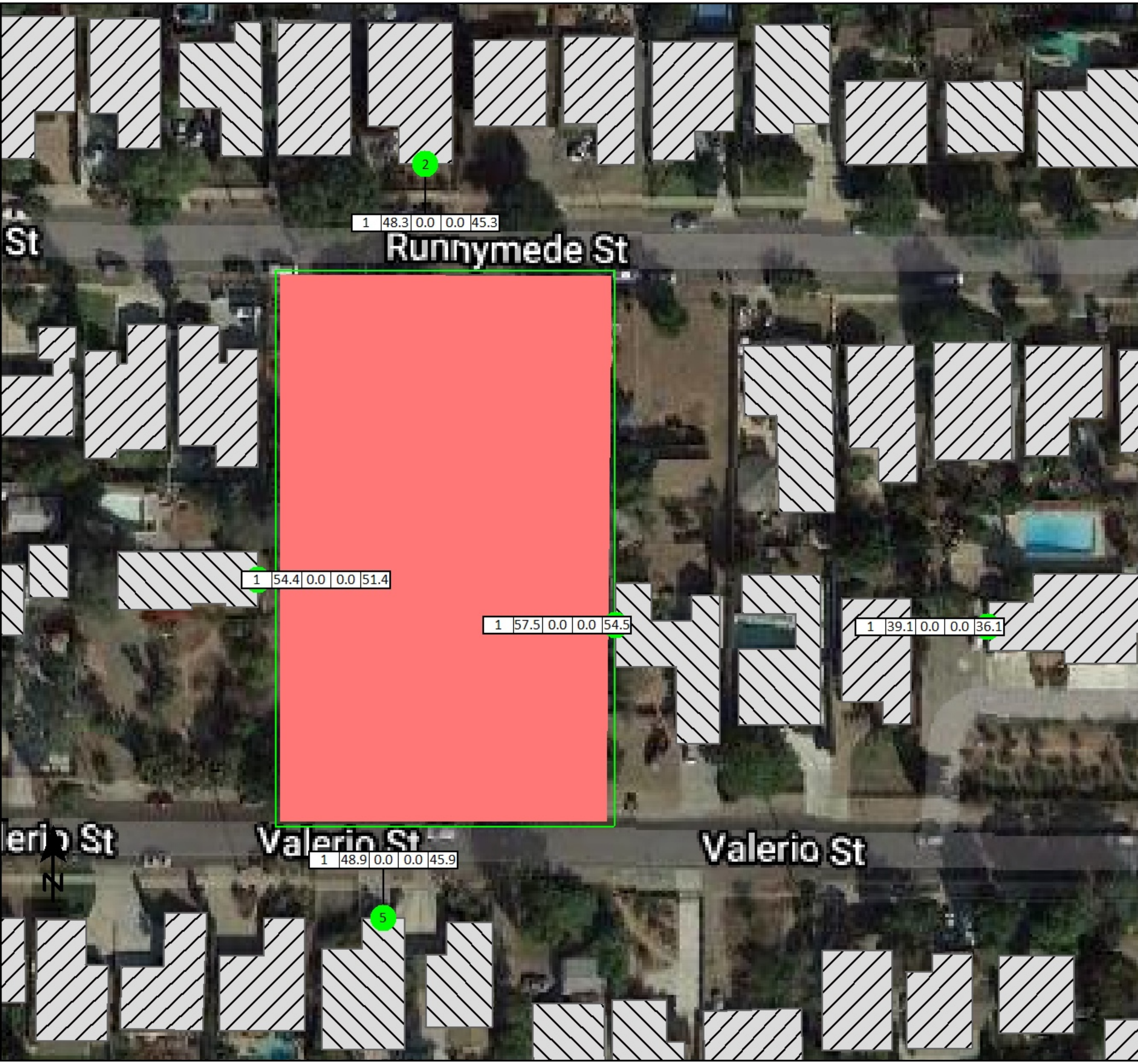
Levels in dB(A)

	<= 40
40 -	45
45 -	50
50 -	55
55 -	60
60 -	65
65 -	70
70 -	75
75 -	80
80 -	85
85 -	90
90 -	95
95 -	100
100 -	105
	> 105

1 : 72

0 13.5 27 54 81 108 feet

14203 Valerio St



Signs and symbols

- Wall
- Building
- Receiver at building
- Construction Site

Level tables

- Facade with conflict

1 : 72

0 13.5 27 54 81 108 feet

Construction Noise Impacts

DouglasKim+Ass

Reference	15.24	meter
Sound Pressure Level	75.0	dBA

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
North America Chinese Education Center	58.7	39.1	58.7	0.0	**No**
Runnymede Street (north side)	59.2	48.3	59.5	0.3	**No**
14153 Valerio Street residence	60.2	57.5	62.1	1.9	**No**
14217 Runnymede Street residence	59.3	54.4	60.5	1.2	**No**
Valerio Street (south side)	68.8	48.9	68.8	0.0	**No**

DOUGLAS KIM + ASSOCIATES, LLC

PARKING LOT AND LOCAL TRAFFIC NOISE IMPACTS

Federal Transit Administration
Noise Impact Assessment Spreadsheet

version: 1/29/2019

Project:	**14203 Valerio Street**

Project Results Summary

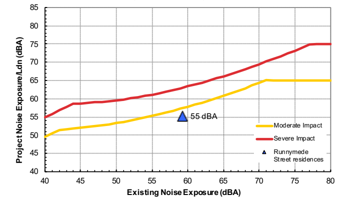
Existing Ldn:	59 dBA
Total Project Ldn:	55 dBA
Total Noise Exposure:	61 dBA
Increase:	1 dB
Impact?:	None

Receiver Parameters	
Receiver:	**Runnymede Street residences**
Land Use Category:	**2. Residential**
Existing Noise (Measured or Generic Value):	**59 dBA**

Distance to Impact Contours

Dist to Mod. Impact Contour (Sources 1+2):	----
Dist to Sev. Impact Contour (Sources 1+2):	----

Noise Impact Criteria
(FTA Manual, Fig 4-2)



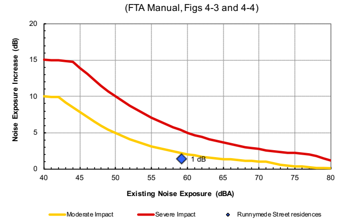
Noise Source Parameters	
Number of Noise Sources:	**2**

Noise Source Parameters		**Source 1**
	Source Type:	Highway/Transit
	Specific Source:	Automobiles and Vans
Daytime hrs		
	Speed (mph)	30
	Avg. Number of Events/hr	237
Nighttime hrs		
	Speed (mph)	15
	Avg. Number of Events/hr	0
Distance	**Distance from Source to Receiver (ft)**	60
	Number of Intervening Rows of Buildings	0
Adjustments	**Noise Barrier?**	

Source 1 Results

Leq(day):	54.3 dBA
Leq(night):	0.0 dBA
Ldn:	52.3 dBA

Increase in Cumulative Noise Levels Allowed
(FTA Manual, Figs 4-3 and 4-4)



Noise Source Parameters		**Source 2**
	Source Type:	Stationary Source
	Specific Source:	Park & Ride Lot
Daytime hrs	**Avg. Number of Autos/hr**	237
	Avg. Number of Buses/hr	0
Nighttime hrs	**Avg. Number of Autos/hr**	0
	Avg. Number of Buses/hr	0
Distance	**Distance from Source to Receiver (ft)**	60
	Number of Intervening Rows of Buildings	0
Adjustments	**Noise Barrier?**	No

Source 2 Results

Leq(day):	54.2 dBA
Leq(night):	0.0 dBA
Ldn:	52.1 dBA
Incremental Ldn (Src 1-2):	55.2 dBA

	Noise Barrier?	

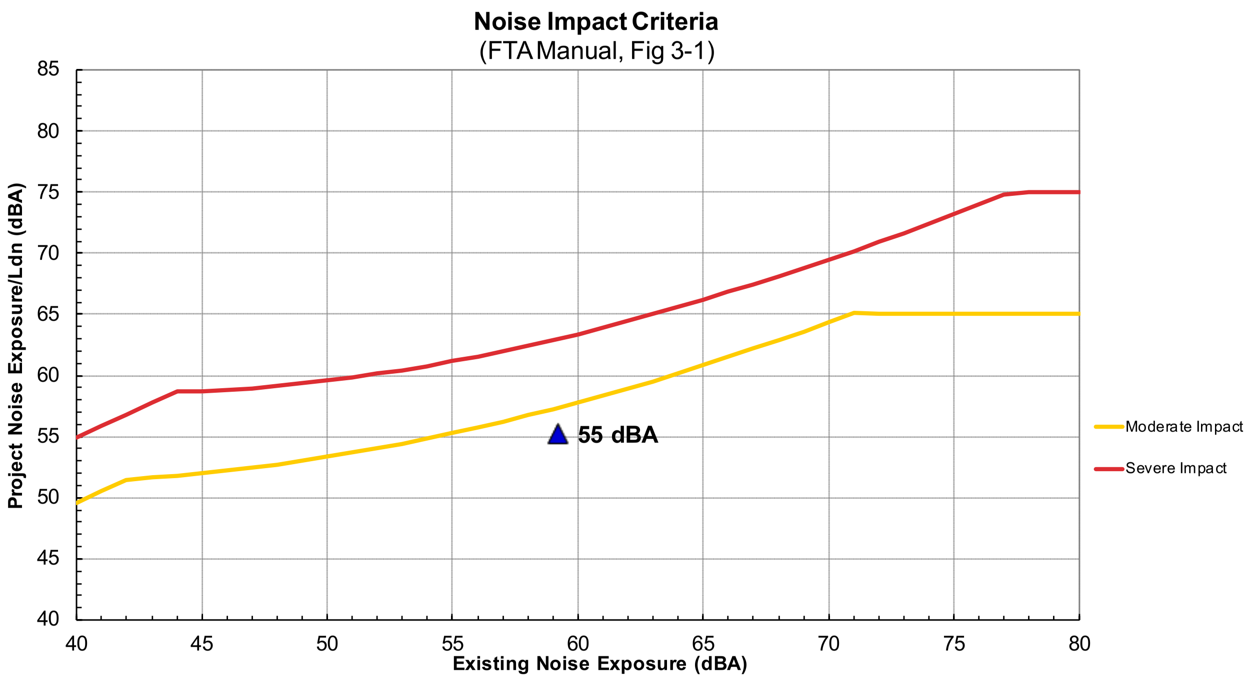
	Noise Barrier?	

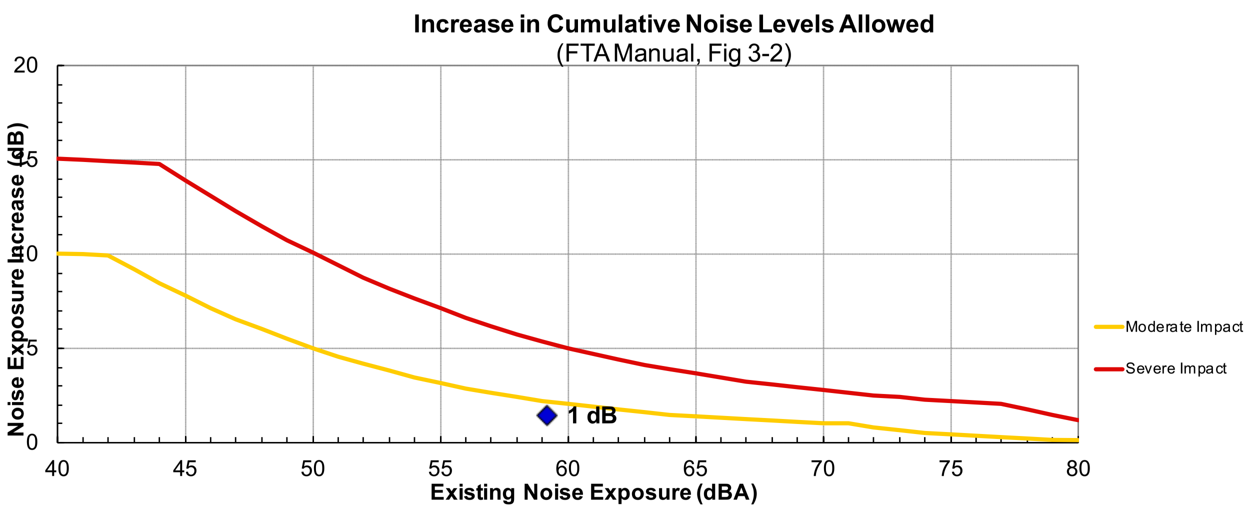
	Noise Barrier?	

	Noise Barrier?	

Project: 14203 Valerio Street
Receiver: Runnymede Street residences

	Source	**Distance**	**Project Ldn**	**Existing Ldn**	**Noise Criteria Mod. Impact**	**Noise Criteria Sev. Impact**	**Impact?**
1	Automobiles and Vans	60 ft	52.3 dBA	59 dBA	57 dBA	63 dBA	None
2	Park & Ride Lot	60 ft	52.1 dBA	59 dBA	57 dBA	63 dBA	None
3	--	50 ft		59 dBA	57 dBA	63 dBA	
4	--	70 ft		59 dBA	57 dBA	63 dBA	
5	--	ft		59 dBA	57 dBA	63 dBA	
6	--	ft		59 dBA	57 dBA	63 dBA	
	Combined Sources		**55 dBA**	**59 dBA**	**57 dBA**	**63 dBA**	**None**


Noise Impact Criteria
(FTA Manual, Fig 3-1)
Project Noise Exposure/Ldn (dBA)
Existing Noise Exposure (dBA)
55 dBA
Moderate Impact
Severe Impact


Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)
Noise Exposure Increase (dB)
Existing Noise Exposure (dBA)
1 dB
Moderate Impact
Severe Impact

DouglasKim+Associates,LLC

OUTDOOR PLAY AREA NOISE IMPACTS

Receiver list

No	Receiver name	Coordinates X	Y	Build side	Floo	Heig abv.	Limit Day	Ever	Nigh	Lden	Level w/o NP Day	Ever	Nigh	Lden	Level w NP Day	Ever	Nigh	Lden	Difference Day	Ever	Nigh	Lden	Conflict Day	Ever	Nigh	Lden
		in meter		side		m	dB(A)				dB(A)				dB(A)				dB				dB			
1	North America (	11367	37858	Wes	GF	233.	-	-	-	-	42.0	0.0	0.0	39.0	0.0	0.0	0.0	0.0	-42.	0.0	0.0	-39.	-	-	-	-
2	Runnymede Str	11367	37859	Sout	GF	234.	-	-	-	-	37.0	0.0	0.0	34.0	0.0	0.0	0.0	0.0	-37.	0.0	0.0	-34.	-	-	-	-
3	Valerio Street 1	11367	37858	Wes	GF	233.	-	-	-	-	60.5	0.0	0.0	57.5	0.0	0.0	0.0	0.0	-60.	0.0	0.0	-57.	-	-	-	-
4	Valerio Street 1	11367	37858	East	GF	233.	-	-	-	-	59.6	0.0	0.0	56.6	0.0	0.0	0.0	0.0	-59.	0.0	0.0	-56.	-	-	-	-
5	Valerio Street (S	11367	37857	North	GF	233.	-	-	-	-	60.6	0.0	0.0	57.5	0.0	0.0	0.0	0.0	-60.	0.0	0.0	-57.	-	-	-	-

Contribution levels of the receivers

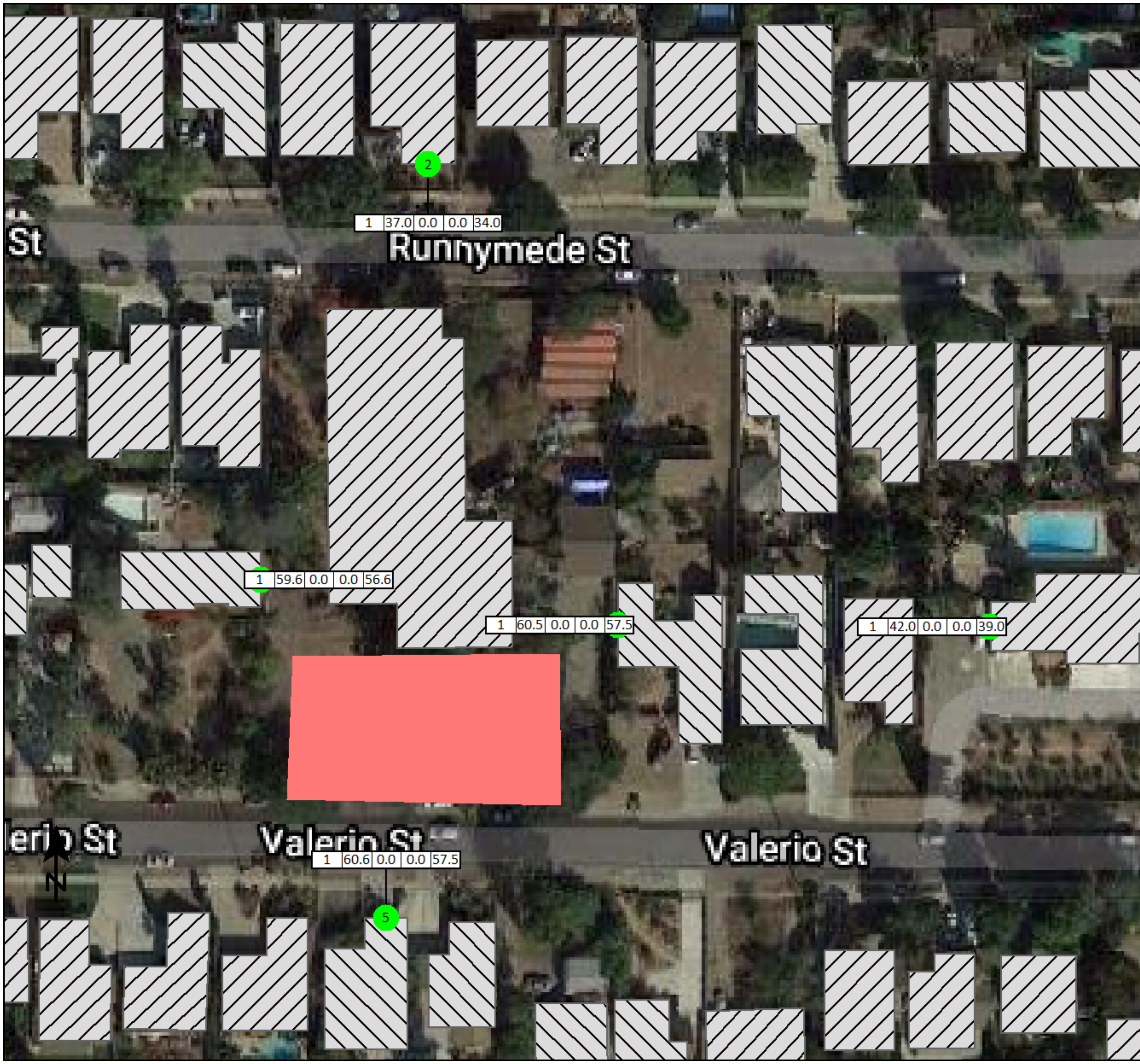
Source name		Level w/o NP				Level w NP			
		Day	Evening	Night	Lden	Day	Evening	Night	Lden
		dB(A)				dB(A)			
North America Chinese Education Center	GF	42.0	0.0	0.0	39.0	0.0	0.0	0.0	
Outdoor Track		42.0	-	-	39.0	-	-	-	-
Runnymede Street	GF	37.0	0.0	0.0	34.0	0.0	0.0	0.0	
Outdoor Track		37.0	-	-	34.0	-	-	-	-
Valerio Street 14153	GF	60.5	0.0	0.0	57.5	0.0	0.0	0.0	
Outdoor Track		60.5	-	-	57.5	-	-	-	-
Valerio Street 14217	GF	59.6	0.0	0.0	56.6	0.0	0.0	0.0	
Outdoor Track		59.6	-	-	56.6	-	-	-	-
Valerio Street (South Side)	GF	60.6	0.0	0.0	57.5	0.0	0.0	0.0	
Outdoor Track		60.6	-	-	57.5	-	-	-	-

Noise emissions of industry sources

Source name	Size m/m²	Reference	Level	dB(A)	Frequency spectrum [dB(A)] 500 Hz	Corrections Cwall dB	CI dB	CT dB
Outdoor Track	1177.88 m²	Lw/unit	Day	101.0	101.0	-	-	-
			Evening	-	-	-	-	-
			Night	-	-	-	-	-

St
Runnymede St
Valerio St
Valerio St
N
14203 Valerio St
Signs and symbols
Building
Outdoor Track and Play Area
Levels in dB(A)
<= 40
40 - 45
45 - 50
50 - 55
55 - 60
60 - 65
65 - 70
70 - 75
75 - 80
80 - 85
85 - 90
90 - 95
95 - 100
100 - 105
> 105
1 : 72
0 20 40 80 120 160 feet

14203 Valerio St



Signs and symbols

Building

Receiver at building

Outdoor Track and Play Area

Level tables

Facade with conflict

1 : 72

0 20 40 80 120 160 feet

Outdoor Play Area Noise Impacts

DouglasKim+Ass

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
North America Chinese Education Center	58.7	42.0	58.8	0.1	**No**
Runnymede Street (north side)	59.2	37.0	59.2	0.0	**No**
14153 Valerio Street residence	60.2	60.5	63.4	3.2	**No**
14217 Runnymede Street residence	59.3	59.6	62.5	3.2	**No**
Valerio Street (south side)	68.8	60.6	69.4	0.6	**No**

14203 Valerio Street 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
Single Family Housing	1.00	Dwelling Unit	1.19	2,060.00	3

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**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 - City of Los Angeles ZIMAS database

Woodstoves - Developer information

Table Name	Column Name	Default Value	New Value
tblFireplaces	NumberGas	0.85	0.00
tblFireplaces	NumberNoFireplace	0.10	1.00
tblFireplaces	NumberWood	0.05	0.00
tblLandUse	LandUseSquareFeet	1,800.00	2,060.00
tblLandUse	LotAcreage	0.32	1.19

tblWoodstoves	NumberCatalytic	0.05	0.00
tblWoodstoves	NumberNoncatalytic	0.05	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0468	9.6000e-004	0.0828	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1486	0.1486	1.4000e-004	0.0000	0.1522
Energy	8.8000e-004	7.5300e-003	3.2000e-003	5.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004		9.6140	9.6140	1.8000e-004	1.8000e-004	9.6711
Mobile	0.0208	0.0980	0.2867	9.3000e-004	0.0720	9.3000e-004	0.0729	0.0193	8.7000e-004	0.0202		94.8094	94.8094	5.1400e-003		94.9379
Total	**0.0686**	**0.1065**	**0.3727**	**9.8000e-004**	**0.0720**	**2.0000e-003**	**0.0740**	**0.0193**	**1.9400e-003**	**0.0212**	**0.0000**	**104.5719**	**104.5719**	**5.4600e-003**	**1.8000e-004**	**104.7611**

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	0.0468	9.6000e-004	0.0828	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1486	0.1486	1.4000e-004	0.0000	0.1522
Energy	8.8000e-004	7.5300e-003	3.2000e-003	5.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004		9.6140	9.6140	1.8000e-004	1.8000e-004	9.6711
Mobile	0.0208	0.0980	0.2867	9.3000e-004	0.0720	9.3000e-004	0.0729	0.0193	8.7000e-004	0.0202		94.8094	94.8094	5.1400e-003		94.9379
Total	**0.0686**	**0.1065**	**0.3727**	**9.8000e-004**	**0.0720**	**2.0000e-003**	**0.0740**	**0.0193**	**1.9400e-003**	**0.0212**	**0.0000**	**104.5719**	**104.5719**	**5.4600e-003**	**1.8000e-004**	**104.7611**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0208	0.0980	0.2867	9.3000e-004	0.0720	9.3000e-004	0.0729	0.0193	8.7000e-004	0.0202		94.8094	94.8094	5.1400e-003		94.9379
Unmitigated	0.0208	0.0980	0.2867	9.3000e-004	0.0720	9.3000e-004	0.0729	0.0193	8.7000e-004	0.0202		94.8094	94.8094	5.1400e-003		94.9379

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	9.52	9.91	8.62	32,282	32,282
Total	9.52	9.91	8.62	32,282	32,282

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
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.547726	0.045437	0.201486	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005008	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	8.8000e-004	7.5300e-003	3.2000e-003	5.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004		9.6140	9.6140	1.8000e-004	1.8000e-004	9.6711
NaturalGas Unmitigated	8.8000e-004	7.5300e-003	3.2000e-003	5.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004		9.6140	9.6140	1.8000e-004	1.8000e-004	9.6711

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					
Single Family Housing	81.7188	8.8000e-004	7.5300e-003	3.2000e-003	5.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004		9.6140	9.6140	1.8000e-004	1.8000e-004	9.6711
Total		**8.8000e-004**	**7.5300e-003**	**3.2000e-003**	**5.0000e-005**		**6.1000e-004**	**6.1000e-004**		**6.1000e-004**	**6.1000e-004**		**9.6140**	**9.6140**	**1.8000e-004**	**1.8000e-004**	**9.6711**

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					
Single Family Housing	0.0817188	8.8000e-004	7.5300e-003	3.2000e-003	5.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004		9.6140	9.6140	1.8000e-004	1.8000e-004	9.6711

Total		**8.8000e-004**	**7.5300e-003**	**3.2000e-003**	**5.0000e-005**		**6.1000e-004**	**6.1000e-004**		**6.1000e-004**	**6.1000e-004**		**9.6140**	**9.6140**	**1.8000e-004**	**1.8000e-004**	**9.6711**

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	0.0468	9.6000e-004	0.0828	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1486	0.1486	1.4000e-004	0.0000	0.1522
Unmitigated	0.0468	9.6000e-004	0.0828	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1486	0.1486	1.4000e-004	0.0000	0.1522

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	3.5300e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0408					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.5200e-003	9.6000e-004	0.0828	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		0.1486	0.1486	1.4000e-004		0.1522
Total	**0.0468**	**9.6000e-004**	**0.0828**	**0.0000**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**0.1486**	**0.1486**	**1.4000e-004**	**0.0000**	**0.1522**

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	3.5300e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0408					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.5200e-003	9.6000e-004	0.0828	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		0.1486	0.1486	1.4000e-004		0.1522
Total	**0.0468**	**9.6000e-004**	**0.0828**	**0.0000**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**0.1486**	**0.1486**	**1.4000e-004**	**0.0000**	**0.1522**

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

14203 Valerio Street 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
Single Family Housing	1.00	Dwelling Unit	1.19	2,060.00	3

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**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 - City of Los Angeles ZIMAS database

Woodstoves - Developer information

Table Name	Column Name	Default Value	New Value
tblFireplaces	NumberGas	0.85	0.00
tblFireplaces	NumberNoFireplace	0.10	1.00
tblFireplaces	NumberWood	0.05	0.00
tblLandUse	LandUseSquareFeet	1,800.00	2,060.00

tblLandUse	LotAcreage	0.32	1.19
tblWoodstoves	NumberCatalytic	0.05	0.00
tblWoodstoves	NumberNoncatalytic	0.05	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	8.4000e-003	1.2000e-004	0.0104	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0169	0.0169	2.0000e-005	0.0000	0.0173
Energy	1.6000e-004	1.3700e-003	5.8000e-004	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	6.2350	6.2350	1.4000e-004	5.0000e-005	6.2540
Mobile	3.4400e-003	0.0178	0.0480	1.6000e-004	0.0123	1.6000e-004	0.0124	3.2800e-003	1.5000e-004	3.4400e-003	0.0000	14.3956	14.3956	8.0000e-004	0.0000	14.4157
Waste						0.0000	0.0000		0.0000	0.0000	0.2497	0.0000	0.2497	0.0148	0.0000	0.6186
Water						0.0000	0.0000		0.0000	0.0000	0.0207	0.7267	0.7474	2.1400e-003	5.0000e-005	0.8169
Total	**0.0120**	**0.0193**	**0.0589**	**1.7000e-004**	**0.0123**	**3.3000e-004**	**0.0126**	**3.2800e-003**	**3.2000e-004**	**3.6100e-003**	**0.2704**	**21.3742**	**21.6445**	**0.0179**	**1.0000e-004**	**22.1223**

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	8.4000e-003	1.2000e-004	0.0104	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0169	0.0169	2.0000e-005	0.0000	0.0173

Energy	1.6000e-004	1.3700e-003	5.8000e-004	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	6.2350	6.2350	1.4000e-004	5.0000e-005	6.2540
Mobile	3.4400e-003	0.0178	0.0480	1.6000e-004	0.0123	1.6000e-004	0.0124	3.2800e-003	1.5000e-004	3.4400e-003	0.0000	14.3956	14.3956	8.0000e-004	0.0000	14.4157
Waste						0.0000	0.0000		0.0000	0.0000	0.2497	0.0000	0.2497	0.0148	0.0000	0.6186
Water						0.0000	0.0000		0.0000	0.0000	0.0207	0.7267	0.7474	2.1400e-003	5.0000e-005	0.8169
Total	**0.0120**	**0.0193**	**0.0589**	**1.7000e-004**	**0.0123**	**3.3000e-004**	**0.0126**	**3.2800e-003**	**3.2000e-004**	**3.6100e-003**	**0.2704**	**21.3742**	**21.6445**	**0.0179**	**1.0000e-004**	**22.1223**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.4400e-003	0.0178	0.0480	1.6000e-004	0.0123	1.6000e-004	0.0124	3.2800e-003	1.5000e-004	3.4400e-003	0.0000	14.3956	14.3956	8.0000e-004	0.0000	14.4157
Unmitigated	3.4400e-003	0.0178	0.0480	1.6000e-004	0.0123	1.6000e-004	0.0124	3.2800e-003	1.5000e-004	3.4400e-003	0.0000	14.3956	14.3956	8.0000e-004	0.0000	14.4157

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	9.52	9.91	8.62	32,282	32,282
Total	9.52	9.91	8.62	32,282	32,282

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
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.547726	0.045437	0.201486	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	4.6433	4.6433	1.1000e-004	2.0000e-005	4.6528
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	4.6433	4.6433	1.1000e-004	2.0000e-005	4.6528
NaturalGas Mitigated	1.6000e-004	1.3700e-003	5.8000e-004	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	1.5917	1.5917	3.0000e-005	3.0000e-005	1.6012
NaturalGas Unmitigated	1.6000e-004	1.3700e-003	5.8000e-004	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	1.5917	1.5917	3.0000e-005	3.0000e-005	1.6012

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					
Single Family Housing	29827.4	1.6000e-004	1.3700e-003	5.8000e-004	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	1.5917	1.5917	3.0000e-005	3.0000e-005	1.6012
Total		**1.6000e-004**	**1.3700e-003**	**5.8000e-004**	**1.0000e-005**		**1.1000e-004**	**1.1000e-004**		**1.1000e-004**	**1.1000e-004**	**0.0000**	**1.5917**	**1.5917**	**3.0000e-005**	**3.0000e-005**	**1.6012**

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					
Single Family Housing	29827.4	1.6000e-004	1.3700e-003	5.8000e-004	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	1.5917	1.5917	3.0000e-005	3.0000e-005	1.6012
Total		**1.6000e-004**	**1.3700e-003**	**5.8000e-004**	**1.0000e-005**		**1.1000e-004**	**1.1000e-004**		**1.1000e-004**	**1.1000e-004**	**0.0000**	**1.5917**	**1.5917**	**3.0000e-005**	**3.0000e-005**	**1.6012**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	8336.84	4.6433	1.1000e-004	2.0000e-005	4.6528
Total		**4.6433**	**1.1000e-004**	**2.0000e-005**	**4.6528**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	8336.84	4.6433	1.1000e-004	2.0000e-005	4.6528

Total		4.6433	1.1000e-004	2.0000e-005	4.6528

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	8.4000e-003	1.2000e-004	0.0104	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0169	0.0169	2.0000e-005	0.0000	0.0173
Unmitigated	8.4000e-003	1.2000e-004	0.0104	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0169	0.0169	2.0000e-005	0.0000	0.0173

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	6.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	7.4400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.2000e-004	1.2000e-004	0.0104	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0169	0.0169	2.0000e-005	0.0000	0.0173
Total	**8.4000e-003**	**1.2000e-004**	**0.0104**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.0169**	**0.0169**	**2.0000e-005**	**0.0000**	**0.0173**

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	6.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	7.4400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.2000e-004	1.2000e-004	0.0104	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0169	0.0169	2.0000e-005	0.0000	0.0173
Total	**8.4000e-003**	**1.2000e-004**	**0.0104**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.0169**	**0.0169**	**2.0000e-005**	**0.0000**	**0.0173**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.7474	2.1400e-003	5.0000e-005	0.8169
Unmitigated	0.7474	2.1400e-003	5.0000e-005	0.8169

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	0.065154 / 0.0410754	0.7474	2.1400e-003	5.0000e-005	0.8169
Total		**0.7474**	**2.1400e-003**	**5.0000e-005**	**0.8169**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	0.065154 / 0.0410754	0.7474	2.1400e-003	5.0000e-005	0.8169
Total		**0.7474**	**2.1400e-003**	**5.0000e-005**	**0.8169**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			

Mitigated	0.2497	0.0148	0.0000	0.6186
Unmitigated	0.2497	0.0148	0.0000	0.6186

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	1.23	0.2497	0.0148	0.0000	0.6186
Total		**0.2497**	**0.0148**	**0.0000**	**0.6186**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	1.23	0.2497	0.0148	0.0000	0.6186
Total		**0.2497**	**0.0148**	**0.0000**	**0.6186**

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

14203 Valerio Street 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
Single Family Housing	1.00	Dwelling Unit	1.19	2,060.00	3

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**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 - City of Los Angeles ZIMAS database

Woodstoves - Developer information

Table Name	Column Name	Default Value	New Value
tblFireplaces	NumberGas	0.85	0.00
tblFireplaces	NumberNoFireplace	0.10	1.00
tblFireplaces	NumberWood	0.05	0.00
tblLandUse	LandUseSquareFeet	1,800.00	2,060.00
tblLandUse	LotAcreage	0.32	1.19

tblWoodstoves	NumberCatalytic	0.05	0.00
tblWoodstoves	NumberNoncatalytic	0.05	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0468	9.6000e-004	0.0828	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1486	0.1486	1.4000e-004	0.0000	0.1522
Energy	8.8000e-004	7.5300e-003	3.2000e-003	5.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004		9.6140	9.6140	1.8000e-004	1.8000e-004	9.6711
Mobile	0.0203	0.1008	0.2724	8.9000e-004	0.0720	9.3000e-004	0.0730	0.0193	8.8000e-004	0.0202		90.1972	90.1972	5.1100e-003		90.3249
Total	**0.0680**	**0.1092**	**0.3584**	**9.4000e-004**	**0.0720**	**2.0000e-003**	**0.0740**	**0.0193**	**1.9500e-003**	**0.0212**	**0.0000**	**99.9597**	**99.9597**	**5.4300e-003**	**1.8000e-004**	**100.1482**

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	0.0468	9.6000e-004	0.0828	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1486	0.1486	1.4000e-004	0.0000	0.1522
Energy	8.8000e-004	7.5300e-003	3.2000e-003	5.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004		9.6140	9.6140	1.8000e-004	1.8000e-004	9.6711
Mobile	0.0203	0.1008	0.2724	8.9000e-004	0.0720	9.3000e-004	0.0730	0.0193	8.8000e-004	0.0202		90.1972	90.1972	5.1100e-003		90.3249
Total	**0.0680**	**0.1092**	**0.3584**	**9.4000e-004**	**0.0720**	**2.0000e-003**	**0.0740**	**0.0193**	**1.9500e-003**	**0.0212**	**0.0000**	**99.9597**	**99.9597**	**5.4300e-003**	**1.8000e-004**	**100.1482**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0203	0.1008	0.2724	8.9000e-004	0.0720	9.3000e-004	0.0730	0.0193	8.8000e-004	0.0202		90.1972	90.1972	5.1100e-003		90.3249
Unmitigated	0.0203	0.1008	0.2724	8.9000e-004	0.0720	9.3000e-004	0.0730	0.0193	8.8000e-004	0.0202		90.1972	90.1972	5.1100e-003		90.3249

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	9.52	9.91	8.62	32,282	32,282
Total	9.52	9.91	8.62	32,282	32,282

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
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.547726	0.04543[illegible]	0.20148[illegible]	0.12276[illegible]	0.01661[illegible]	0.00609[illegible]	0.019326	0.02917[illegible]	0.00243[illegible]	0.00235[illegible]	0.00500[illegible]	0.00067[illegible]	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	8.8000e-004	7.5300e-003	3.2000e-003	5.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004		9.6140	9.6140	1.8000e-004	1.8000e-004	9.6711
NaturalGas Unmitigated	8.8000e-004	7.5300e-003	3.2000e-003	5.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004		9.6140	9.6140	1.8000e-004	1.8000e-004	9.6711

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					
Single Family Housing	81.7188	8.8000e-004	7.5300e-003	3.2000e-003	5.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004		9.6140	9.6140	1.8000e-004	1.8000e-004	9.6711
Total		**8.8000e-004**	**7.5300e-003**	**3.2000e-003**	**5.0000e-005**		**6.1000e-004**	**6.1000e-004**		**6.1000e-004**	**6.1000e-004**		**9.6140**	**9.6140**	**1.8000e-004**	**1.8000e-004**	**9.6711**

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					
Single Family Housing	0.0817188	8.8000e-004	7.5300e-003	3.2000e-003	5.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004		9.6140	9.6140	1.8000e-004	1.8000e-004	9.6711

Total		**8.8000e-004**	**7.5300e-003**	**3.2000e-003**	**5.0000e-005**		**6.1000e-004**	**6.1000e-004**		**6.1000e-004**	**6.1000e-004**		**9.6140**	**9.6140**	**1.8000e-004**	**1.8000e-004**	**9.6711**

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	0.0468	9.6000e-004	0.0828	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1486	0.1486	1.4000e-004	0.0000	0.1522
Unmitigated	0.0468	9.6000e-004	0.0828	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1486	0.1486	1.4000e-004	0.0000	0.1522

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	3.5300e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0408					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.5200e-003	9.6000e-004	0.0828	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		0.1486	0.1486	1.4000e-004		0.1522
Total	**0.0468**	**9.6000e-004**	**0.0828**	**0.0000**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**0.1486**	**0.1486**	**1.4000e-004**	**0.0000**	**0.1522**

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	3.5300e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0408					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.5200e-003	9.6000e-004	0.0828	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		0.1486	0.1486	1.4000e-004		0.1522
Total	**0.0468**	**9.6000e-004**	**0.0828**	**0.0000**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**0.1486**	**0.1486**	**1.4000e-004**	**0.0000**	**0.1522**

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

14203 Valerio Street Future

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior High School	330.00	Student	0.79	24,109.00	0
Parking Lot	41.00	Space	0.40	16,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2022
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Woodstoves - Developer information

Construction Phase - Developer information

Off-road Equipment - Consultant assumptions

Off-road Equipment -

Off-road Equipment - Developer information

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Grading - Developer information

Demolition - City of Los Angeles ZIMAS database

Trips and VMT - Developer information. Approximately 78 truck trips needed to deliver modular structures to Project Site from prefabrication location at 3025 East

Vehicle Trips - City of Los Angeles Traffic MOU, June 2020

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	2.00	10.00
tblConstructionPhase	NumDays	4.00	46.00
tblConstructionPhase	NumDays	200.00	130.00
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	NumDays	10.00	43.00
tblConstructionPhase	PhaseEndDate	7/28/2021	7/14/2021
tblConstructionPhase	PhaseEndDate	7/30/2021	7/28/2021
tblConstructionPhase	PhaseEndDate	8/5/2021	9/30/2021
tblConstructionPhase	PhaseEndDate	5/12/2022	3/31/2022
tblConstructionPhase	PhaseEndDate	5/26/2022	3/31/2022
tblConstructionPhase	PhaseEndDate	6/9/2022	3/31/2022
tblConstructionPhase	PhaseStartDate	7/29/2021	7/15/2021
tblConstructionPhase	PhaseStartDate	7/31/2021	7/29/2021
tblConstructionPhase	PhaseStartDate	8/6/2021	10/1/2021
tblConstructionPhase	PhaseStartDate	5/13/2022	3/1/2022
tblConstructionPhase	PhaseStartDate	5/27/2022	2/1/2022
tblGrading	AcresOfGrading	17.25	1.19
tblGrading	AcresOfGrading	5.00	1.00
tblGrading	MaterialExported	0.00	2,000.00
tblLandUse	LandUseSquareFeet	38,795.36	24,109.00

tblLandUse	LotAcreage	0.89	0.79
tblLandUse	LotAcreage	0.37	0.40
tblOffRoadEquipment	LoadFactor	0.37	0.37
tblOffRoadEquipment	OffRoadEquipmentType		Skid Steer Loaders
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripLength	20.00	70.00
tblTripsAndVMT	HaulingTripNumber	250.00	2,000.00
tblTripsAndVMT	VendorTripLength	6.90	36.00
tblTripsAndVMT	WorkerTripNumber	10.00	8.00
tblVehicleTrips	WD_TR	1.62	1.88

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					
2021	2.4852	45.9188	16.1893	0.1240	7.2969	0.8192	8.0925	3.2386	0.7675	3.9751	0.0000	13,268.7674	13,268.7674	1.2055	0.0000	13,298.9059
2022	8.0904	22.4703	25.0854	0.0498	0.6019	1.0268	1.6287	0.1648	0.9793	1.1442	0.0000	4,760.3354	4,760.3354	0.8216	0.0000	4,780.8755
Maximum	**8.0904**	**45.9188**	**25.0854**	**0.1240**	**7.2969**	**1.0268**	**8.0925**	**3.2386**	**0.9793**	**3.9751**	**0.0000**	**13,268.7674**	**13,268.7674**	**1.2055**	**0.0000**	**13,298.9059**

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					
2021	2.4852	45.9188	16.1893	0.1240	3.4721	0.8192	4.2677	1.4375	0.7675	2.1739	0.0000	13,268.7674	13,268.7674	1.2055	0.0000	13,298.9059
2022	8.0904	22.4703	25.0854	0.0498	0.3778	1.0268	1.4046	0.1098	0.9793	1.0892	0.0000	4,760.3354	4,760.3354	0.8216	0.0000	4,780.8755
Maximum	**8.0904**	**45.9188**	**25.0854**	**0.1240**	**3.4721**	**1.0268**	**4.2677**	**1.4375**	**0.9793**	**2.1739**	**0.0000**	**13,268.7674**	**13,268.7674**	**1.2055**	**0.0000**	**13,298.9059**

	ROG	**NOx**	**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**	**51.26**	**0.00**	**41.65**	**54.54**	**0.00**	**36.26**	**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	0.5492	3.5000e-004	0.0379	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0812	0.0812	2.1000e-004		0.0866
Energy	7.4100e-003	0.0674	0.0566	4.0000e-004		5.1200e-003	5.1200e-003		5.1200e-003	5.1200e-003		80.8166	80.8166	1.5500e-003	1.4800e-003	81.2969
Mobile	1.1441	5.5164	15.9248	0.0582	4.7467	0.0468	4.7935	1.2703	0.0437	1.3140		5,923.0955	5,923.0955	0.2947		5,930.4640
Total	**1.7007**	**5.5841**	**16.0193**	**0.0586**	**4.7467**	**0.0521**	**4.7988**	**1.2703**	**0.0490**	**1.3192**		**6,003.9933**	**6,003.9933**	**0.2965**	**1.4800e-003**	**6,011.8474**

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	0.5492	3.5000e-004	0.0379	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0812	0.0812	2.1000e-004		0.0866
Energy	7.4100e-003	0.0674	0.0566	4.0000e-004		5.1200e-003	5.1200e-003		5.1200e-003	5.1200e-003		80.8166	80.8166	1.5500e-003	1.4800e-003	81.2969
Mobile	1.1441	5.5164	15.9248	0.0582	4.7467	0.0468	4.7935	1.2703	0.0437	1.3140		5,923.0955	5,923.0955	0.2947		5,930.4640
Total	**1.7007**	**5.5841**	**16.0193**	**0.0586**	**4.7467**	**0.0521**	**4.7988**	**1.2703**	**0.0490**	**1.3192**		**6,003.9933**	**6,003.9933**	**0.2965**	**1.4800e-003**	**6,011.8474**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2021	7/14/2021	5	10	
2	Site Preparation	Site Preparation	7/15/2021	7/28/2021	5	10	
3	Grading	Grading	7/29/2021	9/30/2021	5	46	
4	Building Construction	Building Construction	10/1/2021	3/31/2022	5	130	
5	Paving	Paving	3/1/2022	3/31/2022	5	23	
6	Architectural Coating	Architectural Coating	2/1/2022	3/31/2022	5	43	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.19

Acres of Paving: 0.4

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 36,164; Non-Residential Outdoor: 12,055; Striped Parking Area: 984

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73

Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Skid Steer Loaders	1	7.00	65	0.37
Grading	Graders	1	6.00	187	0.41
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	3	8.00	0.00	9.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	8.00	0.00	2,000.00	14.70	6.90	70.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	17.00	7.00	0.00	14.70	36.00	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	3.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2048	0.0000	0.2048	0.0310	0.0000	0.0310			0.0000			0.0000
Off-Road	1.6185	15.9050	9.9721	0.0179		0.8174	0.8174		0.7658	0.7658		1,720.9169	1,720.9169	0.3993		1,730.8998
Total	**1.6185**	**15.9050**	**9.9721**	**0.0179**	**0.2048**	**0.8174**	**1.0221**	**0.0310**	**0.7658**	**0.7968**		**1,720.9169**	**1,720.9169**	**0.3993**		**1,730.8998**

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	0.0105	0.3202	0.0798	1.0100e-003	0.0236	1.1000e-003	0.0247	6.4700e-003	1.0500e-003	7.5200e-003		109.1260	109.1260	7.0500e-003		109.3024
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	0.0343	0.0236	0.3222	9.1000e-004	0.0894	7.2000e-004	0.0901	0.0237	6.7000e-004	0.0244		91.1016	91.1016	2.6800e-003		91.1687
Total	**0.0448**	**0.3438**	**0.4020**	**1.9200e-003**	**0.1130**	**1.8200e-003**	**0.1148**	**0.0302**	**1.7200e-003**	**0.0319**		**200.2276**	**200.2276**	**9.7300e-003**		**200.4711**

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					0.0759	0.0000	0.0759	0.0115	0.0000	0.0115			0.0000			0.0000
Off-Road	1.6185	15.9050	9.9721	0.0179		0.8174	0.8174		0.7658	0.7658	0.0000	1,720.9169	1,720.9169	0.3993		1,730.8998
Total	**1.6185**	**15.9050**	**9.9721**	**0.0179**	**0.0759**	**0.8174**	**0.8932**	**0.0115**	**0.7658**	**0.7773**	**0.0000**	**1,720.9169**	**1,720.9169**	**0.3993**		**1,730.8998**

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	0.0105	0.3202	0.0798	1.0100e-003	0.0154	1.1000e-003	0.0165	4.4500e-003	1.0500e-003	5.5000e-003		109.1260	109.1260	7.0500e-003		109.3024
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	0.0343	0.0236	0.3222	9.1000e-004	0.0537	7.2000e-004	0.0544	0.0149	6.7000e-004	0.0156		91.1016	91.1016	2.6800e-003		91.1687
Total	**0.0448**	**0.3438**	**0.4020**	**1.9200e-003**	**0.0691**	**1.8200e-003**	**0.0709**	**0.0194**	**1.7200e-003**	**0.0211**		**200.2276**	**200.2276**	**9.7300e-003**		**200.4711**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Fugitive Dust					5.3754	0.0000	5.3754	2.9079	0.0000	2.9079			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041		1,666.5174	1,666.5174	0.5390		1,679.9920
Total	**1.5558**	**17.4203**	**7.5605**	**0.0172**	**5.3754**	**0.7654**	**6.1408**	**2.9079**	**0.7041**	**3.6120**		**1,666.5174**	**1,666.5174**	**0.5390**		**1,679.9920**

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	0.0343	0.0236	0.3222	9.1000e-004	0.0894	7.2000e-004	0.0901	0.0237	6.7000e-004	0.0244		91.1016	91.1016	2.6800e-003		91.1687
Total	**0.0343**	**0.0236**	**0.3222**	**9.1000e-004**	**0.0894**	**7.2000e-004**	**0.0901**	**0.0237**	**6.7000e-004**	**0.0244**		**91.1016**	**91.1016**	**2.6800e-003**		**91.1687**

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					1.9916	0.0000	1.9916	1.0774	0.0000	1.0774			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041	0.0000	1,666.5174	1,666.5174	0.5390		1,679.9920

Total	**1.5558**	**17.4203**	**7.5605**	**0.0172**	**1.9916**	**0.7654**	**2.7570**	**1.0774**	**0.7041**	**1.7815**	**0.0000**	**1,666.5174**	**1,666.5174**	**0.5390**		**1,679.9920**

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	0.0343	0.0236	0.3222	9.1000e-004	0.0537	7.2000e-004	0.0544	0.0149	6.7000e-004	0.0156		91.1016	91.1016	2.6800e-003		91.1687
Total	**0.0343**	**0.0236**	**0.3222**	**9.1000e-004**	**0.0537**	**7.2000e-004**	**0.0544**	**0.0149**	**6.7000e-004**	**0.0156**		**91.1016**	**91.1016**	**2.6800e-003**		**91.1687**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.5489	0.0000	4.5489	2.4864	0.0000	2.4864			0.0000			0.0000
Off-Road	1.3542	15.2053	7.5427	0.0159		0.6735	0.6735		0.6196	0.6196		1,539.5282	1,539.5282	0.4979		1,551.9761
Total	**1.3542**	**15.2053**	**7.5427**	**0.0159**	**4.5489**	**0.6735**	**5.2224**	**2.4864**	**0.6196**	**3.1060**		**1,539.5282**	**1,539.5282**	**0.4979**		**1,551.9761**

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	1.0968	30.6899	8.3244	0.1072	2.6585	0.1214	2.7799	0.7285	0.1161	0.8447		11,638.1376	11,638.1376	0.7049		11,655.7611
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	0.0343	0.0236	0.3222	9.1000e-004	0.0894	7.2000e-004	0.0901	0.0237	6.7000e-004	0.0244		91.1016	91.1016	2.6800e-003		91.1687
Total	**1.1311**	**30.7135**	**8.6466**	**0.1081**	**2.7479**	**0.1221**	**2.8701**	**0.7523**	**0.1168**	**0.8691**		**11,729.2392**	**11,729.2392**	**0.7076**		**11,746.9298**

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					1.6854	0.0000	1.6854	0.9212	0.0000	0.9212			0.0000			0.0000
Off-Road	1.3542	15.2053	7.5427	0.0159		0.6735	0.6735		0.6196	0.6196	0.0000	1,539.5282	1,539.5282	0.4979		1,551.9761
Total	**1.3542**	**15.2053**	**7.5427**	**0.0159**	**1.6854**	**0.6735**	**2.3589**	**0.9212**	**0.6196**	**1.5408**	**0.0000**	**1,539.5282**	**1,539.5282**	**0.4979**		**1,551.9761**

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	1.0968	30.6899	8.3244	0.1072	1.7330	0.1214	1.8544	0.5014	0.1161	0.6175		11,638.1376	11,638.1376	0.7049		11,655.7611
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	0.0343	0.0236	0.3222	9.1000e-004	0.0537	7.2000e-004	0.0544	0.0149	6.7000e-004	0.0156		91.1016	91.1016	2.6800e-003		91.1687
Total	**1.1311**	**30.7135**	**8.6466**	**0.1081**	**1.7867**	**0.1221**	**1.9088**	**0.5163**	**0.1168**	**0.6331**		**11,729.2392**	**11,729.2392**	**0.7076**		**11,746.9298**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**		**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

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	0.0717	1.8309	0.5357	7.7300e-003	0.2330	6.6700e-003	0.2397	0.0670	6.3800e-003	0.0734		824.7766	824.7766	0.0340		825.6257
Worker	0.0729	0.0501	0.6847	1.9400e-003	0.1900	1.5400e-003	0.1916	0.0504	1.4100e-003	0.0518		193.5909	193.5909	5.7000e-003		193.7335
Total	**0.1446**	**1.8810**	**1.2204**	**9.6700e-003**	**0.4231**	**8.2100e-003**	**0.4313**	**0.1174**	**7.7900e-003**	**0.1252**		**1,018.3675**	**1,018.3675**	**0.0397**		**1,019.3592**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**	**0.0000**	**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

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	0.0717	1.8309	0.5357	7.7300e-003	0.1564	6.6700e-003	0.1631	0.0482	6.3800e-003	0.0546		824.7766	824.7766	0.0340		825.6257
Worker	0.0729	0.0501	0.6847	1.9400e-003	0.1140	1.5400e-003	0.1156	0.0317	1.4100e-003	0.0332		193.5909	193.5909	5.7000e-003		193.7335
Total	**0.1446**	**1.8810**	**1.2204**	**9.6700e-003**	**0.2704**	**8.2100e-003**	**0.2786**	**0.0800**	**7.7900e-003**	**0.0877**		**1,018.3675**	**1,018.3675**	**0.0397**		**1,019.3592**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**		**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

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	0.0678	1.6971	0.5131	7.6500e-003	0.2331	5.8600e-003	0.2389	0.0670	5.6000e-003	0.0726		817.3906	817.3906	0.0334		818.2252
Worker	0.0683	0.0452	0.6317	1.8700e-003	0.1900	1.4900e-003	0.1915	0.0504	1.3700e-003	0.0518		186.7811	186.7811	5.1600e-003		186.9100
Total	**0.1361**	**1.7424**	**1.1448**	**9.5200e-003**	**0.4231**	**7.3500e-003**	**0.4304**	**0.1174**	**6.9700e-003**	**0.1244**		**1,004.1716**	**1,004.1716**	**0.0386**		**1,005.1352**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581

Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**	**0.0000**	**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

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	0.0678	1.6971	0.5131	7.6500e-003	0.1564	5.8600e-003	0.1623	0.0482	5.6000e-003	0.0538		817.3906	817.3906	0.0334		818.2252
Worker	0.0683	0.0452	0.6317	1.8700e-003	0.1140	1.4900e-003	0.1155	0.0317	1.3700e-003	0.0331		186.7811	186.7811	5.1600e-003		186.9100
Total	**0.1361**	**1.7424**	**1.1448**	**9.5200e-003**	**0.2705**	**7.3500e-003**	**0.2778**	**0.0800**	**6.9700e-003**	**0.0869**		**1,004.1716**	**1,004.1716**	**0.0386**		**1,005.1352**

3.6 Paving - 2022

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	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205		1,297.3789	1,297.3789	0.4113		1,307.6608
Paving	0.0456					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7333**	**6.7738**	**8.8060**	**0.0135**		**0.3474**	**0.3474**		**0.3205**	**0.3205**		**1,297.3789**	**1,297.3789**	**0.4113**		**1,307.6608**

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	0.0522	0.0346	0.4831	1.4300e-003	0.1453	1.1400e-003	0.1465	0.0385	1.0500e-003	0.0396		142.8326	142.8326	3.9400e-003		142.9312
Total	**0.0522**	**0.0346**	**0.4831**	**1.4300e-003**	**0.1453**	**1.1400e-003**	**0.1465**	**0.0385**	**1.0500e-003**	**0.0396**		**142.8326**	**142.8326**	**3.9400e-003**		**142.9312**

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	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205	0.0000	1,297.3789	1,297.3789	0.4113		1,307.6608
Paving	0.0456					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7333**	**6.7738**	**8.8060**	**0.0135**		**0.3474**	**0.3474**		**0.3205**	**0.3205**	**0.0000**	**1,297.3789**	**1,297.3789**	**0.4113**		**1,307.6608**

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	0.0522	0.0346	0.4831	1.4300e-003	0.0872	1.1400e-003	0.0883	0.0243	1.0500e-003	0.0253		142.8326	142.8326	3.9400e-003		142.9312
Total	**0.0522**	**0.0346**	**0.4831**	**1.4300e-003**	**0.0872**	**1.1400e-003**	**0.0883**	**0.0243**	**1.0500e-003**	**0.0253**		**142.8326**	**142.8326**	**3.9400e-003**		**142.9312**

3.7 Architectural Coating - 2022

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	5.3036					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**5.5082**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

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	0.0121	7.9800e-003	0.1115	3.3000e-004	0.0335	2.6000e-004	0.0338	8.8900e-003	2.4000e-004	9.1300e-003		32.9614	32.9614	9.1000e-004		32.9841
Total	**0.0121**	**7.9800e-003**	**0.1115**	**3.3000e-004**	**0.0335**	**2.6000e-004**	**0.0338**	**8.8900e-003**	**2.4000e-004**	**9.1300e-003**		**32.9614**	**32.9614**	**9.1000e-004**		**32.9841**

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	5.3036					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**5.5082**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

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	0.0121	7.9800e-003	0.1115	3.3000e-004	0.0201	2.6000e-004	0.0204	5.6000e-003	2.4000e-004	5.8400e-003		32.9614	32.9614	9.1000e-004		32.9841
Total	**0.0121**	**7.9800e-003**	**0.1115**	**3.3000e-004**	**0.0201**	**2.6000e-004**	**0.0204**	**5.6000e-003**	**2.4000e-004**	**5.8400e-003**		**32.9614**	**32.9614**	**9.1000e-004**		**32.9841**

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	1.1441	5.5164	15.9248	0.0582	4.7467	0.0468	4.7935	1.2703	0.0437	1.3140		5,923.0955	5,923.0955	0.2947		5,930.4640
Unmitigated	1.1441	5.5164	15.9248	0.0582	4.7467	0.0468	4.7935	1.2703	0.0437	1.3140		5,923.0955	5,923.0955	0.2947		5,930.4640

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Junior High School	618.75	0.00	0.00	1,594,434	1,594,434
Parking Lot	0.00	0.00	0.00		
Total	618.75	0.00	0.00	1,594,434	1,594,434

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
Junior High School	16.60	8.40	6.90	72.80	22.20	5.00	63	25	12
Parking Lot	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
Junior High School	0.54650	0.04496	0.204016	0.120355	0.015746	0.006196	0.02013	0.030678	0.002515	0.00220	0.005142	0.00068	0.000876
Parking Lot	0.54650	0.04496	0.204016	0.120355	0.015746	0.006196	0.02013	0.030678	0.002515	0.00220	0.005142	0.00068	0.000876

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.4100e-003	0.0674	0.0566	4.0000e-004		5.1200e-003	5.1200e-003		5.1200e-003	5.1200e-003		80.8166	80.8166	1.5500e-003	1.4800e-003	81.2969
NaturalGas Unmitigated	7.4100e-003	0.0674	0.0566	4.0000e-004		5.1200e-003	5.1200e-003		5.1200e-003	5.1200e-003		80.8166	80.8166	1.5500e-003	1.4800e-003	81.2969

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					
Junior High School	686.941	7.4100e-003	0.0674	0.0566	4.0000e-004		5.1200e-003	5.1200e-003		5.1200e-003	5.1200e-003		80.8166	80.8166	1.5500e-003	1.4800e-003	81.2969
Parking Lot	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		**7.4100e-003**	**0.0674**	**0.0566**	**4.0000e-004**		**5.1200e-003**	**5.1200e-003**		**5.1200e-003**	**5.1200e-003**		**80.8166**	**80.8166**	**1.5500e-003**	**1.4800e-003**	**81.2969**

Mitigated

Land Use	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
	kBTU/yr	lb/day										lb/day					
Junior High School	0.686941	7.4100e-003	0.0674	0.0566	4.0000e-004		5.1200e-003	5.1200e-003		5.1200e-003	5.1200e-003		80.8166	80.8166	1.5500e-003	1.4800e-003	81.2969
Parking Lot	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		**7.4100e-003**	**0.0674**	**0.0566**	**4.0000e-004**		**5.1200e-003**	**5.1200e-003**		**5.1200e-003**	**5.1200e-003**		**80.8166**	**80.8166**	**1.5500e-003**	**1.4800e-003**	**81.2969**

6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Mitigated	0.5492	3.5000e-004	0.0379	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0812	0.0812	2.1000e-004		0.0866
Unmitigated	0.5492	3.5000e-004	0.0379	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0812	0.0812	2.1000e-004		0.0866

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					

Architectural Coating	0.0625					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4832					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.5300e-003	3.5000e-004	0.0379	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0812	0.0812	2.1000e-004		0.0866
Total	**0.5492**	**3.5000e-004**	**0.0379**	**0.0000**		**1.4000e-004**	**1.4000e-004**		**1.4000e-004**	**1.4000e-004**		**0.0812**	**0.0812**	**2.1000e-004**		**0.0866**

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	0.0625					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4832					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.5300e-003	3.5000e-004	0.0379	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0812	0.0812	2.1000e-004		0.0866
Total	**0.5492**	**3.5000e-004**	**0.0379**	**0.0000**		**1.4000e-004**	**1.4000e-004**		**1.4000e-004**	**1.4000e-004**		**0.0812**	**0.0812**	**2.1000e-004**		**0.0866**

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

14203 Valerio Street Future

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior High School	330.00	Student	0.79	24,109.00	0
Parking Lot	41.00	Space	0.40	16,400.00	0

1.2 Other Project Characteristics

Urbanization Urban

Wind Speed (m/s) 2.2

Precipitation Freq (Days) 33

Climate Zone 12

Operational Year 2022

Utility Company Los Angeles Department of Water & Power

CO2 Intensity (lb/MWhr) 1227.89

CH4 Intensity (lb/MWhr) 0.029

N2O Intensity (lb/MWhr) 0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Woodstoves - Developer information

Construction Phase - Developer information

Off-road Equipment - Consultant assumptions

Off-road Equipment -

Off-road Equipment - Developer information

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Grading - Developer information

Demolition - City of Los Angeles ZIMAS database

Trips and VMT - Developer information. Approximately 78 truck trips needed to deliver modular structures to Project Site from prefabrication location at 3025 East

Vehicle Trips - City of Los Angeles Traffic MOU, June 2020

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	2.00	10.00
tblConstructionPhase	NumDays	4.00	46.00
tblConstructionPhase	NumDays	200.00	130.00
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	NumDays	10.00	43.00
tblConstructionPhase	PhaseEndDate	7/28/2021	7/14/2021
tblConstructionPhase	PhaseEndDate	7/30/2021	7/28/2021
tblConstructionPhase	PhaseEndDate	8/5/2021	9/30/2021
tblConstructionPhase	PhaseEndDate	5/12/2022	3/31/2022
tblConstructionPhase	PhaseEndDate	5/26/2022	3/31/2022
tblConstructionPhase	PhaseEndDate	6/9/2022	3/31/2022
tblConstructionPhase	PhaseStartDate	7/29/2021	7/15/2021
tblConstructionPhase	PhaseStartDate	7/31/2021	7/29/2021
tblConstructionPhase	PhaseStartDate	8/6/2021	10/1/2021
tblConstructionPhase	PhaseStartDate	5/13/2022	3/1/2022
tblConstructionPhase	PhaseStartDate	5/27/2022	2/1/2022
tblGrading	AcresOfGrading	17.25	1.19
tblGrading	AcresOfGrading	5.00	1.00
tblGrading	MaterialExported	0.00	2,000.00

tblLandUse	LandUseSquareFeet	38,795.36	24,109.00
tblLandUse	LotAcreage	0.89	0.79
tblLandUse	LotAcreage	0.37	0.40
tblOffRoadEquipment	LoadFactor	0.37	0.37
tblOffRoadEquipment	OffRoadEquipmentType		Skid Steer Loaders
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripLength	20.00	70.00
tblTripsAndVMT	HaulingTripNumber	250.00	2,000.00
tblTripsAndVMT	VendorTripLength	6.90	36.00
tblTripsAndVMT	WorkerTripNumber	10.00	8.00
tblVehicleTrips	WD_TR	1.62	1.88

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					
2021	0.1381	1.7733	0.9287	4.0800e-003	0.2094	0.0491	0.2584	0.0930	0.0464	0.1394	0.0000	382.9486	382.9486	0.0414	0.0000	383.9842
2022	0.1849	0.5672	0.5906	1.2500e-003	0.0156	0.0249	0.0405	4.3200e-003	0.0239	0.0282	0.0000	108.0263	108.0263	0.0159	0.0000	108.4249
Maximum	**0.1849**	**1.7733**	**0.9287**	**4.0800e-003**	**0.2094**	**0.0491**	**0.2584**	**0.0930**	**0.0464**	**0.1394**	**0.0000**	**382.9486**	**382.9486**	**0.0414**	**0.0000**	**383.9842**

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					
2021	0.1381	1.7733	0.9287	4.0800e-003	0.0990	0.0491	0.1481	0.0411	0.0464	0.0875	0.0000	382.9485	382.9485	0.0414	0.0000	383.9841
2022	0.1849	0.5672	0.5906	1.2500e-003	9.9300e-003	0.0249	0.0348	2.9200e-003	0.0239	0.0268	0.0000	108.0262	108.0262	0.0159	0.0000	108.4248
Maximum	**0.1849**	**1.7733**	**0.9287**	**4.0800e-003**	**0.0990**	**0.0491**	**0.1481**	**0.0411**	**0.0464**	**0.0875**	**0.0000**	**382.9485**	**382.9485**	**0.0414**	**0.0000**	**383.9841**

	ROG	**NOx**	**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**	**51.58**	**0.00**	**38.82**	**54.72**	**0.00**	**31.78**	**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	**7-1-2021**	**9-30-2021**	1.2911	1.2911
2	**10-1-2021**	**12-31-2021**	0.5761	0.5761
3	**1-1-2022**	**3-31-2022**	0.7474	0.7474
		Highest	1.2911	1.2911

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	0.1000	4.0000e-005	4.7400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.2100e-003	9.2100e-003	2.0000e-005	0.0000	9.8100e-003
Energy	1.3500e-003	0.0123	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	96.0696	96.0696	2.2100e-003	6.5000e-004	96.3183
Mobile	0.1412	0.7493	1.9874	7.3000e-003	0.6052	6.0900e-003	0.6113	0.1622	5.6800e-003	0.1679	0.0000	674.2523	674.2523	0.0345	0.0000	675.1144

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Waste						0.0000	0.0000		0.0000	0.0000	12.2262	0.0000	12.2262	0.7225	0.0000	30.2898
Water						0.0000	0.0000		0.0000	0.0000	0.2538	18.5310	18.7848	0.0265	7.1000e-004	19.6579
Total	**0.2426**	**0.7616**	**2.0025**	**7.3700e-003**	**0.6052**	**7.0400e-003**	**0.6122**	**0.1622**	**6.6300e-003**	**0.1689**	**12.4800**	**788.8620**	**801.3420**	**0.7858**	**1.3600e-003**	**821.3901**

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	0.1000	4.0000e-005	4.7400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.2100e-003	9.2100e-003	2.0000e-005	0.0000	9.8100e-003
Energy	1.3500e-003	0.0123	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	96.0696	96.0696	2.2100e-003	6.5000e-004	96.3183
Mobile	0.1412	0.7493	1.9874	7.3000e-003	0.6052	6.0900e-003	0.6113	0.1622	5.6800e-003	0.1679	0.0000	674.2523	674.2523	0.0345	0.0000	675.1144
Waste						0.0000	0.0000		0.0000	0.0000	12.2262	0.0000	12.2262	0.7225	0.0000	30.2898
Water						0.0000	0.0000		0.0000	0.0000	0.2538	18.5310	18.7848	0.0265	7.1000e-004	19.6579
Total	**0.2426**	**0.7616**	**2.0025**	**7.3700e-003**	**0.6052**	**7.0400e-003**	**0.6122**	**0.1622**	**6.6300e-003**	**0.1689**	**12.4800**	**788.8620**	**801.3420**	**0.7858**	**1.3600e-003**	**821.3901**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2021	7/14/2021	5	10	
2	Site Preparation	Site Preparation	7/15/2021	7/28/2021	5	10	

3	Grading	Grading	7/29/2021	9/30/2021	5	46	
4	Building Construction	Building Construction	10/1/2021	3/31/2022	5	130	
5	Paving	Paving	3/1/2022	3/31/2022	5	23	
6	Architectural Coating	Architectural Coating	2/1/2022	3/31/2022	5	43	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.19

Acres of Paving: 0.4

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 36,164; Non-Residential Outdoor: 12,055; Striped Parking Area: 984

<u>OffRoad Equipment</u>

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Grading	Skid Steer Loaders		1	7.00	65	0.37
Grading	Graders		1	6.00	187	0.41
Building Construction	Tractors/Loaders/Backhoes		1	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	3	8.00	0.00	9.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	8.00	0.00	2,000.00	14.70	6.90	70.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	17.00	7.00	0.00	14.70	36.00	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	3.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0200e-003	0.0000	1.0200e-003	1.6000e-004	0.0000	1.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0900e-003	0.0795	0.0499	9.0000e-005		4.0900e-003	4.0900e-003		3.8300e-003	3.8300e-003	0.0000	7.8060	7.8060	1.8100e-003	0.0000	7.8512
Total	**8.0900e-003**	**0.0795**	**0.0499**	**9.0000e-005**	**1.0200e-003**	**4.0900e-003**	**5.1100e-003**	**1.6000e-004**	**3.8300e-003**	**3.9900e-003**	**0.0000**	**7.8060**	**7.8060**	**1.8100e-003**	**0.0000**	**7.8512**

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	5.0000e-005	1.6600e-003	4.1000e-004	1.0000e-005	1.2000e-004	1.0000e-005	1.2000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.4925	0.4925	3.0000e-005	0.0000	0.4933
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.3000e-004	1.5100e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3956	0.3956	1.0000e-005	0.0000	0.3959
Total	**2.2000e-004**	**1.7900e-003**	**1.9200e-003**	**1.0000e-005**	**5.6000e-004**	**1.0000e-005**	**5.6000e-004**	**1.5000e-004**	**1.0000e-005**	**1.6000e-004**	**0.0000**	**0.8880**	**0.8880**	**4.0000e-005**	**0.0000**	**0.8891**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.8000e-004	0.0000	3.8000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0900e-003	0.0795	0.0499	9.0000e-005		4.0900e-003	4.0900e-003		3.8300e-003	3.8300e-003	0.0000	7.8059	7.8059	1.8100e-003	0.0000	7.8512
Total	**8.0900e-003**	**0.0795**	**0.0499**	**9.0000e-005**	**3.8000e-004**	**4.0900e-003**	**4.4700e-003**	**6.0000e-005**	**3.8300e-003**	**3.8900e-003**	**0.0000**	**7.8059**	**7.8059**	**1.8100e-003**	**0.0000**	**7.8512**

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	5.0000e-005	1.6600e-003	4.1000e-004	1.0000e-005	8.0000e-005	1.0000e-005	8.0000e-005	2.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.4925	0.4925	3.0000e-005	0.0000	0.4933
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.3000e-004	1.5100e-003	0.0000	2.6000e-004	0.0000	2.7000e-004	7.0000e-005	0.0000	8.0000e-005	0.0000	0.3956	0.3956	1.0000e-005	0.0000	0.3959
Total	**2.2000e-004**	**1.7900e-003**	**1.9200e-003**	**1.0000e-005**	**3.4000e-004**	**1.0000e-005**	**3.5000e-004**	**9.0000e-005**	**1.0000e-005**	**1.1000e-004**	**0.0000**	**0.8880**	**0.8880**	**4.0000e-005**	**0.0000**	**0.8891**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0269	0.0000	0.0269	0.0145	0.0000	0.0145	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7800e-003	0.0871	0.0378	9.0000e-005		3.8300e-003	3.8300e-003		3.5200e-003	3.5200e-003	0.0000	7.5592	7.5592	2.4400e-003	0.0000	7.6203
Total	**7.7800e-003**	**0.0871**	**0.0378**	**9.0000e-005**	**0.0269**	**3.8300e-003**	**0.0307**	**0.0145**	**3.5200e-003**	**0.0181**	**0.0000**	**7.5592**	**7.5592**	**2.4400e-003**	**0.0000**	**7.6203**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.3000e-004	1.5100e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3956	0.3956	1.0000e-005	0.0000	0.3959
Total	**1.7000e-004**	**1.3000e-004**	**1.5100e-003**	**0.0000**	**4.4000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.3956**	**0.3956**	**1.0000e-005**	**0.0000**	**0.3959**

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					9.9600e-003	0.0000	9.9600e-003	5.3900e-003	0.0000	5.3900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7800e-003	0.0871	0.0378	9.0000e-005		3.8300e-003	3.8300e-003		3.5200e-003	3.5200e-003	0.0000	7.5592	7.5592	2.4400e-003	0.0000	7.6203
Total	**7.7800e-003**	**0.0871**	**0.0378**	**9.0000e-005**	**9.9600e-003**	**3.8300e-003**	**0.0138**	**5.3900e-003**	**3.5200e-003**	**8.9100e-003**	**0.0000**	**7.5592**	**7.5592**	**2.4400e-003**	**0.0000**	**7.6203**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.3000e-004	1.5100e-003	0.0000	2.6000e-004	0.0000	2.7000e-004	7.0000e-005	0.0000	8.0000e-005	0.0000	0.3956	0.3956	1.0000e-005	0.0000	0.3959
Total	**1.7000e-004**	**1.3000e-004**	**1.5100e-003**	**0.0000**	**2.6000e-004**	**0.0000**	**2.7000e-004**	**7.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.3956**	**0.3956**	**1.0000e-005**	**0.0000**	**0.3959**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1046	0.0000	0.1046	0.0572	0.0000	0.0572	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0312	0.3497	0.1735	3.7000e-004		0.0155	0.0155		0.0143	0.0143	0.0000	32.1226	32.1226	0.0104	0.0000	32.3824
Total	**0.0312**	**0.3497**	**0.1735**	**3.7000e-004**	**0.1046**	**0.0155**	**0.1201**	**0.0572**	**0.0143**	**0.0714**	**0.0000**	**32.1226**	**32.1226**	**0.0104**	**0.0000**	**32.3824**

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	0.0253	0.7395	0.1924	2.4600e-003	0.0601	2.8000e-003	0.0629	0.0165	2.6800e-003	0.0192	0.0000	242.2740	242.2740	0.0148	0.0000	242.6436
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.9000e-004	6.2000e-004	6.9600e-003	2.0000e-005	2.0200e-003	2.0000e-005	2.0300e-003	5.4000e-004	2.0000e-005	5.5000e-004	0.0000	1.8196	1.8196	5.0000e-005	0.0000	1.8210
Total	**0.0261**	**0.7401**	**0.1994**	**2.4800e-003**	**0.0621**	**2.8200e-003**	**0.0649**	**0.0170**	**2.7000e-003**	**0.0197**	**0.0000**	**244.0936**	**244.0936**	**0.0148**	**0.0000**	**244.4645**

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					0.0388	0.0000	0.0388	0.0212	0.0000	0.0212	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0312	0.3497	0.1735	3.7000e-004		0.0155	0.0155		0.0143	0.0143	0.0000	32.1226	32.1226	0.0104	0.0000	32.3823
Total	**0.0312**	**0.3497**	**0.1735**	**3.7000e-004**	**0.0388**	**0.0155**	**0.0543**	**0.0212**	**0.0143**	**0.0354**	**0.0000**	**32.1226**	**32.1226**	**0.0104**	**0.0000**	**32.3823**

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	0.0253	0.7395	0.1924	2.4600e-003	0.0393	2.8000e-003	0.0421	0.0114	2.6800e-003	0.0141	0.0000	242.2740	242.2740	0.0148	0.0000	242.6436
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.9000e-004	6.2000e-004	6.9600e-003	2.0000e-005	1.2100e-003	2.0000e-005	1.2300e-003	3.4000e-004	2.0000e-005	3.5000e-004	0.0000	1.8196	1.8196	5.0000e-005	0.0000	1.8210
Total	**0.0261**	**0.7401**	**0.1994**	**2.4800e-003**	**0.0405**	**2.8200e-003**	**0.0433**	**0.0117**	**2.7000e-003**	**0.0144**	**0.0000**	**244.0936**	**244.0936**	**0.0148**	**0.0000**	**244.4645**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0598	0.4500	0.4257	7.3000e-004		0.0226	0.0226		0.0218	0.0218	0.0000	59.9107	59.9107	0.0107	0.0000	60.1781
Total	**0.0598**	**0.4500**	**0.4257**	**7.3000e-004**		**0.0226**	**0.0226**		**0.0218**	**0.0218**	**0.0000**	**59.9107**	**59.9107**	**0.0107**	**0.0000**	**60.1781**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3900e-003	0.0630	0.0179	2.5000e-004	7.5700e-003	2.2000e-004	7.7900e-003	2.1800e-003	2.1000e-004	2.3900e-003	0.0000	24.6251	24.6251	1.0300e-003	0.0000	24.6507
Worker	2.4100e-003	1.8800e-003	0.0212	6.0000e-005	6.1500e-003	5.0000e-005	6.2000e-003	1.6300e-003	5.0000e-005	1.6800e-003	0.0000	5.5478	5.5478	1.6000e-004	0.0000	5.5519
Total	**4.8000e-003**	**0.0649**	**0.0391**	**3.1000e-004**	**0.0137**	**2.7000e-004**	**0.0140**	**3.8100e-003**	**2.6000e-004**	**4.0700e-003**	**0.0000**	**30.1729**	**30.1729**	**1.1900e-003**	**0.0000**	**30.2027**

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	0.0598	0.4500	0.4257	7.3000e-004		0.0226	0.0226		0.0218	0.0218	0.0000	59.9106	59.9106	0.0107	0.0000	60.1780
Total	**0.0598**	**0.4500**	**0.4257**	**7.3000e-004**		**0.0226**	**0.0226**		**0.0218**	**0.0218**	**0.0000**	**59.9106**	**59.9106**	**0.0107**	**0.0000**	**60.1780**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3900e-003	0.0630	0.0179	2.5000e-004	5.0900e-003	2.2000e-004	5.3200e-003	1.5700e-003	2.1000e-004	1.7900e-003	0.0000	24.6251	24.6251	1.0300e-003	0.0000	24.6507
Worker	2.4100e-003	1.8800e-003	0.0212	6.0000e-005	3.7000e-003	5.0000e-005	3.7500e-003	1.0300e-003	5.0000e-005	1.0800e-003	0.0000	5.5478	5.5478	1.6000e-004	0.0000	5.5519
Total	**4.8000e-003**	**0.0649**	**0.0391**	**3.1000e-004**	**8.7900e-003**	**2.7000e-004**	**9.0700e-003**	**2.6000e-003**	**2.6000e-004**	**2.8700e-003**	**0.0000**	**30.1729**	**30.1729**	**1.1900e-003**	**0.0000**	**30.2027**

3.5 Building Construction - 2022

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	0.0528	0.4001	0.4073	7.1000e-004		0.0188	0.0188		0.0182	0.0182	0.0000	58.1046	58.1046	0.0101	0.0000	58.3576
Total	**0.0528**	**0.4001**	**0.4073**	**7.1000e-004**		**0.0188**	**0.0188**		**0.0182**	**0.0182**	**0.0000**	**58.1046**	**58.1046**	**0.0101**	**0.0000**	**58.3576**

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					

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.1900e-003	0.0566	0.0166	2.4000e-004	7.3400e-003	1.9000e-004	7.5200e-003	2.1100e-003	1.8000e-004	2.2900e-003	0.0000	23.6646	23.6646	9.8000e-004	0.0000	23.6891
Worker	2.1900e-003	1.6500e-003	0.0190	6.0000e-005	5.9600e-003	5.0000e-005	6.0100e-003	1.5800e-003	4.0000e-005	1.6300e-003	0.0000	5.1906	5.1906	1.4000e-004	0.0000	5.1942
Total	**4.3800e-003**	**0.0583**	**0.0356**	**3.0000e-004**	**0.0133**	**2.4000e-004**	**0.0135**	**3.6900e-003**	**2.2000e-004**	**3.9200e-003**	**0.0000**	**28.8552**	**28.8552**	**1.1200e-003**	**0.0000**	**28.8833**

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	0.0528	0.4001	0.4073	7.1000e-004		0.0188	0.0188		0.0182	0.0182	0.0000	58.1045	58.1045	0.0101	0.0000	58.3575
Total	**0.0528**	**0.4001**	**0.4073**	**7.1000e-004**		**0.0188**	**0.0188**		**0.0182**	**0.0182**	**0.0000**	**58.1045**	**58.1045**	**0.0101**	**0.0000**	**58.3575**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.1900e-003	0.0566	0.0166	2.4000e-004	4.9400e-003	1.9000e-004	5.1300e-003	1.5300e-003	1.8000e-004	1.7100e-003	0.0000	23.6646	23.6646	9.8000e-004	0.0000	23.6891
Worker	2.1900e-003	1.6500e-003	0.0190	6.0000e-005	3.5800e-003	5.0000e-005	3.6300e-003	1.0000e-003	4.0000e-005	1.0400e-003	0.0000	5.1906	5.1906	1.4000e-004	0.0000	5.1942

Total	4.3800e-003	0.0583	0.0356	3.0000e-004	8.5200e-003	2.4000e-004	8.7600e-003	2.5300e-003	2.2000e-004	2.7500e-003	0.0000	28.8552	28.8552	1.1200e-003	0.0000	28.8833

3.6 Paving - 2022

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	7.9100e-003	0.0779	0.1013	1.6000e-004		4.0000e-003	4.0000e-003		3.6900e-003	3.6900e-003	0.0000	13.5351	13.5351	4.2900e-003	0.0000	13.6423
Paving	5.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**8.4300e-003**	**0.0779**	**0.1013**	**1.6000e-004**		**4.0000e-003**	**4.0000e-003**		**3.6900e-003**	**3.6900e-003**	**0.0000**	**13.5351**	**13.5351**	**4.2900e-003**	**0.0000**	**13.6423**

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	6.0000e-004	4.5000e-004	5.2100e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6500e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4265	1.4265	4.0000e-005	0.0000	1.4274
Total	**6.0000e-004**	**4.5000e-004**	**5.2100e-003**	**2.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6500e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4265**	**1.4265**	**4.0000e-005**	**0.0000**	**1.4274**

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	7.9100e-003	0.0779	0.1013	1.6000e-004		4.0000e-003	4.0000e-003		3.6900e-003	3.6900e-003	0.0000	13.5351	13.5351	4.2900e-003	0.0000	13.6423
Paving	5.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**8.4300e-003**	**0.0779**	**0.1013**	**1.6000e-004**		**4.0000e-003**	**4.0000e-003**		**3.6900e-003**	**3.6900e-003**	**0.0000**	**13.5351**	**13.5351**	**4.2900e-003**	**0.0000**	**13.6423**

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	6.0000e-004	4.5000e-004	5.2100e-003	2.0000e-005	9.9000e-004	1.0000e-005	1.0000e-003	2.7000e-004	1.0000e-005	2.9000e-004	0.0000	1.4265	1.4265	4.0000e-005	0.0000	1.4274
Total	**6.0000e-004**	**4.5000e-004**	**5.2100e-003**	**2.0000e-005**	**9.9000e-004**	**1.0000e-005**	**1.0000e-003**	**2.7000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**1.4265**	**1.4265**	**4.0000e-005**	**0.0000**	**1.4274**

3.7 Architectural Coating - 2022

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					

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	0.1140					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.4000e-003	0.0303	0.0390	6.0000e-005		1.7600e-003	1.7600e-003		1.7600e-003	1.7600e-003	0.0000	5.4895	5.4895	3.6000e-004	0.0000	5.4984
Total	**0.1184**	**0.0303**	**0.0390**	**6.0000e-005**		**1.7600e-003**	**1.7600e-003**		**1.7600e-003**	**1.7600e-003**	**0.0000**	**5.4895**	**5.4895**	**3.6000e-004**	**0.0000**	**5.4984**

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	2.6000e-004	2.0000e-004	2.2500e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.1000e-004	1.9000e-004	1.0000e-005	1.9000e-004	0.0000	0.6154	0.6154	2.0000e-005	0.0000	0.6159
Total	**2.6000e-004**	**2.0000e-004**	**2.2500e-003**	**1.0000e-005**	**7.1000e-004**	**1.0000e-005**	**7.1000e-004**	**1.9000e-004**	**1.0000e-005**	**1.9000e-004**	**0.0000**	**0.6154**	**0.6154**	**2.0000e-005**	**0.0000**	**0.6159**

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	0.1140					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.4000e-003	0.0303	0.0390	6.0000e-005		1.7600e-003	1.7600e-003		1.7600e-003	1.7600e-003	0.0000	5.4895	5.4895	3.6000e-004	0.0000	5.4984
Total	**0.1184**	**0.0303**	**0.0390**	**6.0000e-005**		**1.7600e-003**	**1.7600e-003**		**1.7600e-003**	**1.7600e-003**	**0.0000**	**5.4895**	**5.4895**	**3.6000e-004**	**0.0000**	**5.4984**

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	2.6000e-004	2.0000e-004	2.2500e-003	1.0000e-005	4.2000e-004	1.0000e-005	4.3000e-004	1.2000e-004	1.0000e-005	1.2000e-004	0.0000	0.6154	0.6154	2.0000e-005	0.0000	0.6159
Total	**2.6000e-004**	**2.0000e-004**	**2.2500e-003**	**1.0000e-005**	**4.2000e-004**	**1.0000e-005**	**4.3000e-004**	**1.2000e-004**	**1.0000e-005**	**1.2000e-004**	**0.0000**	**0.6154**	**0.6154**	**2.0000e-005**	**0.0000**	**0.6159**

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	0.1412	0.7493	1.9874	7.3000e-003	0.6052	6.0900e-003	0.6113	0.1622	5.6800e-003	0.1679	0.0000	674.2523	674.2523	0.0345	0.0000	675.1144
Unmitigated	0.1412	0.7493	1.9874	7.3000e-003	0.6052	6.0900e-003	0.6113	0.1622	5.6800e-003	0.1679	0.0000	674.2523	674.2523	0.0345	0.0000	675.1144

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Junior High School	618.75	0.00	0.00	1,594,434	1,594,434
Parking Lot	0.00	0.00	0.00		
Total	618.75	0.00	0.00	1,594,434	1,594,434

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
Junior High School	16.60	8.40	6.90	72.80	22.20	5.00	63	25	12
Parking Lot	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
Junior High School	0.54650	0.04496	0.204016	0.120355	0.015746	0.006196	0.02013	0.030678	0.002515	0.00220	0.005142	0.000687	0.000876
Parking Lot	0.54650	0.04496	0.204016	0.120355	0.015746	0.006196	0.02013	0.030678	0.002515	0.00220	0.005142	0.000687	0.000876

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	82.6895	82.6895	1.9500e-003	4.0000e-004	82.8587
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	82.6895	82.6895	1.9500e-003	4.0000e-004	82.8587
NaturalGas Mitigated	1.3500e-003	0.0123	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	13.3801	13.3801	2.6000e-004	2.5000e-004	13.4596

NaturalGas Unmitigated	1.3500e-003	0.0123	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	13.3801	13.3801	2.6000e-004	2.5000e-004	13.4596

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					
Junior High School	250734	1.3500e-003	0.0123	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	13.3801	13.3801	2.6000e-004	2.5000e-004	13.4596
Parking Lot	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		**1.3500e-003**	**0.0123**	**0.0103**	**7.0000e-005**		**9.3000e-004**	**9.3000e-004**		**9.3000e-004**	**9.3000e-004**	**0.0000**	**13.3801**	**13.3801**	**2.6000e-004**	**2.5000e-004**	**13.4596**

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					
Junior High School	250734	1.3500e-003	0.0123	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	13.3801	13.3801	2.6000e-004	2.5000e-004	13.4596
Parking Lot	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		**1.3500e-003**	**0.0123**	**0.0103**	**7.0000e-005**		**9.3000e-004**	**9.3000e-004**		**9.3000e-004**	**9.3000e-004**	**0.0000**	**13.3801**	**13.3801**	**2.6000e-004**	**2.5000e-004**	**13.4596**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Junior High School	142725	79.4925	1.8800e-003	3.9000e-004	79.6552
Parking Lot	5740	3.1970	8.0000e-005	2.0000e-005	3.2035
Total		**82.6895**	**1.9600e-003**	**4.1000e-004**	**82.8587**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Junior High School	142725	79.4925	1.8800e-003	3.9000e-004	79.6552
Parking Lot	5740	3.1970	8.0000e-005	2.0000e-005	3.2035
Total		**82.6895**	**1.9600e-003**	**4.1000e-004**	**82.8587**

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					

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.1000	4.0000e-005	4.7400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.2100e-003	9.2100e-003	2.0000e-005	0.0000	9.8100e-003
Unmitigated	0.1000	4.0000e-005	4.7400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.2100e-003	9.2100e-003	2.0000e-005	0.0000	9.8100e-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	tons/yr										MT/yr					
Architectural Coating	0.0114					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0882					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.4000e-004	4.0000e-005	4.7400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.2100e-003	9.2100e-003	2.0000e-005	0.0000	9.8100e-003
Total	**0.1000**	**4.0000e-005**	**4.7400e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**9.2100e-003**	**9.2100e-003**	**2.0000e-005**	**0.0000**	**9.8100e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0114					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0882					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.4000e-004	4.0000e-005	4.7400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.2100e-003	9.2100e-003	2.0000e-005	0.0000	9.8100e-003
Total	**0.1000**	**4.0000e-005**	**4.7400e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**9.2100e-003**	**9.2100e-003**	**2.0000e-005**	**0.0000**	**9.8100e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	18.7848	0.0265	7.1000e-004	19.6579
Unmitigated	18.7848	0.0265	7.1000e-004	19.6579

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Junior High School	0.799999 / 2.05714	18.7848	0.0265	7.1000e-004	19.6579
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**18.7848**	**0.0265**	**7.1000e-004**	**19.6579**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Junior High School	0.799999 / 2.05714	18.7848	0.0265	7.1000e-004	19.6579
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**18.7848**	**0.0265**	**7.1000e-004**	**19.6579**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	12.2262	0.7225	0.0000	30.2898
Unmitigated	12.2262	0.7225	0.0000	30.2898

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e

Land Use	tons	MT/yr			
Junior High School	60.23	12.2262	0.7225	0.0000	30.2898
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**12.2262**	**0.7225**	**0.0000**	**30.2898**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Junior High School	60.23	12.2262	0.7225	0.0000	30.2898
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**12.2262**	**0.7225**	**0.0000**	**30.2898**

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

14203 Valerio Street Future

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior High School	330.00	Student	0.79	24,109.00	0
Parking Lot	41.00	Space	0.40	16,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2022
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Woodstoves - Developer information

Construction Phase - Developer information

Off-road Equipment - Consultant assumptions

Off-road Equipment -

Off-road Equipment - Developer information

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Grading - Developer information

Demolition - City of Los Angeles ZIMAS database

Trips and VMT - Developer information. Approximately 78 truck trips needed to deliver modular structures to Project Site from prefabrication location at 3025 East

Vehicle Trips - City of Los Angeles Traffic MOU, June 2020

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	2.00	10.00
tblConstructionPhase	NumDays	4.00	46.00
tblConstructionPhase	NumDays	200.00	130.00
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	NumDays	10.00	43.00
tblConstructionPhase	PhaseEndDate	7/28/2021	7/14/2021
tblConstructionPhase	PhaseEndDate	7/30/2021	7/28/2021
tblConstructionPhase	PhaseEndDate	8/5/2021	9/30/2021
tblConstructionPhase	PhaseEndDate	5/12/2022	3/31/2022
tblConstructionPhase	PhaseEndDate	5/26/2022	3/31/2022
tblConstructionPhase	PhaseEndDate	6/9/2022	3/31/2022
tblConstructionPhase	PhaseStartDate	7/29/2021	7/15/2021
tblConstructionPhase	PhaseStartDate	7/31/2021	7/29/2021
tblConstructionPhase	PhaseStartDate	8/6/2021	10/1/2021
tblConstructionPhase	PhaseStartDate	5/13/2022	3/1/2022
tblConstructionPhase	PhaseStartDate	5/27/2022	2/1/2022
tblGrading	AcresOfGrading	17.25	1.19
tblGrading	AcresOfGrading	5.00	1.00
tblGrading	MaterialExported	0.00	2,000.00
tblLandUse	LandUseSquareFeet	38,795.36	24,109.00

tblLandUse	LotAcreage	0.89	0.79
tblLandUse	LotAcreage	0.37	0.40
tblOffRoadEquipment	LoadFactor	0.37	0.37
tblOffRoadEquipment	OffRoadEquipmentType		Skid Steer Loaders
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripLength	20.00	70.00
tblTripsAndVMT	HaulingTripNumber	250.00	2,000.00
tblTripsAndVMT	VendorTripLength	6.90	36.00
tblTripsAndVMT	WorkerTripNumber	10.00	8.00
tblVehicleTrips	WD_TR	1.62	1.88

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					
2021	2.4975	46.8084	16.2870	0.1234	7.2969	0.8192	8.0930	3.2386	0.7675	3.9756	0.0000	13,199.692 9	13,199.692 9	1.2140	0.0000	13,230.041 9
2022	8.1073	22.5198	24.9932	0.0496	0.6019	1.0268	1.6287	0.1648	0.9794	1.1442	0.0000	4,733.9073	4,733.9073	0.8217	0.0000	4,754.4493
Maximum	**8.1073**	**46.8084**	**24.9932**	**0.1234**	**7.2969**	**1.0268**	**8.0930**	**3.2386**	**0.9794**	**3.9756**	**0.0000**	**13,199.692 9**	**13,199.692 9**	**1.2140**	**0.0000**	**13,230.041 9**

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					
2021	2.4975	46.8084	16.2870	0.1234	3.4721	0.8192	4.2682	1.4375	0.7675	2.1745	0.0000	13,199.6929	13,199.6929	1.2140	0.0000	13,230.0419
2022	8.1073	22.5198	24.9932	0.0496	0.3778	1.0268	1.4046	0.1098	0.9794	1.0892	0.0000	4,733.9073	4,733.9073	0.8217	0.0000	4,754.4493
Maximum	**8.1073**	**46.8084**	**24.9932**	**0.1234**	**3.4721**	**1.0268**	**4.2682**	**1.4375**	**0.9794**	**2.1745**	**0.0000**	**13,199.6929**	**13,199.6929**	**1.2140**	**0.0000**	**13,230.0419**

	ROG	**NOx**	**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**	**51.26**	**0.00**	**41.65**	**54.54**	**0.00**	**36.25**	**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	0.5492	3.5000e-004	0.0379	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0812	0.0812	2.1000e-004		0.0866
Energy	7.4100e-003	0.0674	0.0566	4.0000e-004		5.1200e-003	5.1200e-003		5.1200e-003	5.1200e-003		80.8166	80.8166	1.5500e-003	1.4800e-003	81.2969
Mobile	1.1106	5.6579	15.0574	0.0554	4.7467	0.0471	4.7937	1.2703	0.0439	1.3142		5,638.9401	5,638.9401	0.2934		5,646.2755
Total	**1.6671**	**5.7256**	**15.1519**	**0.0558**	**4.7467**	**0.0523**	**4.7990**	**1.2703**	**0.0492**	**1.3195**		**5,719.8379**	**5,719.8379**	**0.2952**	**1.4800e-003**	**5,727.6589**

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	0.5492	3.5000e-004	0.0379	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0812	0.0812	2.1000e-004		0.0866
Energy	7.4100e-003	0.0674	0.0566	4.0000e-004		5.1200e-003	5.1200e-003		5.1200e-003	5.1200e-003		80.8166	80.8166	1.5500e-003	1.4800e-003	81.2969
Mobile	1.1106	5.6579	15.0574	0.0554	4.7467	0.0471	4.7937	1.2703	0.0439	1.3142		5,638.9401	5,638.9401	0.2934		5,646.2755
Total	**1.6671**	**5.7256**	**15.1519**	**0.0558**	**4.7467**	**0.0523**	**4.7990**	**1.2703**	**0.0492**	**1.3195**		**5,719.8379**	**5,719.8379**	**0.2952**	**1.4800e-003**	**5,727.6589**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2021	7/14/2021	5	10	
2	Site Preparation	Site Preparation	7/15/2021	7/28/2021	5	10	
3	Grading	Grading	7/29/2021	9/30/2021	5	46	
4	Building Construction	Building Construction	10/1/2021	3/31/2022	5	130	
5	Paving	Paving	3/1/2022	3/31/2022	5	23	
6	Architectural Coating	Architectural Coating	2/1/2022	3/31/2022	5	43	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.19

Acres of Paving: 0.4

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 36,164; Non-Residential Outdoor: 12,055; Striped Parking Area: 984

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73

Demolition	Rubber Tired Dozers		1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes		1	8.00	97	0.37
Site Preparation	Graders		1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers		1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes		1	8.00	97	0.37
Grading	Rubber Tired Dozers		1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes		1	7.00	97	0.37
Building Construction	Cranes		1	6.00	231	0.29
Building Construction	Forklifts		1	6.00	89	0.20
Building Construction	Generator Sets		1	8.00	84	0.74
Building Construction	Welders		3	8.00	46	0.45
Paving	Cement and Mortar Mixers		1	6.00	9	0.56
Paving	Pavers		1	6.00	130	0.42
Paving	Paving Equipment		1	8.00	132	0.36
Paving	Rollers		1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes		1	8.00	97	0.37
Architectural Coating	Air Compressors		1	6.00	78	0.48
Grading	Skid Steer Loaders		1	7.00	65	0.37
Grading	Graders		1	6.00	187	0.41
Building Construction	Tractors/Loaders/Backhoes		1	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	3	8.00	0.00	9.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	8.00	0.00	2,000.00	14.70	6.90	70.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	17.00	7.00	0.00	14.70	36.00	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	3.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2048	0.0000	0.2048	0.0310	0.0000	0.0310			0.0000			0.0000
Off-Road	1.6185	15.9050	9.9721	0.0179		0.8174	0.8174		0.7658	0.7658		1,720.9169	1,720.9169	0.3993		1,730.8998
Total	**1.6185**	**15.9050**	**9.9721**	**0.0179**	**0.2048**	**0.8174**	**1.0221**	**0.0310**	**0.7658**	**0.7968**		**1,720.9169**	**1,720.9169**	**0.3993**		**1,730.8998**

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	0.0107	0.3262	0.0830	9.9000e-004	0.0236	1.1100e-003	0.0247	6.4700e-003	1.0600e-003	7.5300e-003		107.8063	107.8063	7.2400e-003		107.9872
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	0.0382	0.0261	0.2946	8.6000e-004	0.0894	7.2000e-004	0.0901	0.0237	6.7000e-004	0.0244		85.7801	85.7801	2.5200e-003		85.8432
Total	**0.0489**	**0.3523**	**0.3776**	**1.8500e-003**	**0.1130**	**1.8300e-003**	**0.1148**	**0.0302**	**1.7300e-003**	**0.0319**		**193.5864**	**193.5864**	**9.7600e-003**		**193.8304**

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					0.0759	0.0000	0.0759	0.0115	0.0000	0.0115			0.0000			0.0000
Off-Road	1.6185	15.9050	9.9721	0.0179		0.8174	0.8174		0.7658	0.7658	0.0000	1,720.9169	1,720.9169	0.3993		1,730.8998
Total	**1.6185**	**15.9050**	**9.9721**	**0.0179**	**0.0759**	**0.8174**	**0.8932**	**0.0115**	**0.7658**	**0.7773**	**0.0000**	**1,720.9169**	**1,720.9169**	**0.3993**		**1,730.8998**

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	0.0107	0.3262	0.0830	9.9000e-004	0.0154	1.1100e-003	0.0165	4.4500e-003	1.0600e-003	5.5100e-003		107.8063	107.8063	7.2400e-003		107.9872
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	0.0382	0.0261	0.2946	8.6000e-004	0.0537	7.2000e-004	0.0544	0.0149	6.7000e-004	0.0156		85.7801	85.7801	2.5200e-003		85.8432
Total	**0.0489**	**0.3523**	**0.3776**	**1.8500e-003**	**0.0691**	**1.8300e-003**	**0.0709**	**0.0194**	**1.7300e-003**	**0.0211**		**193.5864**	**193.5864**	**9.7600e-003**		**193.8304**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Fugitive Dust					5.3754	0.0000	5.3754	2.9079	0.0000	2.9079			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041		1,666.5174	1,666.5174	0.5390		1,679.9920
Total	**1.5558**	**17.4203**	**7.5605**	**0.0172**	**5.3754**	**0.7654**	**6.1408**	**2.9079**	**0.7041**	**3.6120**		**1,666.5174**	**1,666.5174**	**0.5390**		**1,679.9920**

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	0.0382	0.0261	0.2946	8.6000e-004	0.0894	7.2000e-004	0.0901	0.0237	6.7000e-004	0.0244		85.7801	85.7801	2.5200e-003		85.8432
Total	**0.0382**	**0.0261**	**0.2946**	**8.6000e-004**	**0.0894**	**7.2000e-004**	**0.0901**	**0.0237**	**6.7000e-004**	**0.0244**		**85.7801**	**85.7801**	**2.5200e-003**		**85.8432**

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					1.9916	0.0000	1.9916	1.0774	0.0000	1.0774			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041	0.0000	1,666.5174	1,666.5174	0.5390		1,679.9920

Total	**1.5558**	**17.4203**	**7.5605**	**0.0172**	**1.9916**	**0.7654**	**2.7570**	**1.0774**	**0.7041**	**1.7815**	**0.0000**	**1,666.5174**	**1,666.5174**	**0.5390**		**1,679.9920**

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	0.0382	0.0261	0.2946	8.6000e-004	0.0537	7.2000e-004	0.0544	0.0149	6.7000e-004	0.0156		85.7801	85.7801	2.5200e-003		85.8432
Total	**0.0382**	**0.0261**	**0.2946**	**8.6000e-004**	**0.0537**	**7.2000e-004**	**0.0544**	**0.0149**	**6.7000e-004**	**0.0156**		**85.7801**	**85.7801**	**2.5200e-003**		**85.8432**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.5489	0.0000	4.5489	2.4864	0.0000	2.4864			0.0000			0.0000
Off-Road	1.3542	15.2053	7.5427	0.0159		0.6735	0.6735		0.6196	0.6196		1,539.5282	1,539.5282	0.4979		1,551.9761
Total	**1.3542**	**15.2053**	**7.5427**	**0.0159**	**4.5489**	**0.6735**	**5.2224**	**2.4864**	**0.6196**	**3.1060**		**1,539.5282**	**1,539.5282**	**0.4979**		**1,551.9761**

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	1.1052	31.5770	8.4497	0.1066	2.6585	0.1219	2.7805	0.7285	0.1167	0.8452		11,574.3846	11,574.3846	0.7135		11,592.2227
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	0.0382	0.0261	0.2946	8.6000e-004	0.0894	7.2000e-004	0.0901	0.0237	6.7000e-004	0.0244		85.7801	85.7801	2.5200e-003		85.8432
Total	**1.1433**	**31.6031**	**8.7443**	**0.1075**	**2.7479**	**0.1227**	**2.8706**	**0.7523**	**0.1173**	**0.8696**		**11,660.1647**	**11,660.1647**	**0.7160**		**11,678.0659**

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					1.6854	0.0000	1.6854	0.9212	0.0000	0.9212			0.0000			0.0000
Off-Road	1.3542	15.2053	7.5427	0.0159		0.6735	0.6735		0.6196	0.6196	0.0000	1,539.5282	1,539.5282	0.4979		1,551.9761
Total	**1.3542**	**15.2053**	**7.5427**	**0.0159**	**1.6854**	**0.6735**	**2.3589**	**0.9212**	**0.6196**	**1.5408**	**0.0000**	**1,539.5282**	**1,539.5282**	**0.4979**		**1,551.9761**

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	1.1052	31.5770	8.4497	0.1066	1.7330	0.1219	1.8550	0.5014	0.1167	0.6180		11,574.3846	11,574.3846	0.7135		11,592.2227
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	0.0382	0.0261	0.2946	8.6000e-004	0.0537	7.2000e-004	0.0544	0.0149	6.7000e-004	0.0156		85.7801	85.7801	2.5200e-003		85.8432
Total	**1.1433**	**31.6031**	**8.7443**	**0.1075**	**1.7867**	**0.1227**	**1.9094**	**0.5163**	**0.1173**	**0.6336**		**11,660.1647**	**11,660.1647**	**0.7160**		**11,678.0659**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**		**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

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	0.0734	1.8755	0.5511	7.6800e-003	0.2330	6.7100e-003	0.2398	0.0670	6.4200e-003	0.0734		819.5020	819.5020	0.0347		820.3688
Worker	0.0811	0.0555	0.6260	1.8300e-003	0.1900	1.5400e-003	0.1916	0.0504	1.4100e-003	0.0518		182.2827	182.2827	5.3600e-003		182.4168
Total	**0.1544**	**1.9310**	**1.1771**	**9.5100e-003**	**0.4231**	**8.2500e-003**	**0.4313**	**0.1174**	**7.8300e-003**	**0.1252**		**1,001.7847**	**1,001.7847**	**0.0400**		**1,002.7856**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**	**0.0000**	**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

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	0.0734	1.8755	0.5511	7.6800e-003	0.1564	6.7100e-003	0.1631	0.0482	6.4200e-003	0.0546		819.5020	819.5020	0.0347		820.3688
Worker	0.0811	0.0555	0.6260	1.8300e-003	0.1140	1.5400e-003	0.1156	0.0317	1.4100e-003	0.0332		182.2827	182.2827	5.3600e-003		182.4168
Total	**0.1544**	**1.9310**	**1.1771**	**9.5100e-003**	**0.2704**	**8.2500e-003**	**0.2787**	**0.0800**	**7.8300e-003**	**0.0878**		**1,001.7847**	**1,001.7847**	**0.0400**		**1,002.7856**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**		**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

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	0.0694	1.7373	0.5279	7.6000e-003	0.2331	5.9000e-003	0.2389	0.0670	5.6400e-003	0.0727		812.1296	812.1296	0.0341		812.9813
Worker	0.0761	0.0501	0.5766	1.7600e-003	0.1900	1.4900e-003	0.1915	0.0504	1.3700e-003	0.0518		175.8768	175.8768	4.8400e-003		175.9979
Total	**0.1455**	**1.7874**	**1.1045**	**9.3600e-003**	**0.4231**	**7.3900e-003**	**0.4305**	**0.1174**	**7.0100e-003**	**0.1244**		**988.0064**	**988.0064**	**0.0389**		**988.9792**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**	**0.0000**	**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

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	0.0694	1.7373	0.5279	7.6000e-003	0.1564	5.9000e-003	0.1623	0.0482	5.6400e-003	0.0539		812.1296	812.1296	0.0341		812.9813
Worker	0.0761	0.0501	0.5766	1.7600e-003	0.1140	1.4900e-003	0.1155	0.0317	1.3700e-003	0.0331		175.8768	175.8768	4.8400e-003		175.9979
Total	**0.1455**	**1.7874**	**1.1045**	**9.3600e-003**	**0.2705**	**7.3900e-003**	**0.2778**	**0.0800**	**7.0100e-003**	**0.0870**		**988.0064**	**988.0064**	**0.0389**		**988.9792**

3.6 Paving - 2022

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	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205		1,297.3789	1,297.3789	0.4113		1,307.6608
Paving	0.0456					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7333**	**6.7738**	**8.8060**	**0.0135**		**0.3474**	**0.3474**		**0.3205**	**0.3205**		**1,297.3789**	**1,297.3789**	**0.4113**		**1,307.6608**

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	0.0582	0.0383	0.4409	1.3500e-003	0.1453	1.1400e-003	0.1465	0.0385	1.0500e-003	0.0396		134.4940	134.4940	3.7000e-003		134.5866
Total	**0.0582**	**0.0383**	**0.4409**	**1.3500e-003**	**0.1453**	**1.1400e-003**	**0.1465**	**0.0385**	**1.0500e-003**	**0.0396**		**134.4940**	**134.4940**	**3.7000e-003**		**134.5866**

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	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205	0.0000	1,297.3789	1,297.3789	0.4113		1,307.6608
Paving	0.0456					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7333**	**6.7738**	**8.8060**	**0.0135**		**0.3474**	**0.3474**		**0.3205**	**0.3205**	**0.0000**	**1,297.3789**	**1,297.3789**	**0.4113**		**1,307.6608**

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	0.0582	0.0383	0.4409	1.3500e-003	0.0872	1.1400e-003	0.0883	0.0243	1.0500e-003	0.0253		134.4940	134.4940	3.7000e-003		134.5866
Total	**0.0582**	**0.0383**	**0.4409**	**1.3500e-003**	**0.0872**	**1.1400e-003**	**0.0883**	**0.0243**	**1.0500e-003**	**0.0253**		**134.4940**	**134.4940**	**3.7000e-003**		**134.5866**

3.7 Architectural Coating - 2022

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	5.3036					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**5.5082**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

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	0.0134	8.8400e-003	0.1018	3.1000e-004	0.0335	2.6000e-004	0.0338	8.8900e-003	2.4000e-004	9.1300e-003		31.0371	31.0371	8.5000e-004		31.0585
Total	**0.0134**	**8.8400e-003**	**0.1018**	**3.1000e-004**	**0.0335**	**2.6000e-004**	**0.0338**	**8.8900e-003**	**2.4000e-004**	**9.1300e-003**		**31.0371**	**31.0371**	**8.5000e-004**		**31.0585**

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	5.3036					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**5.5082**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

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	0.0134	8.8400e-003	0.1018	3.1000e-004	0.0201	2.6000e-004	0.0204	5.6000e-003	2.4000e-004	5.8400e-003		31.0371	31.0371	8.5000e-004		31.0585
Total	**0.0134**	**8.8400e-003**	**0.1018**	**3.1000e-004**	**0.0201**	**2.6000e-004**	**0.0204**	**5.6000e-003**	**2.4000e-004**	**5.8400e-003**		**31.0371**	**31.0371**	**8.5000e-004**		**31.0585**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Mitigated	1.1106	5.6579	15.0574	0.0554	4.7467	0.0471	4.7937	1.2703	0.0439	1.3142		5,638.9401	5,638.9401	0.2934		5,646.2755
Unmitigated	1.1106	5.6579	15.0574	0.0554	4.7467	0.0471	4.7937	1.2703	0.0439	1.3142		5,638.9401	5,638.9401	0.2934		5,646.2755

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Junior High School	618.75	0.00	0.00	1,594,434	1,594,434
Parking Lot	0.00	0.00	0.00		
Total	618.75	0.00	0.00	1,594,434	1,594,434

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
Junior High School	16.60	8.40	6.90	72.80	22.20	5.00	63	25	12
Parking Lot	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
Junior High School	0.54650	0.04496	0.20401	0.12035	0.01574	0.00619	0.02013	0.03067	0.00251	0.00220	0.00514	0.00068	0.00087
Parking Lot	0.54650	0.04496	0.20401	0.12035	0.01574	0.00619	0.02013	0.03067	0.00251	0.00220	0.00514	0.00068	0.00087

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	7.4100e-003	0.0674	0.0566	4.0000e-004		5.1200e-003	5.1200e-003		5.1200e-003	5.1200e-003		80.8166	80.8166	1.5500e-003	1.4800e-003	81.2969
NaturalGas Unmitigated	7.4100e-003	0.0674	0.0566	4.0000e-004		5.1200e-003	5.1200e-003		5.1200e-003	5.1200e-003		80.8166	80.8166	1.5500e-003	1.4800e-003	81.2969

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					
Junior High School	686.941	7.4100e-003	0.0674	0.0566	4.0000e-004		5.1200e-003	5.1200e-003		5.1200e-003	5.1200e-003		80.8166	80.8166	1.5500e-003	1.4800e-003	81.2969
Parking Lot	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		**7.4100e-003**	**0.0674**	**0.0566**	**4.0000e-004**		**5.1200e-003**	**5.1200e-003**		**5.1200e-003**	**5.1200e-003**		**80.8166**	**80.8166**	**1.5500e-003**	**1.4800e-003**	**81.2969**

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					
Junior High School	0.686941	7.4100e-003	0.0674	0.0566	4.0000e-004		5.1200e-003	5.1200e-003		5.1200e-003	5.1200e-003		80.8166	80.8166	1.5500e-003	1.4800e-003	81.2969
Parking Lot	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		**7.4100e-003**	**0.0674**	**0.0566**	**4.0000e-004**		**5.1200e-003**	**5.1200e-003**		**5.1200e-003**	**5.1200e-003**		**80.8166**	**80.8166**	**1.5500e-003**	**1.4800e-003**	**81.2969**

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	0.5492	3.5000e-004	0.0379	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0812	0.0812	2.1000e-004		0.0866
Unmitigated	0.5492	3.5000e-004	0.0379	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0812	0.0812	2.1000e-004		0.0866

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					

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	0.0625					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4832					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.5300e-003	3.5000e-004	0.0379	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0812	0.0812	2.1000e-004		0.0866
Total	**0.5492**	**3.5000e-004**	**0.0379**	**0.0000**		**1.4000e-004**	**1.4000e-004**		**1.4000e-004**	**1.4000e-004**		**0.0812**	**0.0812**	**2.1000e-004**		**0.0866**

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	0.0625					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4832					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.5300e-003	3.5000e-004	0.0379	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0812	0.0812	2.1000e-004		0.0866
Total	**0.5492**	**3.5000e-004**	**0.0379**	**0.0000**		**1.4000e-004**	**1.4000e-004**		**1.4000e-004**	**1.4000e-004**		**0.0812**	**0.0812**	**2.1000e-004**		**0.0866**

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

GEOTECHNICAL
PROFESSIONALS INC.

GEOTECHNICAL INVESTIGATION
PROPOSED GIRLS ATHLETIC LEADERSHIP SCHOOL
14203 VALERIO STREET
VAN NUYS, CALIFORNIA

TRACT: 1000 / LOT: 217 / ARB: 9

Prepared for:
Girls Athletic Leadership School
8015 Van Nuys Boulevard
Panorama City, California 91402

Prepared by:
Geotechnical Professionals Inc.
5736 Corporate Avenue
Cypress, California 90630
(714) 220-2211

Project No. 2973.I

December 13, 2019

GEOTECHNICAL PROFESSIONALS INC.

December 13, 2019

Girls Athletic Leadership School
8015 Van Nuys Boulevard
Panorama City, California 91402

Attention: Ms. Carrie Wagner

Subject: Report of Geotechnical Investigation
Proposed Girls Athletic Leadership School
14203 Valerio Street
Van Nuys, California
Tract: 1000 / Lot: 217 / ARB: 9
GPI Project No. 2973.I

Dear Ms. Wagner:

Transmitted herewith is our report of geotechnical investigation for the subject project. We are providing this report in an electronic format. The report presents our evaluation of the foundation conditions at the site and recommendations for design and construction.

We appreciate the opportunity of offering our services on this project and look forward to seeing the project through its successful completion. Feel free to call us if you have any questions regarding our report or need further assistance.

Very truly yours,
Geotechnical Professionals Inc.

James E. Harris, G.E.
Principal

2973-I-01L.doc (12/19)

5736 Corporate Avenue • Cypress, CA 90630 • (714) 220-2211 , FAX (714) 220-2122

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1.0 INTRODUCTION

1.1 GENERAL

This report presents the results of a geotechnical investigation performed by Geotechnical Professionals Inc. (GPI) for the proposed Girls Athletic Leadership School (GALS) development to be located at 14203 Valerio Street in Van Nuys, California. The general site location is shown on the Site Location Map, Figure 1.

1.2 PROJECT DESCRIPTION

Based on the plans provided the proposed school will be comprised of a 2-story building that will include classrooms and administration rooms. Wood frame or steel stud construction is anticipated. An athletic field, paved vehicular areas and landscaping are also proposed. The proposed site configuration is depicted on the attached Exploration Plan, Figure 2.

Structural information is not available at this time. We have assumed maximum column and wall loads of 150 to 250 kips and 3 to 4 kips per lineal foot, respectively. Finish grades are expected to remain about the same as current.

We understand that the school does not require review by the State of California (DSA/CGS).

1.3 PURPOSE OF INVESTIGATION

The primary purpose of this investigation and report is to provide an evaluation of the existing geotechnical conditions at the site as they relate to the design and construction of the proposed development. More specifically, this investigation was aimed at providing geotechnical recommendations for earthwork, and design of foundations.

2.0 SCOPE OF WORK

Our scope of work for this investigation consisted of review of existing information, field exploration, laboratory testing, engineering analysis, and the preparation of this report.

Our field exploration consisted of seven exploratory borings. The locations of the subsurface explorations are shown on the Site Plan, Figure 2.

The exploratory borings were drilled using truck-mounted hollow-stem auger drilling equipment to depths of 11 to 31 feet below existing site grades. Details of the drilling and Logs of Borings are presented in Appendix A.

Laboratory soil tests were performed on selected representative samples as an aid in soil classification and to evaluate the engineering properties of the soils. The geotechnical laboratory testing program included determinations of moisture content and dry density, Atterberg Limits, fines content, shear strength, consolidation, maximum density/optimum moisture, and soil corrosivity. Laboratory testing procedures and results are summarized in Appendix B.

Soil corrosivity testing was performed by HDR under subcontract to GPI. Their test results are presented in Appendix C.

Engineering evaluations were performed to provide earthwork criteria, foundation and slab design parameters and assessments of seismic hazards. The results of our evaluations are presented in the remainder of the report.

3.0 SITE CONDITIONS

3.1 SURFACE CONDITIONS

The project site currently consists of a single family home. The site contains a concrete driveway and landscape areas with large trees and surface vegetation. Available information (Reference 2) indicates that the site was developed in 1935.

The site is bounded on the north by Runnymede Street, on the west by residential properties, on the south by Valerio Street, and on the east by residential properties.

The ground surface at the site is relatively flat. Based on Google Earth, ground surface elevation at the north end of the site is approximately +761 feet, sloping slightly downward to the south to an elevation ranging from +759 to +760 feet.

3.2 SUBSURFACE SOILS

Our field investigation disclosed a subsurface profile consisting of undocumented fills overlying natural soils. Detailed descriptions of the subsurface conditions encountered in our explorations are provided in Appendix B. A brief summary of the subsurface conditions are provided below.

In general, the undocumented fills were encountered in our explorations within the upper 2 below existing site grades. The fills consist of silty sands, and were generally dry and loose based on field explorations and laboratory testing. Documentation regarding the placement and compaction of the fill soils was not provided. Deeper fills under the existing buildings should be expected.

The natural soils consist predominantly of silty sands, sandy silts, and sandy clays. In general, the silty sands in the upper 10 feet are loose to medium dense, and the sandy silts are firm to stiff. The sandy silts and sandy clays below 10 feet are generally stiff to very stiff. In general, the natural soils have moderate strength and high compressibility characteristics.

3.3 GROUNDWATER AND CAVING

Groundwater was not encountered in our borings. Historical groundwater has been reported by the State at a depth between 60 and 70 feet below existing grades (CGS, 1997).

Caving was not observed in the hollow-stem auger used for drilling. Caving of the near surface loose granular surficial soils should be expected.

4.0 CONCLUSIONS AND RECOMMENDATIONS

4.1 GENERAL

Based on the results of our investigation, it is our opinion that from a geotechnical engineering viewpoint it is feasible to develop the site as proposed. The building can be supported on conventional spread footings and slab-on-grade floors provided the geotechnical constraints discussed below are mitigated.

The most significant geotechnical issues that will affect the design and construction of the proposed structure are as follows:

- Prior to placement of fills or construction of the building foundations and floor slabs, all undocumented fills, disturbed soils, and a portion of the natural soils should be removed and replaced as properly compacted fill. The depth of removals and details regarding grading are provided in "Earthwork" section of this report.

- The upper 10 feet of the site natural soils are loose and subject to seismic settlement in the event of a design earthquake. As discussed below, these materials also exhibit a potential for hydro-consolidation. Remedial grading is recommended to mitigate these constraints under structures and flatwork/pavements. See appropriate sections below for recommended mitigation measures.

- The natural soils in the upper 10 feet exhibit a high potential for hydro-consolidation, and must be removed and replaced as engineered fill. If inundated with water the soils under the anticipated loads within the building could consolidate between 7 and 10 percent. This could result in settlements up to 12 inches.

- Based on limited site access due to adjacent properties, shoring may be required during excavation for remedial grading. Shoring may consist of cantilever steel soldier piles placed in drilled holes and backfilled with concrete. Driven or vibrated soldier piles may be a feasible and more economical alternative. Based on the planned depth of the excavation, tie-backs are not expected to be needed.

- The on-site soils are moderately corrosive for buried metals.

Our recommendations related to the geotechnical aspects of the development of the site are presented in the subsequent sections of this report.

4.2 SEISMIC CONSIDERATIONS

4.2.1 General

The site is located in a seismically active area of Southern California and is likely to be subjected to strong ground shaking due to earthquakes on nearby faults. We assume the seismic design of the proposed development will be in accordance with the Los Angeles City Building Code, 2017 edition. For the 2017 CLABC, a Site Class D may be used. The seismic code values can be obtained directly from the tables in the building code using the above values and appropriate web site SEAOC (Reference 3). The seismic design method should be determined by the Project Structural Engineer.

4.2.2 Strong Ground Motion Potential

During the life of the project, the site will likely be subject to strong ground motions due to earthquakes on nearby faults. Based on the USGS and SEAOC websites, we computed that the site could be subjected to a peak ground acceleration (PGA_M) of 0.79g (Reference 3) for a mean magnitude of 6.8 (Reference 4) earthquake. This acceleration has been computed using the mapped Maximum Considered Geometric Mean peak ground acceleration from ASCE 7-10 (Reference 5) and a site coefficient (F_{PGA}) based on site class. The structural design will need to incorporate measures to mitigate the effects of strong ground motion.

4.2.3 Potential for Ground Rupture

There are no known active faults crossing or projecting through the site. The site is not located in an Alquist-Priolo Earthquake Fault Zone. Therefore, ground rupture due to faulting is considered unlikely at this site.

4.2.4 Liquefaction

Soil liquefaction is a phenomenon in which saturated cohesionless soils undergo a temporary loss of strength during severe ground shaking and acquire a degree of mobility sufficient to permit ground deformation. In extreme cases, the soil particles can become suspended in groundwater, resulting in the soil deposit becoming mobile and fluid-like. Liquefaction is generally considered to occur primarily in loose to medium dense deposits of saturated soils. Thus, three conditions are required for liquefaction to occur: (1) a cohesionless soil of loose to medium density; (2) a saturated condition; and (3) rapid large strain, cyclic loading, normally provided by earthquake motions.

The site is not located within an area shown as having a potential for soil liquefaction (Reference 6), per the Seismic Hazards Mapping Act (Act). Soil liquefaction is not likely to occur at the project site because of the deep groundwater.

4.2.5 Seismic Settlement

Seismic ground subsidence (not related to liquefaction induced settlements) occurs when strong earthquake shaking results in densification of loose to medium dense sandy soils above groundwater. The sandy soils encountered during our investigation exhibited moderate to high strengths and densities. If strong earthquake shaking occurs, the estimated magnitude of seismic ground subsidence is expected to be more than 1 inch. If the recommended earthwork is completed under the structure, seismic settlement is expected to be less than ½ inch.

4.3 EARTHWORK

The earthwork anticipated at the project site will consist of clearing, overexcavation of undocumented fills and soils susceptible to hydro-consolidation, subgrade preparation, and placement and compaction of fill.

4.3.1 Clearing and Grubbing

Prior to grading, the areas to be developed should be stripped of vegetation and cleared of debris and pavements. Buried obstructions, such as footings, utilities, and tree roots should be removed. Deleterious material generated during the clearing operation should be removed from the site. Inert demolition debris, such as concrete and asphalt may be crushed for reuse in engineered fills, in accordance with the criteria presented in the "Materials for Fill" section of this report.

Although none were encountered, any cesspools or septic systems encountered during grading should be removed in their entirety. The resulting excavation should be backfilled as recommended in the "Subgrade Preparation" and "Placement and Compaction of Fill" sections of this report. As an alternative, any cesspools can be backfilled with a lean sand-cement slurry per City of Los Angeles Information Bulletin P/BC 2017-121. At the conclusion of the clearing operations, a GPI representative should observe and accept the site prior to any further grading.

4.3.2 Excavations

Excavations at this site will include removals of undocumented fill soils natural soils susceptible to hydro-consolidation, footing excavations, and trenching for proposed utility lines.

Prior to placement of fills or construction of the building foundations, floor slabs or any other foundation supported structures, all undocumented fills, disturbed soils, and a portion of compressible natural soils should be removed and replaced as properly compacted fill. These materials require densification to provide adequate support of foundations and slab-on-grade floors.

For planning purposes, we recommend that the removal/replacement extend to 10 feet below existing grades under the proposed 2-story structure. Prior to the placement of fills, the exposed subgrade surface should be scarified, moisture conditioned, and proof-rolled as described in "Subgrade Preparation" section of this report. Prior to the placement of fills, a layer of geogrid such as Tensar BX-1200 should be placed on the subgrade.

For footings of minor lightly-loaded structures, such as small walls and trash enclosures, we recommend the removals and replacement extend to at least 3 feet below the bottom of footings.

In pavement areas, removal/replacement should extend 3 feet below existing grades. This treatment will not eliminate settlement but should help mitigate some of the potential differential settlement. The exposed subgrade should be scarified, moisture conditioned, and proof-rolled as described in "Subgrade Preparation" section of this report. Prior to the placement of fill, a layer of a geogrid such as Tensar BX-1200 should be placed on the subgrade to provide uniform pavement support.

The actual depths of removals should be determined in the field during grading by a representative of GPI.

The removals should extend laterally beyond the building line a minimum distance equal to the depth of overexcavation/compaction below finish grade (i.e. a 1:1 projection below the edge of footings) but not less than 5 feet. The building pad is defined to include the building and other attached foundation supported structures.

Deeper removals adjacent to the property lines will require shoring or relocation of the building. Recommendations for shoring are provided in the "Lateral Earth Pressures" section of this report.

Where not removed by the aforementioned excavations, existing utility trench backfill within the planned building area should be removed and replaced as properly compacted fill. This is especially important for deeper fills such as existing sewers and storm drains. For planning purposes, removals over the utilities should extend to within 1 foot of the top of the pipe. For utilities which are 5 feet or shallower, the removal should extend laterally 1 foot beyond both sides of the pipe. For deeper utilities, the removals should include a zone defined by a 1:1 projection upward (and away from the pipe) from each side of the pipe. The actual limits of removal will be confirmed in the field. We recommend that all known utilities be shown on the grading plan.

Temporary construction excavations may be made vertically without shoring to a depth of 3 feet below adjacent grade. For deeper cuts, up to 11 feet, the slopes should be properly shored or sloped back to at least 1:1 or flatter. The exposed slope face should be kept moist (but not saturated) during construction to reduce local sloughing. No surcharge loads should be permitted within a horizontal distance equal to the height of cut or 5 feet from the top of the excavation, whichever is greater, unless the cut is properly shored. Excavations that extend below an imaginary plane inclined at 45 degrees below the edge of any adjacent existing site facilities should be properly shored to maintain support of adjacent elements. Excavations and shoring systems should meet the minimum requirements given in the State of California Occupational Safety and Health Standards.

4.3.3 Subgrade Preparation

Prior to placing fills, the exposed subgrade should be scarified to a depth of 12 inches, moisture conditioned and compacted to 95 percent (90 percent for silts and clays) of maximum density by rolling from the surface of the exposed subgrade. The subgrade should be proof-rolled a minimum of 6 passes using a vibratory pad foot roller excreting a dynamic force of at least 40,000 pounds. All fills should be compacted to a minimum of 95 percent (90 percent for silts and clays) of maximum density in accordance with ASTM D 1557.

4.3.4 Material for Fill

The on-site soils are, in general, suitable for use as compacted fill under the structures. Clayey soils should not be used within 12 inches of any slab-on-grade floors or exterior flatwork.

Imported fill material should be predominately granular (containing no more than 40 percent fines - portion passing No. 200 sieve) and non-expansive (Expansion Index of 20 or less. GPI should be provided with a sample (at least 50 pounds) and notified of the location of soils proposed for import at least 72 hours in advance of importing. Each proposed import source should be sampled, tested and accepted for use prior to delivery of the soils to the site. Soils imported prior to acceptance by GPI may be rejected if not suitable.

Soils used for compacted fills should not contain particles greater than 6 inches in size.

If encountered, on-site inert demolition debris, such as concrete and asphalt, may be reused in the compacted fills provided approval is obtained from the reviewing regulatory agency and the owner. The material should be crushed to the consistency of aggregate base and blended with the on-site or imported soils.

4.3.5 Placement and Compaction of Fills

Fill soils should be placed in horizontal lifts, moisture-conditioned, and mechanically compacted to at least 95 percent (90 percent for silts and clays) of maximum dry density in accordance with ASTM D-1557. The optimum lift thickness will depend on the compaction equipment used and can best be determined in the field. The following uncompacted lift thickness can be used as preliminary guidelines.

Plate compactors	4-6 inches
Small vibratory or static rollers (5-ton±)	6-8 inches
Scrapers and heavy loaders	8-12 inches

The maximum lift thickness should not be greater than 12 inches and each lift should be thoroughly compacted and accepted prior to placement of subsequent lifts.

The moisture content of the on-site silty and clayey soils should be between 1 to 3 percent over the optimum moisture content to readily achieve the required degree of compaction. Fills consisting of the on-site sandy soils, if encountered, should be placed at a moisture content of 0 to 2 percent over the optimum moisture content in order to achieve the required compaction and reduce the potential for future swelling.

The on-site soils are generally dry of optimum moisture content such that a significant amount of moistening of the fill during grading should be anticipated.

During backfill of excavations, the fill should be properly benched into the construction slopes as it is placed in lifts.

4.3.6 Shrinkage and Subsidence

Shrinkage is the loss of soil volume caused by compaction of fills to a higher density than before grading. Subsidence is the settlement of in-place subgrade soils caused by loads generated by large earthmoving equipment. For earthwork volume estimating purposes, an average shrinkage value of 20 to 30 percent and subsidence of 0.2 feet may be assumed for the surficial soils. These values are estimates only and exclude losses due to removal of vegetation or debris. Actual shrinkage and subsidence will depend on the types of earthmoving equipment used and should be determined during grading.

4.3.7 Trench/Wall Backfill

Utility trench backfill should be mechanically compacted in lifts. Wall backfill should consist of on-site or imported, non-expansive sandy soils. Lift thickness should not exceed those values given in the "Compacted Fill" section of this report. Jetting or flooding of trench or wall backfill materials should not be permitted. A representative of GPI should observe and test all trench and wall backfills as they are placed.

In backfill areas where mechanical compaction of soil backfill is impractical due to space constraints, sand-cement slurry may be substituted for compacted backfill. The slurry should comply with the requirements of City of Los Angeles Information Bulletin 2017-121.

4.3.8 Observation and Testing

A representative of GPI should observe all excavations, subgrade preparation, and fill placement activities. Sufficient in-place field density tests should be performed during fill placement to evaluate the overall compaction of the soils. Soils that do not meet minimum compaction requirements should be reworked and tested prior to placement of any additional fill.

4.4 FOUNDATIONS

4.4.1 Foundation Type

The structure may be supported on shallow footings, provided the anticipated settlements provided below are tolerable and the subsurface soils are prepared in accordance with the recommendations given in this report. Footings may be supported on properly compacted fill and/or competent natural ground.

4.4.2 Allowable Bearing Pressures

Based on the shear strength and elastic settlement characteristics of the recompacted on-site soils, static allowable net bearing pressures of up to 3,000 pounds per square foot (psf) may be used for both continuous footings and isolated column footings for the proposed structure.

These bearing pressures are for dead-load-plus-live-load, and may be increased one-third for short-term, transient, wind and seismic loading. The actual bearing pressure used may be less than the value presented above and can be based on economics and structural loads to determine the minimum width for footings as discussed below. The maximum edge pressures induced by eccentric loading or overturning moments should not be allowed to exceed these recommended values.

4.4.3 Minimum Footing Width and Embedment

The following minimum footing widths and embedments are recommended for the corresponding allowable bearing pressure.

STATIC BEARING PRESSURE (psf)	MINIMUM FOOTING WIDTH (inches)	MINIMUM FOOTING* EMBEDMENT (inches)
3,000	24	24
2,500	24	18
2,000	24	12
1,500	12	12

* Refers to minimum depth below lowest adjacent grade at the time of foundation construction.

A minimum footing width of 12 inches should be used even if the actual bearing pressure is less than 1,500 psf.

For minor structures supported on properly compacted fill at-grade, a static allowable net bearing pressure of 1,500 pounds per square foot may be used. The footings should have a minimum width of 12 inches and be embedded at least 12 inches below lowest adjacent grade.

4.4.4 Estimated Settlements

At the structure, total static settlement of the column footings 250 kips maximum column load) is expected to be less than 1 inch. Maximum differential settlements between similarly loaded adjacent footings or along a 40-foot span are expected to be less than ½-inch.

The above estimates are based on the assumption that the recommended earthwork will be performed and that the footings will be sized in accordance with our recommendations.

For minor structures supported at-grade on properly compacted fill, total static settlement of is expected to be less than ¾-inch. Maximum differential settlements between similarly loaded adjacent footings or along a 40-foot span are expected to be less than ½-inch. Hydro-consolidation could increase the settlements should the soils below the footings become saturated.

4.4.5 Lateral Load Resistance

Soil resistance to lateral loads will be provided by a combination of frictional resistance between the bottom of footings and underlying soils and by passive soil pressures acting against the embedded sides of the footings. For frictional resistance, a coefficient of friction of 0.4 may be used for design. In addition, an allowable lateral bearing pressure equal to an equivalent fluid weight of 400 pounds per cubic foot may be used for footings. The allowable lateral bearing pressure values provided are based on the footings being poured tight against compacted fill soils. The friction and lateral bearing values may be used in combination without reduction.

4.4.6 Foundation Concrete

Laboratory testing by HDR (Appendix C) indicates that the near surface soils exhibit a soluble sulfate content of 4 mg/kg (0.0004 percent by weight). For the 2017 LACBC, foundation concrete should conform to the requirements outlined in ACI 318, Section 4.3, for negligible levels of soluble sulfate exposure from the on-site soil.

4.4.7 Footing Excavation Observation

Prior to placement of steel and concrete, a representative of GPI should observe and approve all footing excavations.

4.5 SLABS-ON-GRADE

A vapor/moisture retarder should be placed under any slabs (including mat and post-tensioned slabs) that are to be covered with moisture-sensitive floor coverings (wood, vinyl tile, etc.). Currently, common practice is to use 10-mil polyethylene as a vapor retarder placed either directly on the subgrade or over a thin layer of sand. Recently, other types of vapor retarders with much lower permanence and higher puncture resistance have become available and should be considered as an alternative. Polyolefin in 10-mil or 15-mil thickness is such a material and could be considered for this project. This material should be covered by a layer of clean sand (less than 5% by weight passing the No. 200 sieve) having a minimum thickness of 2 inches. The function of the sand layer is to protect the vapor retarder during construction and to aid in the uniform curing of the concrete. This layer should be nominally compacted using light equipment. The sand placed over the vapor retarder should be only slightly moist. If the sand gets wet (for example, as a result of rainfall) it must be allowed to dry prior to placing concrete.

It should be noted that the material used as a vapor retarder is only one of several factors affecting the prevention of moisture accumulation under floor coverings. Other factors include effective sealing of joints edges (particularly at pipe penetration) as well as excess moisture in the concrete. The manufacturer of floor coverings should be consulted for establishing acceptable criteria for the condition of floor surface prior to placing moisture-sensitive floor coverings.

For lateral resistance design, a coefficient of friction value of 0.40 between select fill and concrete may be used. For a slab on a visqueen moisture barrier, a coefficient of 0.1 should be used.

4.6 RETAINING STRUCTURES AND SHORING

Though not proposed at this time, cantilever retaining walls may be needed. To facilitate the excavation of soils subject to hydro-consolidation, cantilevered shoring will be needed. Restrained walls are not anticipated. The following recommendations are provided for walls and shoring that do not extend more than 5 and 10 feet in height, respectively. We recommend that conventionally constructed walls be backfilled with sandy (granular) soils.

4.6.1 Retaining Walls

Active pressure may be used in the design of retaining walls if the total movement of the wall is sufficient to mobilize the active pressure (yielding at least ½-inch laterally in 10 feet of wall height). For cantilever walls with level, drained backfill comprised of imported granular soils, the magnitude of active pressures is equivalent to the pressures imposed by a fluid weighing 39 pounds per cubic foot (pcf).

If the design of retaining walls will require seismic earth pressures to be included, we recommend a total lateral earth pressure (active plus seismic) equal to a fluid weighing 65 pcf.

Walls subject to surcharge loads should be designed for an additional uniform lateral pressure equal to one-third and one-half the anticipated surcharge pressure for unrestrained and restrained walls, respectively. In addition to the recommended earth pressure, the upper 10 feet of the walls adjacent to the streets should be designed to resist a uniform lateral pressure of 100 pounds per square foot, acting as a result of an assumed 300 pound per square foot surcharge behind the shoring due to normal street traffic. If traffic is kept at least 10 feet from the walls, the traffic surcharge may be neglected.

The recommended pressures are based on the assumption that the supported earth will be fully drained, preventing the build-up of hydrostatic pressures. For traditional backfilled retaining walls, a drain consisting of perforated pipe and gravel wrapped in filter fabric should be used. One cubic foot of rock should be used for each lineal foot of pipe.

The fabric (non-woven filter fabric, Mirafi 140N or equivalent) should be lapped at the top. We prefer pipe and gravel drains to weep holes to avoid potential for constant flow of surface water in front of the wall.

The Structural Engineer should specify the use of select, granular wall backfill on the plans for retaining walls that are to be conventionally backfilled, such as ramps to the lower parking level. Wall footings should be designed as discussed in the "Foundations" section.

4.6.2 Temporary Shoring

Where there is not sufficient space for sloped embankments, such as along the property limits, shoring will be required. One method of shoring would consist of steel soldier piles placed in drilled holes, backfilled with concrete. Driven or vibrated soldier piles may be a feasible and more economical alternative to drilled holes.

For cantilever shoring with level backfill, the magnitude of active pressure is equivalent to the pressures imposed by a fluid weighing 39 pounds per cubic foot (pcf).

In addition to the recommended earth pressure, the shoring should be designed for surcharge loads due the adjacent structures and construction traffic surcharge loads. The upper 10 feet of the shoring adjacent to streets should be designed to resist a uniform lateral pressure of 100 pounds per square foot, acting as a result of an assumed 300 pound per square foot surcharge behind the shoring due to normal street traffic. If traffic is kept at least 10 feet from the shoring, the traffic surcharge may be neglected.

For design of soldier piles spaced at least two diameters on centers, the allowable lateral bearing value (passive value) of the soils below the excavation may be taken to be 500 pounds per square foot at the excavated surface, up to a maximum of 3,500 psf. To develop the full lateral value, provisions should be made to assure firm contact between the soldier piles and the undisturbed soils. The concrete placed in the soldier pile excavation below the excavated level may be a lean mix, but it should be of adequate strength to transfer the imposed loads to the surrounding soils.

The design width of the driven/vibrated cantilevered soldier piles (effective pile diameter) used in calculations should be equal to the actual flange width of the soldier piles.

The shoring contractor should evaluate the potential drilling conditions when planning the installation methods.

If soldier piles are vibrated or driven, predrilling should not be allowed below the bottom of the planned excavation. If required, predrilling should be performed with a continuous flight auger capable of reversing the auger to minimize the removal of soil during the process. The diameter used for predrilling should not exceed 80 percent of the maximum depth of the soldier pile section.

Continuous lagging will be required between the soldier piles. Careful installation of the lagging will be necessary to achieve bearing against the retained earth. We recommend that the voids between the lagging and retained earth be backfilled with a lean-mix sand-cement slurry prior to continuing the excavation deeper. The soldier piles should be designed for the full anticipated lateral pressure. However, the pressure on the lagging will be less because of arching of the soils between piles. We recommend that the lagging be designed for the recommended earth pressure but limited to a maximum value of 400 pounds per square foot, provided the soldier beam spacing is 8 feet or less.

Construction equipment, such as cranes, concrete trucks, or loaders supported on the ground adjacent to the walls can impose lateral surcharge loads if they are supported adjacent to the shoring. Therefore, surcharge effects from such equipment will need to be evaluated on a case-by-case basis and, if needed, the shoring locally reinforced to support the surcharge from such loads.

It is difficult to accurately predict the amount of deflection of the shored embankment. It should be realized, however, that some deflection will occur. Adjacent to city right-of-way, the shoring should be designed to limited deflection to 1-inch. If greater deflection occurs during construction, additional bracing may be necessary. In areas where less deflection is desired, such as adjacent to existing settlement sensitive improvements such as buildings, the shoring should be designed for higher lateral earth pressures. We recommend limiting the lateral deflection of shoring adjacent to the building to ½-inch.

We recommend performing a detailed survey of the improvements to be supported above the planned shoring prior to and during the shoring installation. The survey should include topographic data and a video account of the condition of the existing improvements, including cracks or signs of distress. During construction, the monitoring should consist of periodic surveying of the lateral and vertical locations of the tops of the soldier piles. We suggest weekly readings during the excavation and for the first three weeks after achieving the bottom of the excavation. After that time, the readings should be performed every other week until the completion of the grading.

4.7 CORROSIVITY

Resistivity testing (Appendix C) of representative samples of the on-site soils indicates that they are moderately corrosive to buried metals. Should the use of buried metallic structures be proposed, a corrosion engineer such as HDR should be consulted to provide recommendations to protect these elements from corrosion. GPI does not practice corrosion engineering.

4.8 DRAINAGE

Positive surface gradients should be provided adjacent to all structures so as to direct surface water run-off and roof drainage away from foundations and slabs toward suitable discharge facilities. Long-term ponding of surface water should not be allowed on pavements or adjacent to buildings.

4.9 STORMWATER INFILTRATION

Current regulations require that storm water be infiltrated in the site soils of new developments when possible. The soil types present at the site control the ability of water to infiltrate into the subgrade. Based upon our subsurface investigation and laboratory testing, the subsurface soils underlying the site consist predominantly sandy silts that are prone to hydro collapse, and sandy clays. Deeper sandy/silty soils may exhibit a potential for liquefaction should they be saturated. Based on these findings, it is our opinion that infiltration of storm water is not feasible.

4.10 EXTERIOR CONCRETE AND MASONRY FLATWORK

Exterior concrete and masonry flatwork should be supported on at least 36 inches of non-expansive, compacted fill. Prior to placement of fill, a layer of geogrid should be placed on the subgrade. Prior to placement of concrete, the subgrade should be prepared as recommended in "Subgrade Preparation" section.

4.11 PAVED AREAS

Preliminary pavement design has been based on an R-value of 30 based upon laboratory testing of the near-surface soils at the site. The California Division of Highways Design Method was used for design of the recommended preliminary pavement sections. Final pavement design should be based on R-value testing performed near the conclusion of rough grading. The following pavement sections are recommended for planning purposes only.

PAVEMENT AREA	TRAFFIC INDEX	SECTION THICKNESS (inches)	
		Asphalt Concrete	**Aggregate Base Course**
Auto Parking	4	3	4
Circulation Drives	5	3	6
Truck Drives	6	3	9
		Portland Cement Concrete	**Aggregate Base Course**
Auto Parking	4	6	---
Circulation Drives	5	6.5	---
Truck Drives	6	7	---

The concrete used for paving should have a modulus of rupture of at least 550 psi (equivalent to an approximate compressive strength of 3,700 psi at the time the pavement is subjected to traffic).

The pavement subgrade underlying the aggregate base should be properly prepared and compacted in accordance with the recommendations outlined under "Subgrade Preparation".

The pavement base course should be compacted to at least 95 percent of the maximum dry density (ASTM D 1557). Aggregate base should conform to the requirements of Section 26 of the California Department of Transportation Standard Specifications for Class II aggregate base (three-quarter inch maximum) or Section 200-2 of the Standard Specifications for Public Works Construction (Green Book) for untreated base materials (except processed miscellaneous base).

The above recommendations are based on the assumption that the base course and compacted subgrade will be properly drained. The design of paved areas should incorporate measures to prevent moisture build-up within the base course, which can otherwise lead to premature pavement failure. For example, curbing adjacent to landscaped areas should be deep enough to act as a barrier to infiltration of irrigation water into the adjacent base course.

4.12 GEOTECHNICAL OBSERVATION AND TESTING

We recommend that a representative of GPI observe all earthwork during construction to confirm that the recommendations provided in our report are applicable during construction. The earthwork activities include grading, compaction of all fills and subgrade preparation, as well as foundation construction. If conditions are different than expected, we should be afforded the opportunity to provide an alternate recommendation based on the actual conditions encountered.

5.0 LIMITATIONS

The report, exploration logs, and other materials resulting from GPI's efforts were prepared exclusively for use by Girls Athletic Leadership School and their consultants in designing the proposed development. The report is not intended to be suitable for reuse on extensions or modifications of the project or for use on any project other than the currently proposed development as it may not contain sufficient or appropriate information for such uses. If this report or portions of this report are provided to contractors or included in specifications, it should be understood that they are provided for information only. This report cannot be utilized by another entity without the express written permission of GPI. This report is an instrument of our services and remains the property of GPI.

Soil deposits may vary in type, strength, and many other important properties between points of exploration due to non-uniformity of the geologic formations or to man-made cut and fill operations. While we cannot evaluate the consistency of the properties of materials in areas not explored, the conclusions drawn in this report are based on the assumption that the data obtained in the field and laboratory are reasonably representative of field conditions and are conducive to interpolation and extrapolation.

Furthermore, our recommendations were developed with the assumption that a proper level of field observation and construction review will be provided during grading, excavation, and foundation construction by GPI. If field conditions during construction appear to be different than is indicated in this report, we should be notified immediately so that we may assess the impact of such conditions on our recommendations. If construction phase services are performed by others they must accept full responsibility (as Project Geotechnical Engineer) for all geotechnical aspects of the project including this report.

Our investigation and evaluations were performed using generally accepted engineering approaches and principles available at this time and the degree of care and skill ordinarily exercised under similar circumstances by reputable Geotechnical Engineers practicing in this area. No other representation, either expressed or implied, is included or intended in our report.

Respectfully submitted,
Geotechnical Professionals Inc.

James E. Harris V
Staff Engineer

James E. Harris, G.E.
Principal

DEC 13 2019

REGISTERED PROFESSIONAL ENGINEER
JAMES E. HARRIS, IV
No. GE 2100
GEOTECHNICAL
STATE OF CALIFORNIA

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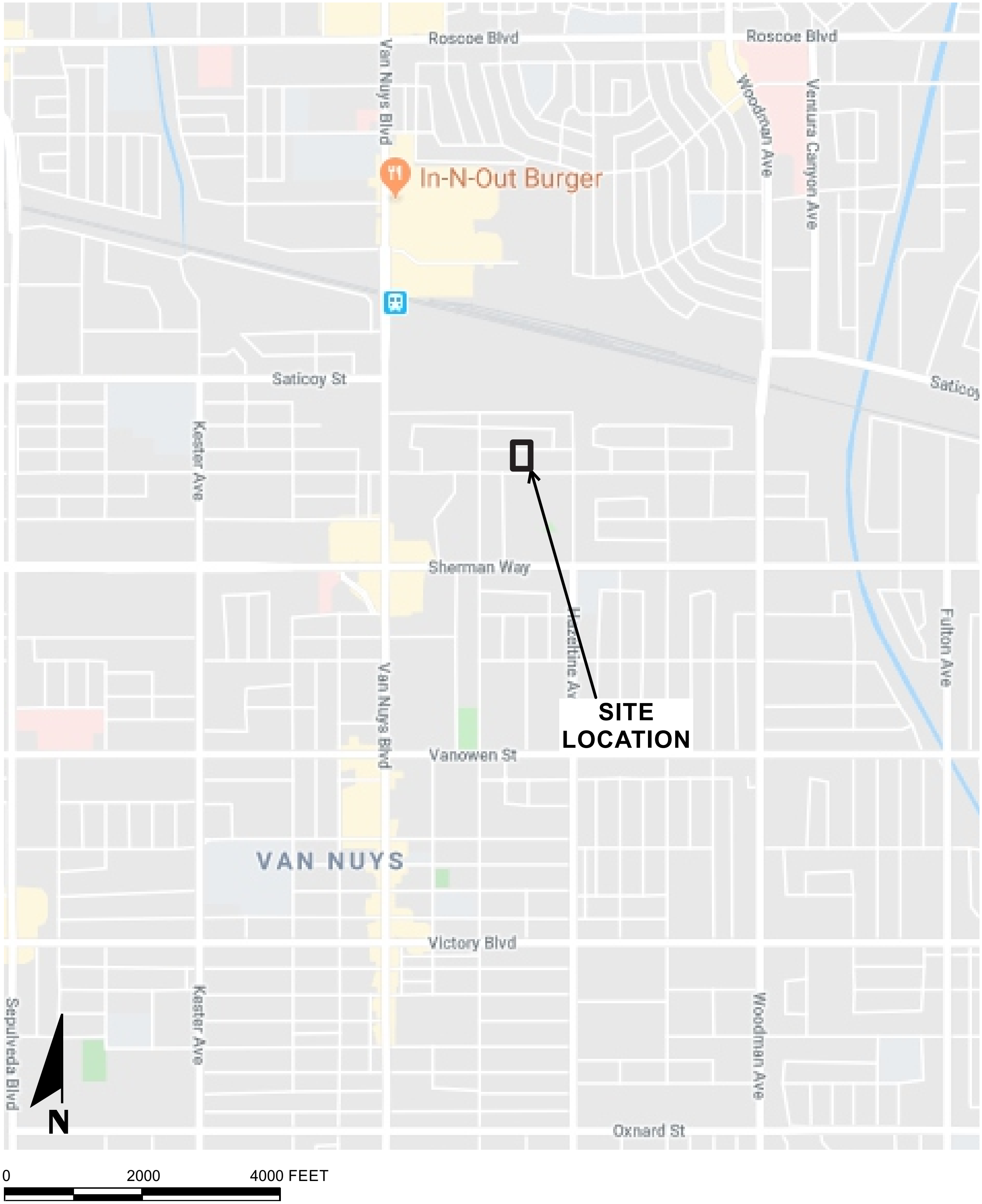
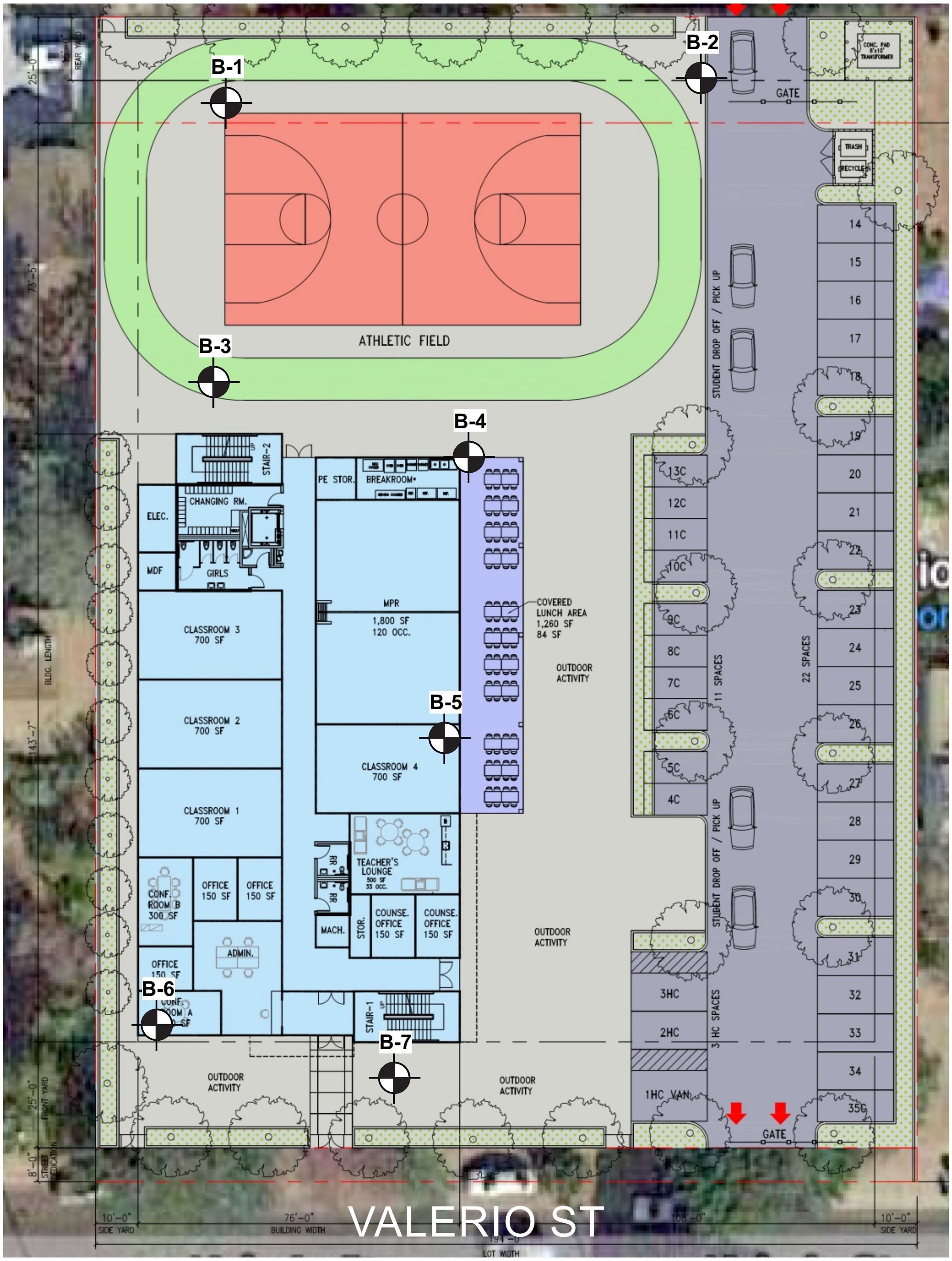


BASE MAP REPRODUCED FROM GOOGLE MAPS ©. 2019

GPI GEOTECHNICAL PROFESSIONALS, INC.	SITE LOCATION
GALS	
GPI PROJECT NO. 2973.I / SCALE: 1" = 2000'	FIGURE 1



N

0 40 80 FEET

EXPLANATION

B-1 APPROXIMATE LOCATION AND NUMBER OF EXPLORATORY BORING

BASE PLAN REPRODUCED FROM SCHEMATIC DESIGN PROVIDED BY FRANCO ARCHITECTS: DATED 10/2019

GEOTECHNICAL PROFESSIONALS, INC.

GALS

GPI PROJECT NO.:2973.I

SCALE: 1" = 40'

SITE PLAN

FIGURE 2

APPENDIX A

APPENDIX A

EXPLORATORY BORINGS

The subsurface conditions at the site were investigated by drilling and sampling seven exploratory borings. The borings were advanced to depths ranging from 11 feet to 31 feet below the existing ground surface. The exploration locations are shown on the Site Plan, Figure 1.

The borings were drilled using truck-mounted hollow-stem auger equipment. Relatively undisturbed samples were obtained using a brass-ring lined sampler (ASTM D 3550). The brass-rings have an inside diameter of 2.42 inches. The ring samples were driven into the soil by a 140-pound hammer dropping 30 inches. The number of blows needed to drive the sampler into the soil was recorded as the penetration resistance.

The field exploration for the investigation was performed under the continuous technical supervision of GPI's representative, who visually inspected the site, maintained detailed logs of the borings, classified the soils encountered, and obtained relatively undisturbed samples for examination and laboratory testing. The soils encountered in the boring were classified in the field and through further examination in the laboratory in accordance with the Unified Soils Classification System. Detailed logs of the borings are presented in Figures A-1 through A-7 in this appendix.

The boring locations were laid out in the field by measuring from existing features at the site. Upon completion, the boring was backfilled with the excavated soil cuttings. The ground surface elevation at the boring location was estimated from Google Earth and should be considered approximate.

MOISTURE (%)	DRY DENSITY (PCF)	PENETRATION RESISTANCE (BLOWS/FOOT)	SAMPLE TYPE	DEPTH (FEET)	DESCRIPTION OF SUBSURFACE MATERIALS This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered.	ELEVATION (FEET)
				0	Fill: **SILTY SAND (SM)** brown, slightly moist	760
4.8	82	10	D		Natural: **SILTY SAND (SM)** brown, slightly moist, loose, porous	
6.0	92	15	D	5	**SANDY SILT (ML)** brown, slightly moist, stiff, porous	755
6.9	82	13	D			
7.0	86	17	D	10	@ 10 feet, trace clay	750
					Total Depth 11 feet	

SAMPLE TYPES
- C Rock Core
- S Standard Split Spoon
- D Drive Sample
- B Bulk Sample
- T Tube Sample

DATE DRILLED:
11-7-19

EQUIPMENT USED:
8 " Hollow Stem Auger

GROUNDWATER LEVEL (ft):
Not Encountered

GPI

PROJECT NO.: 2973.I

GALS

LOG OF BORING NO. B-1

FIGURE A-1

	MOISTURE (%)	DRY DENSITY (PCF)	PENETRATION RESISTANCE (BLOWS/FOOT)	SAMPLE TYPE	DEPTH (FEET)	DESCRIPTION OF SUBSURFACE MATERIALS This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered.	ELEVATION (FEET)
				B	0	Fill: **SILTY SAND (SM)** brown, slightly moist	
	3.6	85	11	D		Natural: **SILTY SAND (SM)** brown, slightly moist, loose, porous	760
	4.9	103	16	D	5	@ 5 feet, medium dense	
	8.8	85	16	D		**SANDY SILT (ML)** brown, slightly moist, stiff, porous	755
	7.7	88	19	D	10	@ 10 feet, trace clay	
						Total Depth 11 feet	

SAMPLE TYPES
- C Rock Core
- S Standard Split Spoon
- D Drive Sample
- B Bulk Sample
- T Tube Sample

DATE DRILLED:
11-7-19

EQUIPMENT USED:
8 " Hollow Stem Auger

GROUNDWATER LEVEL (ft):
Not Encountered

GPI

PROJECT NO.: 2973.I

GALS

LOG OF BORING NO. B-2

FIGURE A-2

MOISTURE (%)	DRY DENSITY (PCF)	PENETRATION RESISTANCE (BLOWS/FOOT)	SAMPLE TYPE	DEPTH (FEET)	DESCRIPTION OF SUBSURFACE MATERIALS	ELEVATION (FEET)
					This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered.	
				0	**SILTY SAND (SM)** brown, slightly moist	760
4.5	87	8	D		Natural: **SILTY SAND (SM)** brown, slightly moist, loose, porous	
5.4	94	20	D	5	**SANDY SILT (ML)** brown, slightly moist, stiff, porous	755
6.8	87	17	D		@ 7 feet, trace clay	
8.6	87	14	D	10		750
10.1	83	21	D	15	**SANDY CLAY (CL)** brown, moist, stiff, porous	745
8.2	85	22	D	20	@ 20 feet, slightly moist	740
14.1	82	24	D	25	**CLAY (CL)** brown, moist, very stiff, porous	735
5.7	102	29	D	30	**SILTY SAND (SM)** brown, slightly moist, medium dense, porous	730
					Total Depth 31 feet	

SAMPLE TYPES
- C Rock Core
- S Standard Split Spoon
- D Drive Sample
- B Bulk Sample
- T Tube Sample

DATE DRILLED:
11-7-19

EQUIPMENT USED:
8 " Hollow Stem Auger

GROUNDWATER LEVEL (ft):
Not Encountered

PROJECT NO.: 2973.I

GALS

LOG OF BORING NO. B-3

FIGURE A-3

MOISTURE (%)	DRY DENSITY (PCF)	PENETRATION RESISTANCE (BLOWS/FOOT)	SAMPLE TYPE	DEPTH (FEET)	DESCRIPTION OF SUBSURFACE MATERIALS This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered.	ELEVATION (FEET)
				0	Fill: **SILTY SAND (SM)** brown, slightly moist	760
3.7	91	8	D		Natural: **SILTY SAND (SM)** brown, slightly moist, loose, porous	
4.1	96	16	D	5	@ 5 feet, medium dense	755
8.6	85	20	D		**SANDY SILT (ML)** brown, slightly moist, stiff	
6.8	86	18	D	10	@ 10 feet, trace clay	750
					Total Depth 11 feet	

SAMPLE TYPES
- C Rock Core
- S Standard Split Spoon
- D Drive Sample
- B Bulk Sample
- T Tube Sample

DATE DRILLED:
11-7-19

EQUIPMENT USED:
8 " Hollow Stem Auger

GROUNDWATER LEVEL (ft):
Not Encountered

GPI

PROJECT NO.: 2973.I

GALS

LOG OF BORING NO. B-4

FIGURE A-4

	MOISTURE (%)	DRY DENSITY (PCF)	PENETRATION RESISTANCE (BLOWS/FOOT)	SAMPLE TYPE	DEPTH (FEET)	DESCRIPTION OF SUBSURFACE MATERIALS	ELEVATION (FEET)
					0	Fill: **SILTY SAND (SM)** brown, slightly moist	760
	4.4	87	10	D		Natural: **SILTY SAND (SM)** brown, slightly moist, loose, porous	
	4.3	93	12	D			
	5.7	96	13	D	5		755
	10.7	86	11	D		**SANDY SILT (ML)** brown, slightly moist, firm	
	9.6	86	15	D	10	@10 feet, trace clay, porous	750
	8.9	91	25	D	15	@ 15 feet, very stiff	745
	7.9	86	20	D	20		740
	11.1	87	28	D	25	**CLAY (CL)** brown, slightly moist, very stiff, trace sand	735
	9.8	87	22	D	30	**SILTY SAND (SM)** brown, slightly moist, very stiff, porous	730
						Total Depth 31 feet	

This summary applies only at the location of this test pit and at the time of trenching. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered.

SAMPLE TYPES
- C Rock Core
- S Standard Split Spoon
- D Drive Sample
- B Bulk Sample
- T Tube Sample

DATE TRENCHED: 11-7-19

EQUIPMENT USED:
8" Hollow Stem Auger

GROUNDWATER LEVEL:
Not Encountered

GPI

PROJECT NO.: 2973.I
GALS

LOG OF TEST PIT NO. B-5

FIGURE A-5

MOISTURE (%)	DRY DENSITY (PCF)	PENETRATION RESISTANCE (BLOWS/FOOT)	SAMPLE TYPE	DEPTH (FEET)	DESCRIPTION OF SUBSURFACE MATERIALS	ELEVATION (FEET)
				0	Fill: **SILTY SAND (SM)** brown, slightly moist	760
5.8	90	9	D		Natural: **SILTY SAND (SM)** brown, slightly moist, loose, porous	
7.4	95	12	D	5	@ 5 feet, slightly moist	755
11.1	96	16	D		**SANDY SILT (ML)** brown, moist, stiff	
12.5	92	17	D	10	@10 feet, trace clay, trace gravel	750
15.7	95	15	D	15		745
13.5	96	18	D	20		740
9.9	90	29	D	25	**CLAY (CL)** brown, slightly moist, very stiff	735
6.3	103	43	D	30	**SILTY SAND (SM)** brown, slightly moist, medium dense, trace clay	730
					Total Depth 31 feet	

This summary applies only at the location of this test pit and at the time of trenching. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered.

SAMPLE TYPES
- C Rock Core
- S Standard Split Spoon
- D Drive Sample
- B Bulk Sample
- T Tube Sample

DATE TRENCHED: 11-7-19

EQUIPMENT USED:
8" Hollow Stem Auger

GROUNDWATER LEVEL:
Not Encountered

GPI

PROJECT NO.: 2973.I
GALS

LOG OF TEST PIT NO. B-6

FIGURE A-6

	MOISTURE (%)	DRY DENSITY (PCF)	PENETRATION RESISTANCE (BLOWS/FOOT)	SAMPLE TYPE	DEPTH (FEET)	DESCRIPTION OF SUBSURFACE MATERIALS This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered.	ELEVATION (FEET)
				B	0	Fill: **SILTY SAND (SM)** brown, slightly moist	760
	4.5	93	8	D		Natural: **SILTY SAND (SM)** brown, slightly moist, porous	
	5.4	99	16	D	5	@ 5 feet, medium dense	755
	11.9	92	12	D		**SANDY SILT (ML)** brown, moist, firm to stiff	
	6.0	95	21	D	10	**SANDY CLAY (CL)** brown, slightly moist, stiff, trace sand	750
						Total Depth 11 feet	

SAMPLE TYPES
- C Rock Core
- S Standard Split Spoon
- D Drive Sample
- B Bulk Sample
- T Tube Sample

DATE DRILLED:
11-7-19

EQUIPMENT USED:
8 " Hollow Stem Auger

GROUNDWATER LEVEL (ft):
Not Encountered

PROJECT NO.: 2973.I

GALS

LOG OF BORING NO. B-7

FIGURE A-7

APPENDIX B

APPENDIX B

LABORATORY TESTS

INTRODUCTION

Representative undisturbed soil samples, and bulk samples were carefully packaged in the field and sealed to prevent moisture loss. The samples were then transported to our Cypress office for examination and testing assignments. Laboratory tests were performed on selected representative samples as an aid in classifying the soils and to evaluate the physical properties of the soils affecting foundation design and construction procedures. Detailed descriptions of the laboratory tests are presented below under the appropriate test headings. Test results are presented in the figures that follow.

ATTERBERG LIMITS

Liquid and plastic limits were determined for a selected sample in accordance with ASTM D4318. Results of the Atterberg Limits test are summarized on Figure B-1.

MOISTURE CONTENT AND DRY DENSITY

Moisture content and dry density were determined from a number of the ring samples from the borings. The samples were first trimmed to obtain volume and wet weight and then were dried in accordance with ASTM D 2216. After drying, the weight of each sample was measured, and moisture content and dry density were calculated. Moisture content and dry density values are presented on the boring logs in Appendix A.

PERCENT PASSING NO. 200 SIEVE

Two soil samples were dried, weighed, soaked in water until individual soil particles were separated, and then washed on the No. 200 sieve. That portion of the material retained on the No. 200 sieve was oven-dried and weighed to determine the percentage of the material passing the No. 200 sieve. A summary of the percentages passing the No. 200 sieve is presented below.

BORING NO.	DEPTH (ft)	SOIL DESCRIPTION	PERCENT PASSING No. 200 SIEVE
B-3	5	Sandy Silt (ML)	60
B-5	20	Sandy Silt (ML)	64

DIRECT SHEAR

Direct shear tests were performed on undisturbed and remolded bulk samples in accordance with ASTM D 3080. The bulk sample was remolded to approximately 95 percent of the maximum dry density. The test specimens were placed in the shear machine, and a normal load comparable to the in-situ overburden stress was applied. The samples were inundated, allowed to consolidate, and then were sheared to failure at a strain rate of 0.0021 inches per minute. The tests were repeated on additional test specimens under increased normal loads. Shear stress and sample deformation were monitored throughout the tests. The results of the direct shear tests are presented in Figures B-2 through B-3.

HYDRO-CONSOLIDATION

Oedometer tests were performed on relatively undisturbed samples in accordance with ASTM D 5333. After trimming the ends, the sample was placed in the consolidometer and loaded to 0.4 ksf. Thereafter, the samples were incrementally loaded to 0.5, 0.7, 1.6 or 2 ksf at the in-situ moisture content and then saturated. Sample deformation was measured to 0.0001 inch. The amount of collapse is shown below as percent compression of the sample.

BORING NO.	DEPTH (ft)	SOIL DESCRIPTION	IN-SITU MOISTURE CONTENT (%)	TOTAL COMPRESSION (%)	
				BEFORE SATURATION	AFTER SATURATION
B-1	7	Sandy Silt (ML)	6.9	1.0	2.1
B-2	7	Sandy Silt (ML)	8.8	1.1	3.7
B-4	5	Silty Sand (SM)	4.1	0.9	2.0
B-5	7	Sandy Silt (ML)	10.7	3.7	13.4
B-5	10	Sandy Silt (ML)	9.6	1.9	8.8
B-6	15	Sandy Silt (ML)	15.7	2.3	3.5

CONSOLIDATION

One-dimensional consolidation tests were performed on undisturbed samples in accordance with ASTM D 2435. After trimming the ends, the samples was placed in the consolidometer and loaded to up to 0.4 or 0.5 ksf. Thereafter, the sample was incrementally loaded to a maximum load of up to 12.8 or 16 ksf. The sample was inundated at 1.6 or 2 ksf. Sample deformation was measured to 0.0001 inch. Rebound behavior was investigated by unloading the sample back to 0.8 or 1 ksf. Results of the consolidation tests, in the form of percent consolidation versus log pressure are presented in Figures B-4 through B-6.

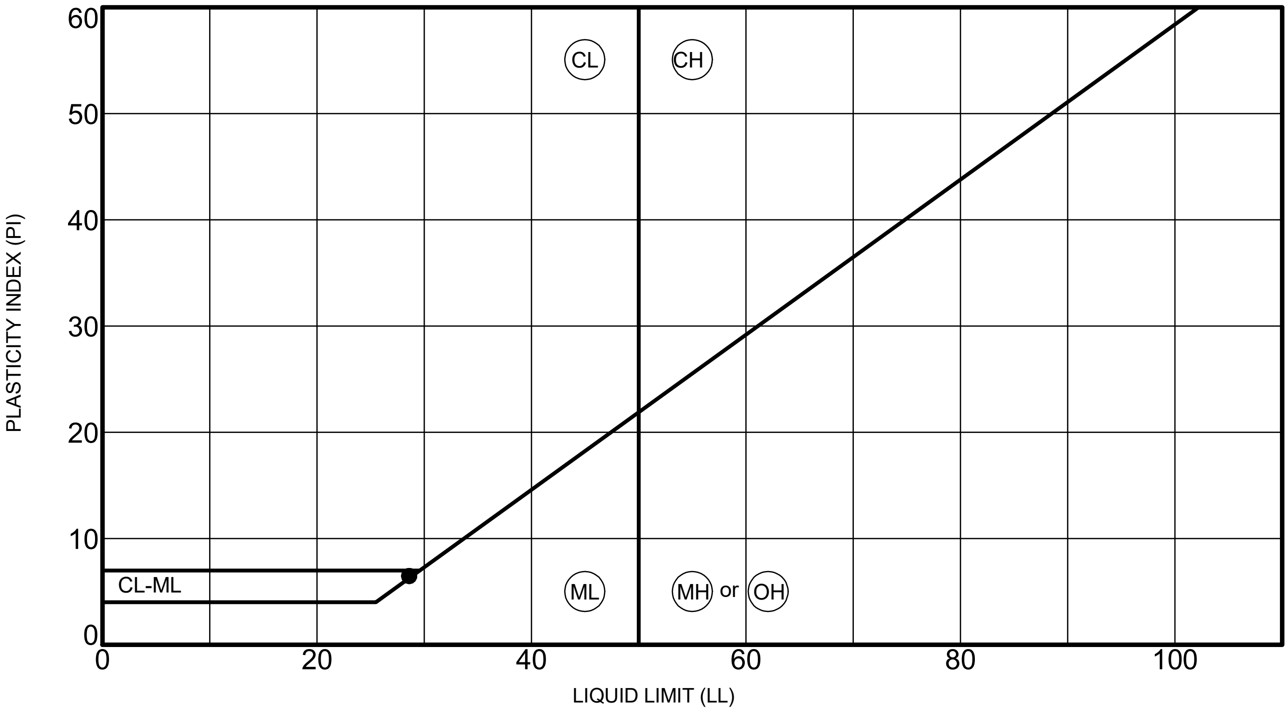
COMPACTION TEST

Maximum dry density/optimum moisture tests were performed in accordance with ASTM D1557 on a representative bulk sample of the surficial soils. The test results are as follows.

BORING NO.	DEPTH (ft)	SOIL DESCRIPTION	OPTIMUM MOISTURE (%)	MAXIMUM DRY DENSITY (pcf)
B-7	0-5	Silty Sand (SM)	10.5	126

CORROSIVITY

Soil corrosivity testing was performed by HDR Schiff on a soil sample provided by GPI. The test results and corrosion protection recommendations are summarized in Table 1 of this Appendix.



	SAMPLE LOCATION		LL	PL	PI	Fines, %	Classification
●	B-6	10.0	29	22	6		SANDY SILT (ML)

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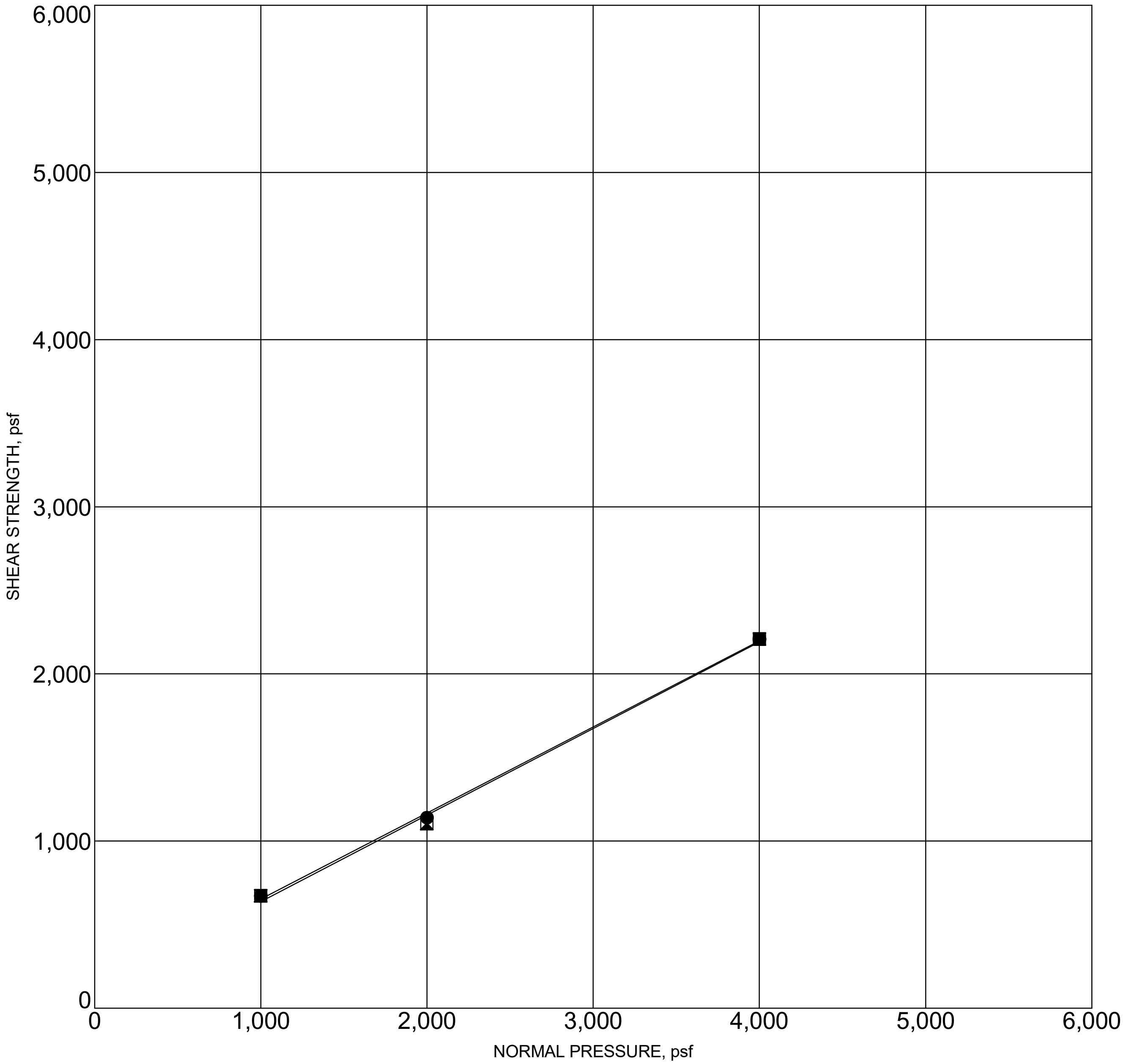
ATTERBERG LIMITS TEST RESULTS

FIGURE B-1



● **PEAK STRENGTH**
Friction Angle= 27 degrees
Cohesion= 138 psf

⊠ **ULTIMATE STRENGTH**
Friction Angle= 27 degrees
Cohesion= 120 psf

Sample Location		Classification	DD,pcf	MC,%
B-4	5.0	SILTY SAND (SM)	96	4.1

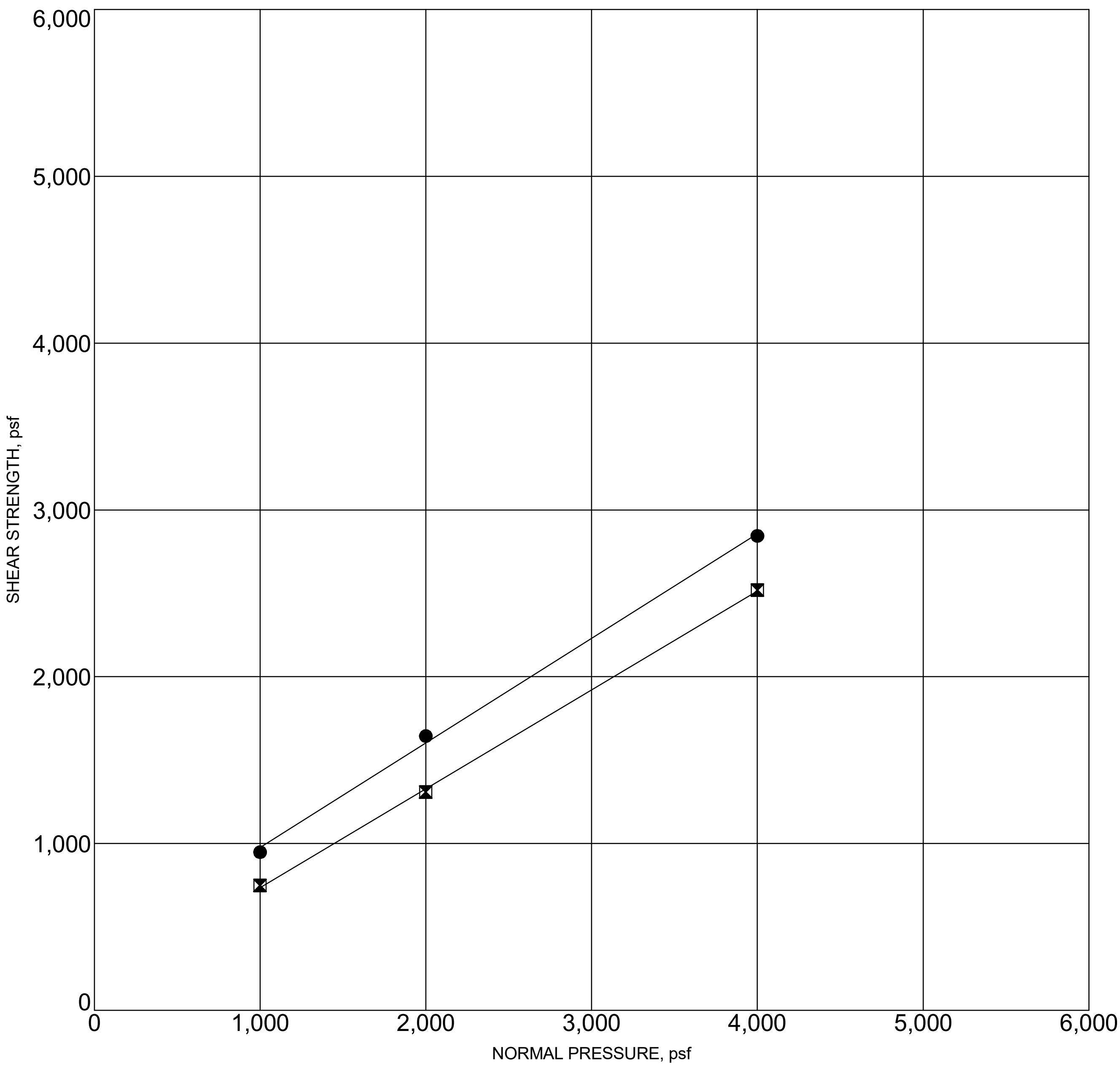
PROJECT: GALS

PROJECT NO.: 2973.I

GPI

DIRECT SHEAR TEST RESULTS

FIGURE B-2



● **PEAK STRENGTH**
Friction Angle= 32 degrees
Cohesion= 348 psf

☒ **ULTIMATE STRENGTH**
Friction Angle= 31 degrees
Cohesion= 142 psf

Note: Samples remolded to 95% of maximum dry density

Sample Location		Classification	DD,pcf	MC,%
B-7	0-5	SILTY SAND (SM)	120	10.5

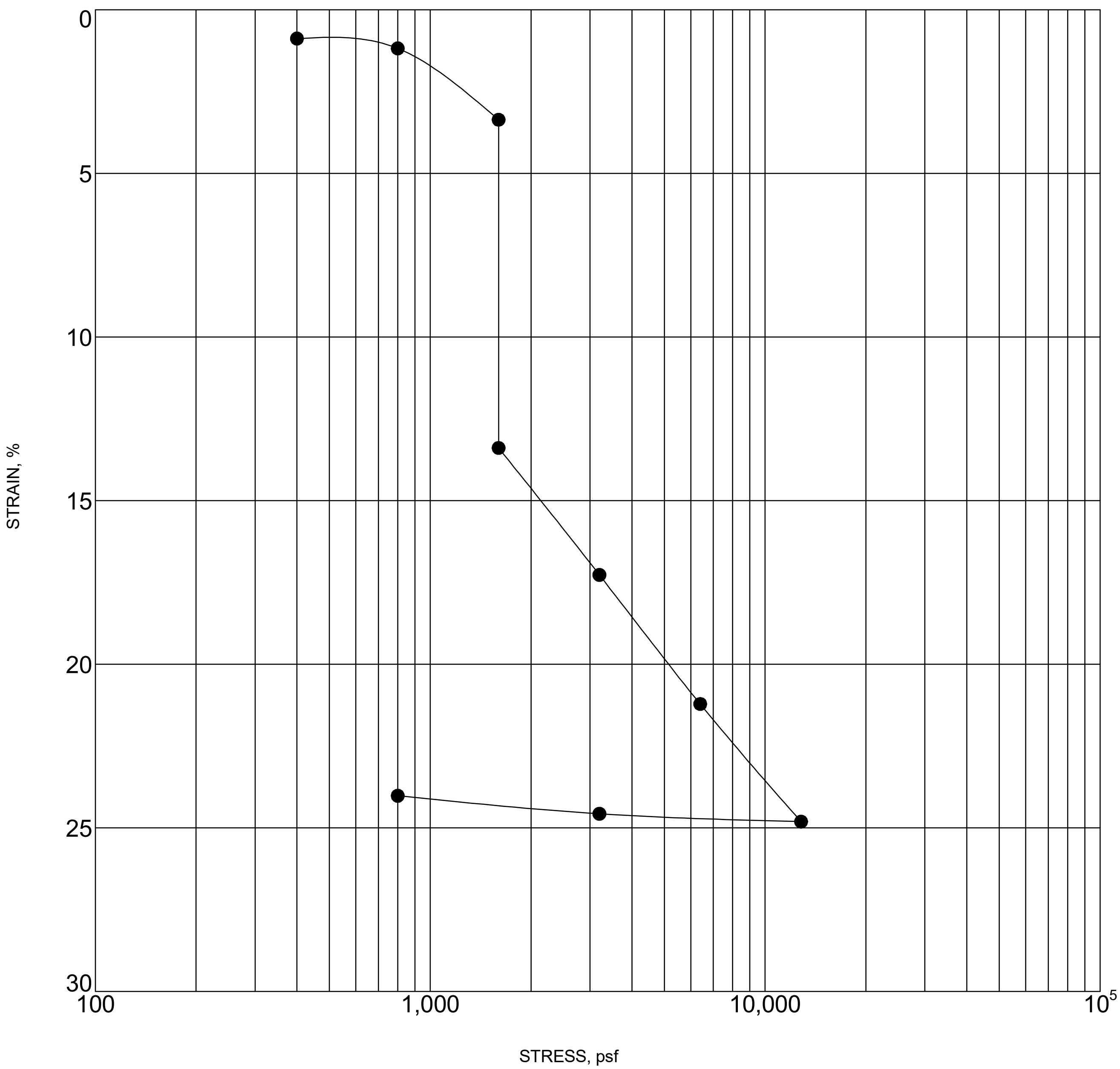
PROJECT: GALS

PROJECT NO.: 2973.I

GPI

DIRECT SHEAR TEST RESULTS

FIGURE B-3



Sample inundated at 1600 psf

	Sample Location		Classification	DD,pcf	MC,%
●	B-5	7.0	SANDY SILT (ML)	86	10.7

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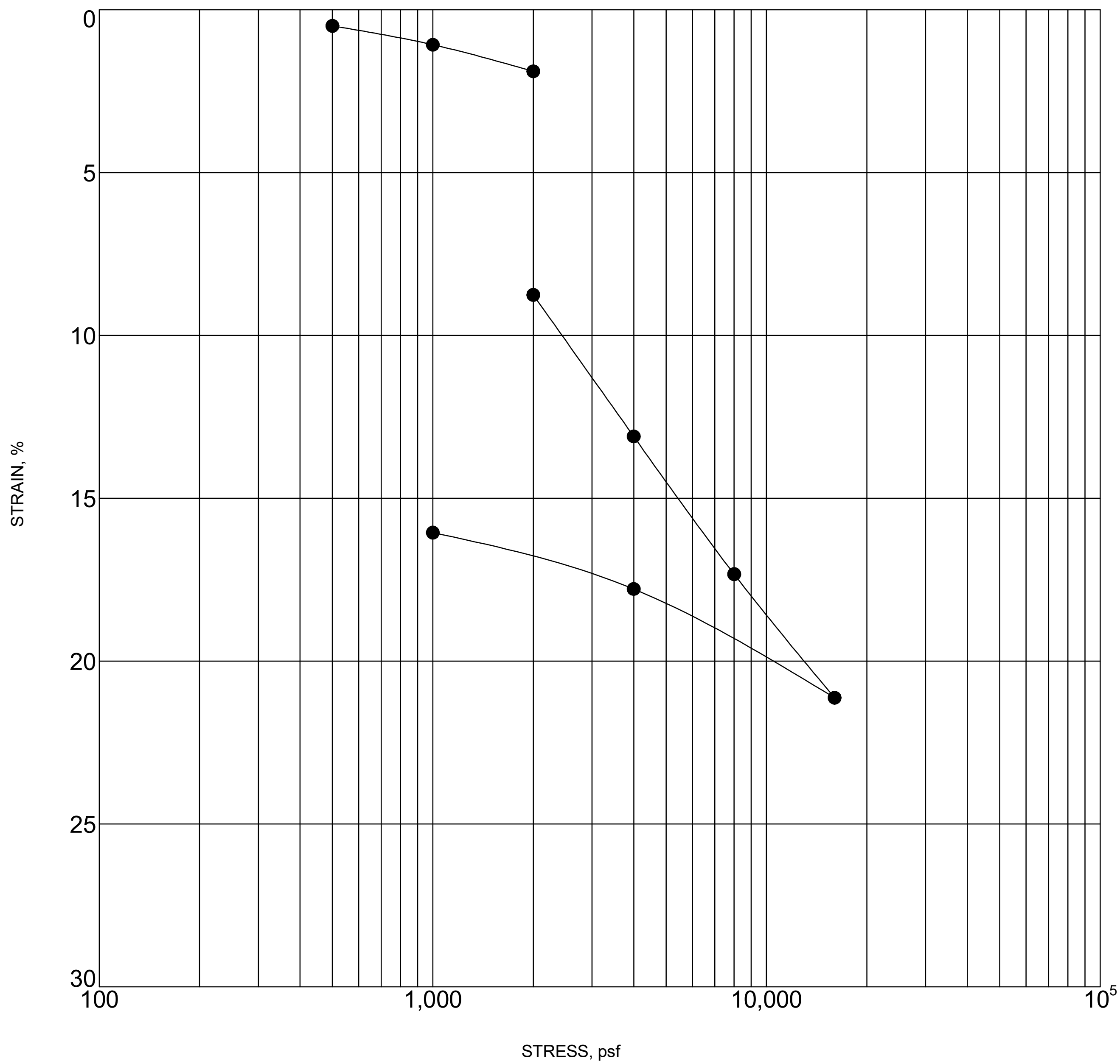
CONSOLIDATION TEST RESULTS

FIGURE B-4



Sample inundated at 1600 psf

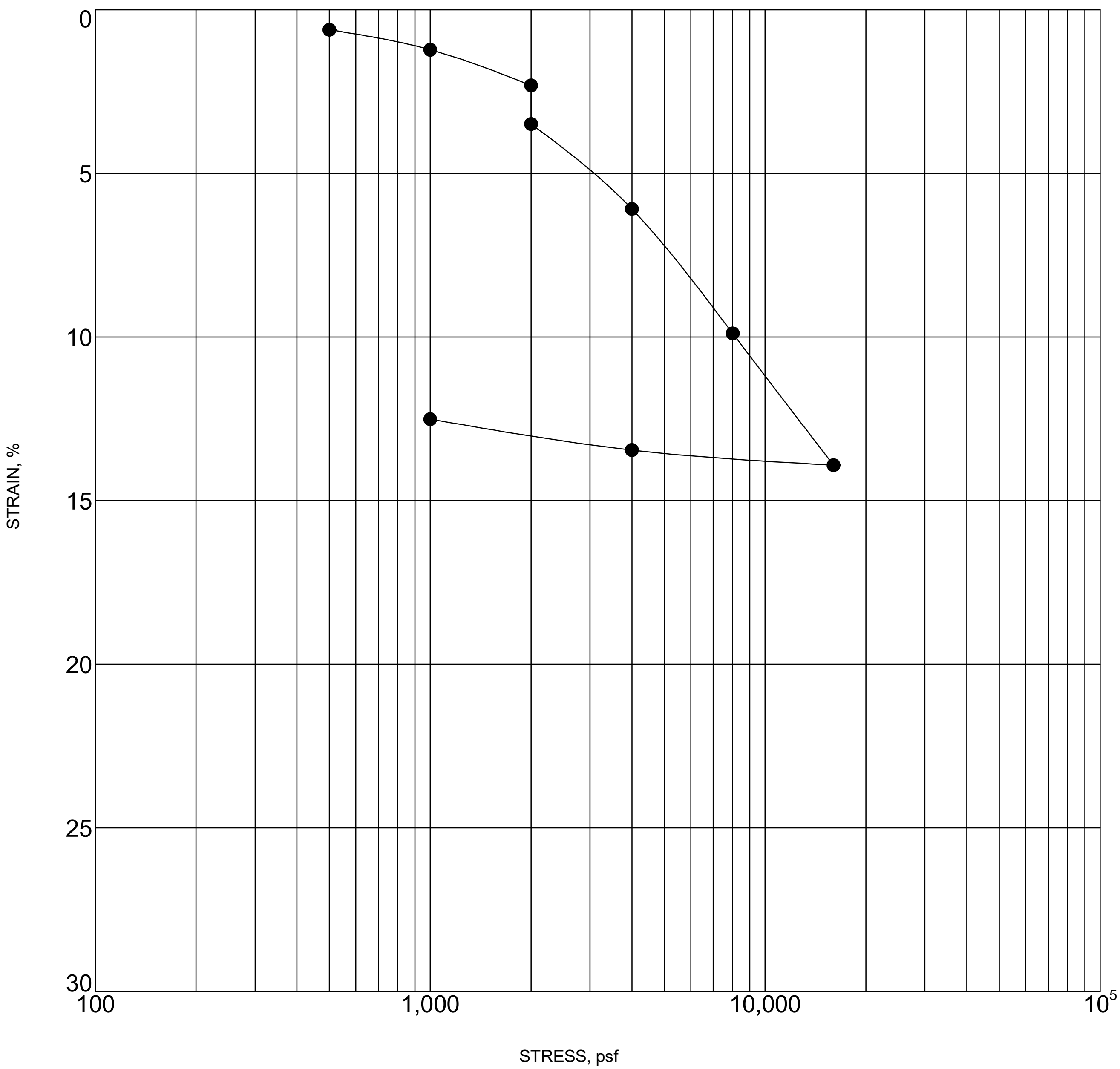
	Sample Location		Classification	DD,pcf	MC,%
●	B-5	10.0	SANDY SILT (ML)	86	9.6

PROJECT: GALS

PROJECT NO.: 2973.I

CONSOLIDATION TEST RESULTS

FIGURE B-5



Sample inundated at 1600 psf

	Sample Location		Classification	DD,pcf	MC,%
●	B-6	15.0	SANDY CLAY (CL)	95	15.7

PROJECT: GALS

PROJECT NO.: 2973.I

GPI

CONSOLIDATION TEST RESULTS

FIGURE B-6

HDR

Table 1 - Laboratory Tests on Soil Samples

Geotechnical Professionals, Inc.
GALS
Your #2973.I, HDR Lab #19-0827LAB
9-Dec-19

Sample ID			B-7 @ 0-5'
Resistivity		**Units**	
as-received		ohm-cm	56,000
saturated		ohm-cm	8,000
pH			6.5
Electrical Conductivity		mS/cm	0.03
Chemical Analyses			
Cations			
calcium	Ca^{2+}	mg/kg	26
magnesium	Mg^{2+}	mg/kg	4.8
sodium	Na^{1+}	mg/kg	41
potassium	K^{1+}	mg/kg	9.1
Anions			
carbonate	CO_3^{2-}	mg/kg	ND
bicarbonate	HCO_3^{1-}	mg/kg	79
fluoride	F^{1-}	mg/kg	2.6
chloride	Cl^{1-}	mg/kg	0.9
sulfate	SO_4^{2-}	mg/kg	3.9
phosphate	PO_4^{3-}	mg/kg	9.2
Other Tests			
ammonium	NH_4^{1+}	mg/kg	ND
nitrate	NO_3^{1-}	mg/kg	25
sulfide	S^{2-}	qual	na
Redox		mV	na

Resistivity per ASTM G187, Cations per ASTM D6919, Anions per ASTM D4327, and Alkalinity per APHA 2320-B.
Electrical conductivity in millisiemens/cm and chemical analyses were made on a 1:5 soil-to-water extract.
mg/kg = milligrams per kilogram (parts per million) of dry soil.
Redox = oxidation-reduction potential in millivolts
ND = not detected
na = not analyzed

431 West Baseline Road · Claremont, CA 91711
Phone: 909.962.5485 · Fax: 909.626.3316

Tree Case Management, Inc.
December 22, 2020

Report Prepared For:

Girls Athletic Leadership School Los Angeles
Executive Director: Carrie Wagner
Organization Address: 8015 Van Nuys Blvd, Panorama City, CA 91402
Subject Property Address: 14203 Valerio Street, Van Nuys, CA 91405
etmny@francoarchitects.com

Location Subject of Report:

Protected Tree Report
14203 Valerio Street
Van Nuys, CA

Report Prepared By:

Greg J. Monfette, CEO
Certified Arborist #WE0729
Registered Consulting Arborist #481
State Contractors License #953525
ISA Tree Risk Assessor Qualified

4617 Purdue Ave
Culver City, CA 90230
ncatree@gmail.com
(310) 398-8338

TREE CASE MANAGEMENT
TCM
MANAGING ALL YOUR TREE NEEDS

Tree Case Management (TCM) visited the project site on June 11, 2020 in order to prepare this Protected Tree Report and below are our observations, findings, and recommendations:

Project Description

The proposed project is a middle school and ancillary improvements. Based on the plans provided, the proposed school will be comprised of a 2-story modular building that will include classrooms and administration rooms. An athletic field, paved vehicular areas and landscaping are also proposed. The proposed site plan is depicted in **Exhibit 1: Site Plan**.

Site Conditions

The project site currently consists of a single-family home and accessory structures. The site contains a concrete driveway and landscape areas with large trees and surface vegetation. Available information indicates that the site was developed in 1935. The site is bounded on the north by Runnymede Street, on the west by residential properties, on the south by Valerio Street, and on the east by residential properties.

The ground surface of the project site is relatively flat. Based on Google Earth, ground surface elevation at the north end of the site is approximately +761 feet, sloping slightly downward to the south to an elevation ranging from +759 to +760 feet.

Observations

1 There is a total of 42 trees on the project site, as shown in **Exhibit 2: Existing Tree Map**.

2 Three of these trees are Carob trees that are located within the right-of-way for Valerio Street (trees #14, #15, and #16 on the graphic below). These three trees are 100% dead, but require a permit from the City to be removed.

3 TCM assessed each tree for the following: Specie, diameter, height, condition, if the tree is protected, if the tree requires removal, what tree replacement is required for removed protected trees, and general notes where warranted (see **Exhibit 3: Tree Inventory Matrices**).

4 TCM identified that there are eight Southern California Black Walnut trees on the project site, which the City has designated as protected trees pursuant to Section 46.01(b) of the Los Angeles Municipal Code. The locations of these Black Walnuts are shown on the graphic below. Two are 100% dead (#35 & #36), two are in poor condition (#1 & #42), and three of these four trees should be removed for aesthetic and safety reasons (not tree #42). The remaining four are in fair (#40) to good (#33, #34, and #41) condition.

Seven of these eight trees should also be removed due to geotechnical conditions (as explained below). It is anticipated that Black Walnut #42 can be preserved because it is located on the Runnymede Street side along the edge of the project site.

The remaining 34 non-protected trees on the project site should be removed in order to construct the project as planned. TCM recommends the appropriate tree replacement conditions be complied with as required and stipulated by the City.

7. TCM also viewed the adjacent properties and confirmed there are no protected trees that might have their canopies or root systems affected by the proposed project.

Findings

1. The geotechnical field investigation disclosed a subsurface profile consisting of undocumented fills overlying natural soils. Detailed descriptions of the subsurface conditions encountered in their explorations are provided in the geotechnical report for the project. A brief summary of the subsurface conditions is provided below:

   In general, the undocumented fills were encountered in their explorations within the upper 2 feet below existing site grades. The fills consist of silty sands, and were generally dry and loose based on field explorations and laboratory testing. Documentation regarding the placement and compaction of the fill soils was not provided. Deeper fills under the existing buildings should be expected.

   The natural soils consist predominantly of silty sands, sandy silts, and sandy clays. In general, the silty sands in the upper 10 feet are loose to medium dense, and the sandy silts are firm to stiff. The sandy silts and sandy clays below 10 feet are generally stiff to very stiff. In general, the natural soils have moderate strength and high compressibility characteristics.

   Prior to placement of fills or construction of the building foundations and floor slabs, all undocumented fills, disturbed soils, and a portion of the natural soils should be removed and replaced as properly compacted fill. The depth of removals and details regarding grading are provided in "Earthwork" section of this report.

   The upper 10 feet of the natural soils are loose and subject to seismic settlement in the event of a design earthquake. As discussed below, these materials also exhibit a potential for hydro-consolidation. Remedial grading is recommended to address these constraints under structures and flatwork/pavements.

   The natural soils in the upper 10 feet exhibit a high potential for hydro-consolidation, and must be removed and replaced as engineered fill. If inundated with water the soils under the anticipated loads within the building could consolidate between 7 and 10 percent. This could result in settlements up to 12 inches.

   Based on limited site access due to adjacent properties, shoring may be required during excavation for remedial grading. Shoring may consist of cantilever steel soldier piles placed in drilled holes and backfilled with concrete. Driven or vibrated soldier piles may be a feasible and more economical alternative. Based on the planned depth of the excavation, tiebacks are not expected to be needed.

2. Due to the conditions of the soil at the site, and the fact that the project site will be excavated and then recompacted, seven of the eight Black Walnut trees (#1, #33, #34, #35, #36, #40, and #41) on the project site, which the City has designated as protected trees, will need to be removed.

3. Of the eight Black Walnut trees on the project site, two are 100% dead (#35 & #36), two others are in poor condition (#1 & #42) and three of these four should be removed for aesthetic and safety reasons. The remaining four are in fair (#40) to good (#33, #34, and #41) condition. Seven of these eight trees (all but #42) must also be removed due to geotechnical conditions. The removal of these protected trees requires a permit from the City's Urban Forestry Division.

4. There are 3 dead trees (Carob trees) located in the Valerio Street right-of-way that should be removed and replaced as approved by the Urban Forestry Division.

5. There are no landmark trees on the project site or on an adjacent site where they might be impacted by the project. The native trees are addressed above on page 2, #4.

Tree Replacement

1. Plant 20 new Black Walnut and Sycamore trees, with 24-inch box size trees, which results in replacement of five of the eight existing Black Walnut trees at a 4:1 ratio (the two dead Black Walnut trees do not have to be replaced and no replacement is required for #42, which will be preserved). Depending on nursery availability, especially for Southern California black walnuts (Juglans californica var. californica), smaller container sizes may be more appropriate for replacement trees, subject to approval by the Urban Forestry Division. Developer is to show proof of acquiring the trees, the number, size, and species. The proposed replacement trees are shown in **Exhibit 4: Landscape Plan.**

Recommendations

1. Approve the project to go forward in accordance with the above recommendations.

I hope you find this information helpful in assisting to make the important decisions about dealing with these challenging tree issues. If I can be of further assistance please do not hesitate to contact me.

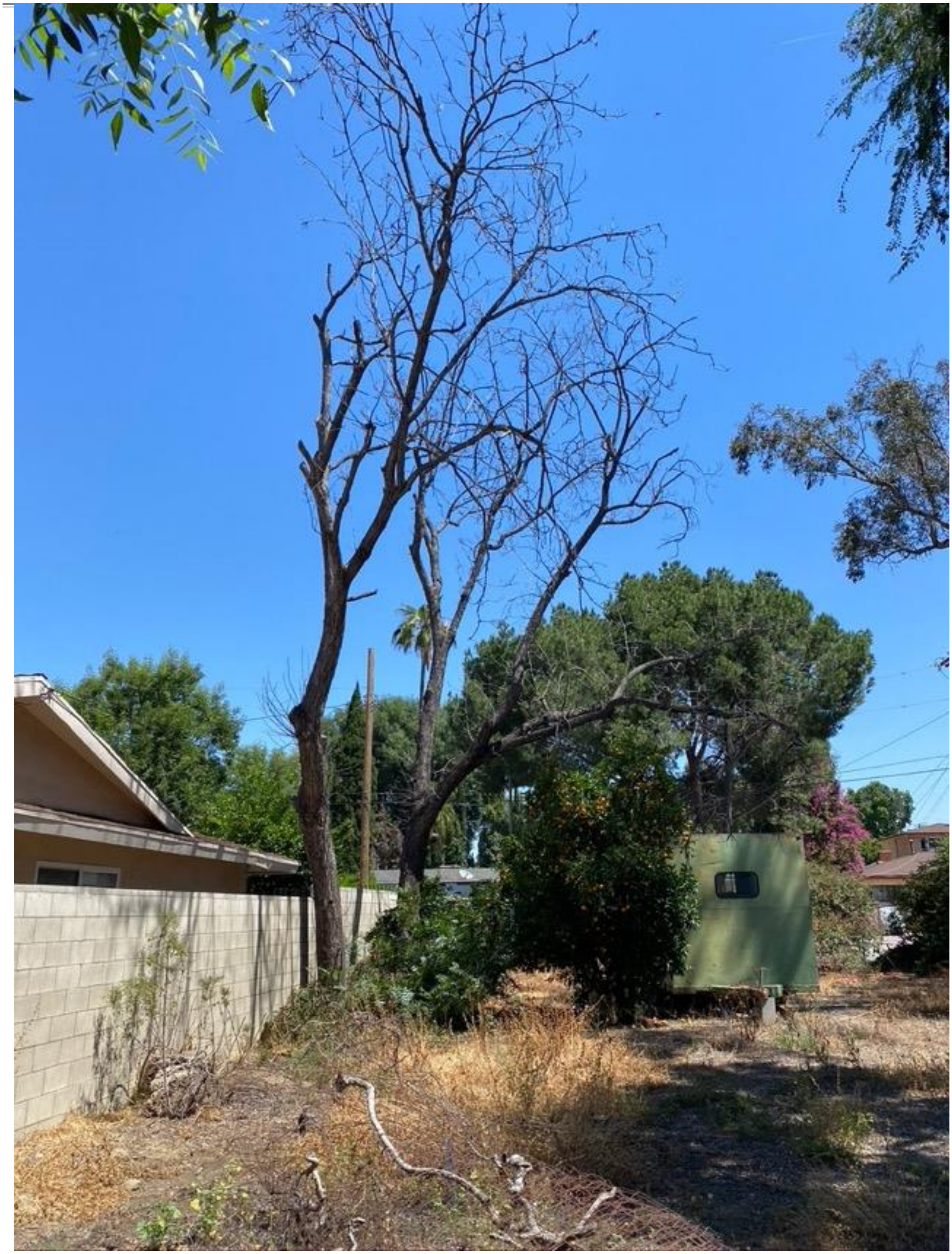
If you have any further questions, please contact me directly at (310) 902-6581.

Thank you,

Greg Monfette
Tree Case Management
Certified Arborist #WE0729
ISA Tree Risk Assessor Qualified
State Contractors License #953525
Registered Consulting Arborist #481
Visit our web site at: www.treecasemanagement.com

See Photo Below:

3 Dead City Carob trees in front of project site



Two dead Black Walnut trees (#35 & #36)

Black Walnut tree #1 in poor condition

Black Walnut tree #42 in poor condition (Basil sprouts)

Two Black Walnut trees (#33 & #34)

Two Black Walnut trees (#41 & #40)

Trees on project site

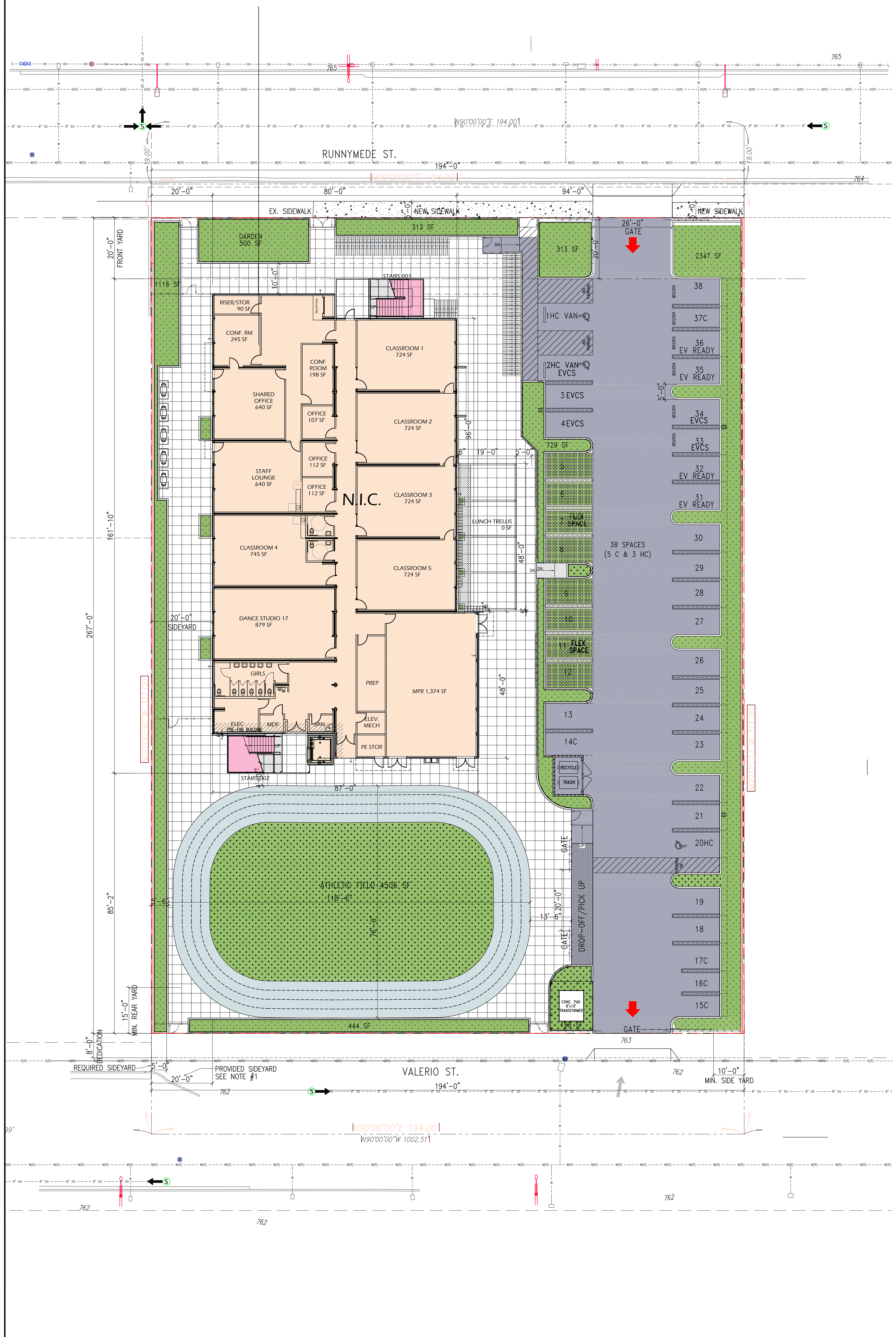
Trees on project site

Deodar tree #12 on project site

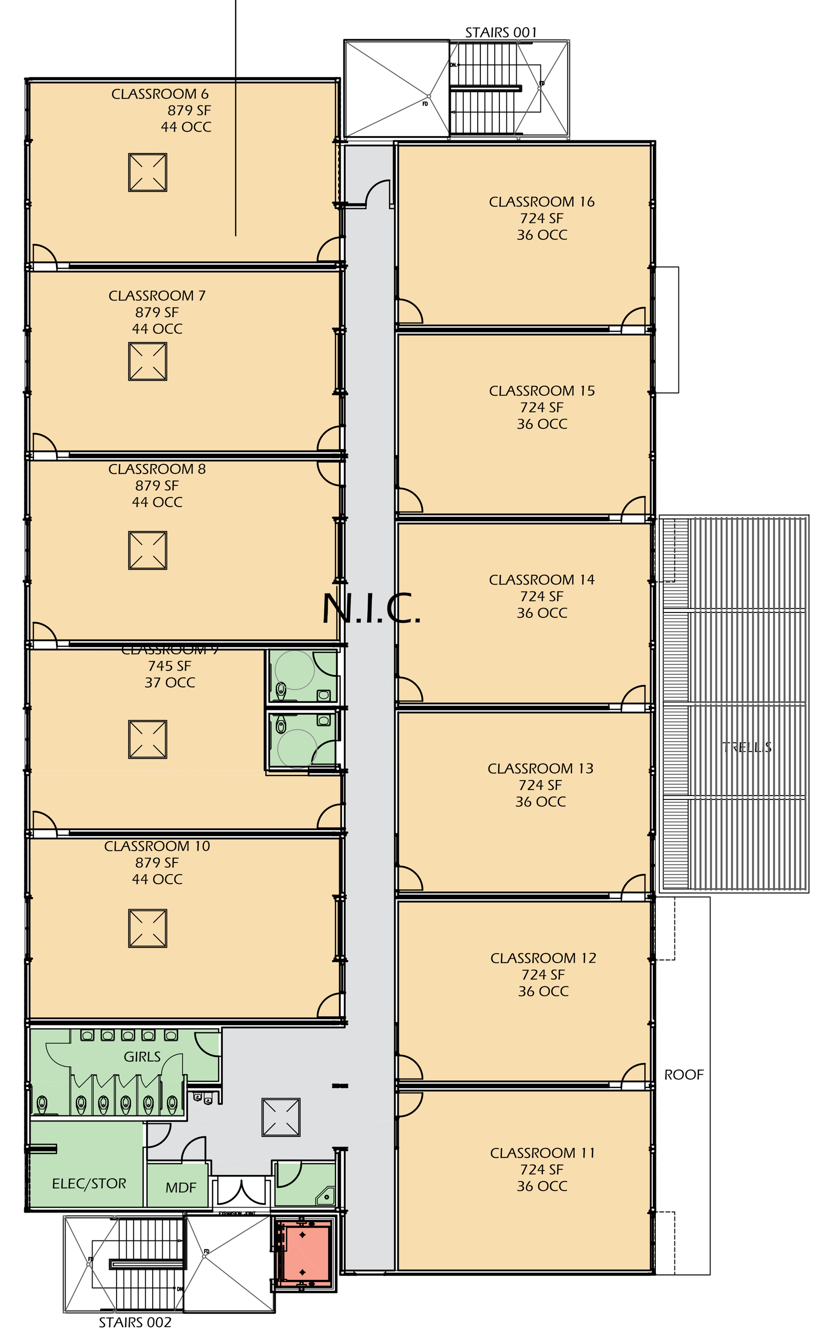
Exhibit 1
Site Plan

FRANCO ARCHITECTS INC.
12345 Ventura Blvd. H
Studio City, CA 91604
Tel 818 754-2030
Fax 818 754-2032
Architecture and Planning

GROUND FLOOR KEY PLAN – ENLARGED FLOOR PLAN SEE A2.0



SECOND FLOOR KEY PLAN – ENLARGED FLOOR PLAN SEE A2.0



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

INDEX TO DRAWINGS

PROJECT INFORMATION

PROJECT: GALS LA MIDDLE SCHOOL
LOCATION: 14203 VALERIO STREET, VAN NUYS, CA 91405
BUILDING USE: EDUCATION – MIDDLE SCHOOL
APPLICABLE CODES: 2019 CA BUILDING CODE (2019 CBC), 2019 CA ELECTRICAL CODE, 2019 CA MECHANICAL CODE, 2019 CA PLUMBING CODE, 2019 CA GREEN BUILDING STANDARD CODE, 2019 CA ENERGY CODE, 2020 LABC.
OCCUPANCY: E OCCUPANCY, A-3 AND B
CONSTRUCTION TYPE: TYPE II-B, FULLY AUTOMATIC SPRINKLERED
ZONING: R1-1, SUBJECT TO ENCROACHMENT PLANE (SEE ANALYSIS ON A1.0)
BUILDING HEIGHT: 2-STORY, 24'-3" (HEIGHT LIMIT: 28'-0")
RFAR: (RESIDENTIAL FLOOR AREA RATIO): 0.45

SCOPE OF WORK

NEW 2-STORY MODULAR CLASSROOM BUILDING AND SITE DEVELOPMENT FOR MIDDLE SCHOOL
INCLUDING: ONE FULLY-SPRINKLERED TYPE II-B, TWO-STORY BUILDING; 17 CLASSROOMS
ENROLLMENT AT FULL CAPACITY: 330 STUDENTS
NUMBER OF EMPLOYEES: 22

SITE AREA AND BLDG FLOOR AREA SUMMARY

LOT AREA: 51,800 SF
ALLOWED RFAR: 0.45
MAX. ALLOWED RFA: 23,310 SF
GROUND FLOOR AREA: 308 SF + 60 SF + 11,539 SF = 11,907 SF (CANOPIES + ELEVATOR + BUILDING)
SECOND FLOOR AREA: 11,250 SF
TOTAL FLOOR AREA PROVIDED: 23,157 SF (LESS THAN MAX ALLOWED RFA: 23,310 SF)
LANDSCAPE AREA: 10,471 SF
BUILDING FOOTPRINT: 12,400 SF
HARDSCAPE AREA: 51.800 SF – 12,400 SF – 10,471 SF = 28,655 SF

NUMBER OF CLASSROOMS

PROVIDED: TOTAL OF 17 CLASSROOMS
INCLUDING 16 CLASSROOMS AND 1 DANCE STUDIO

PARKING SUMMARY

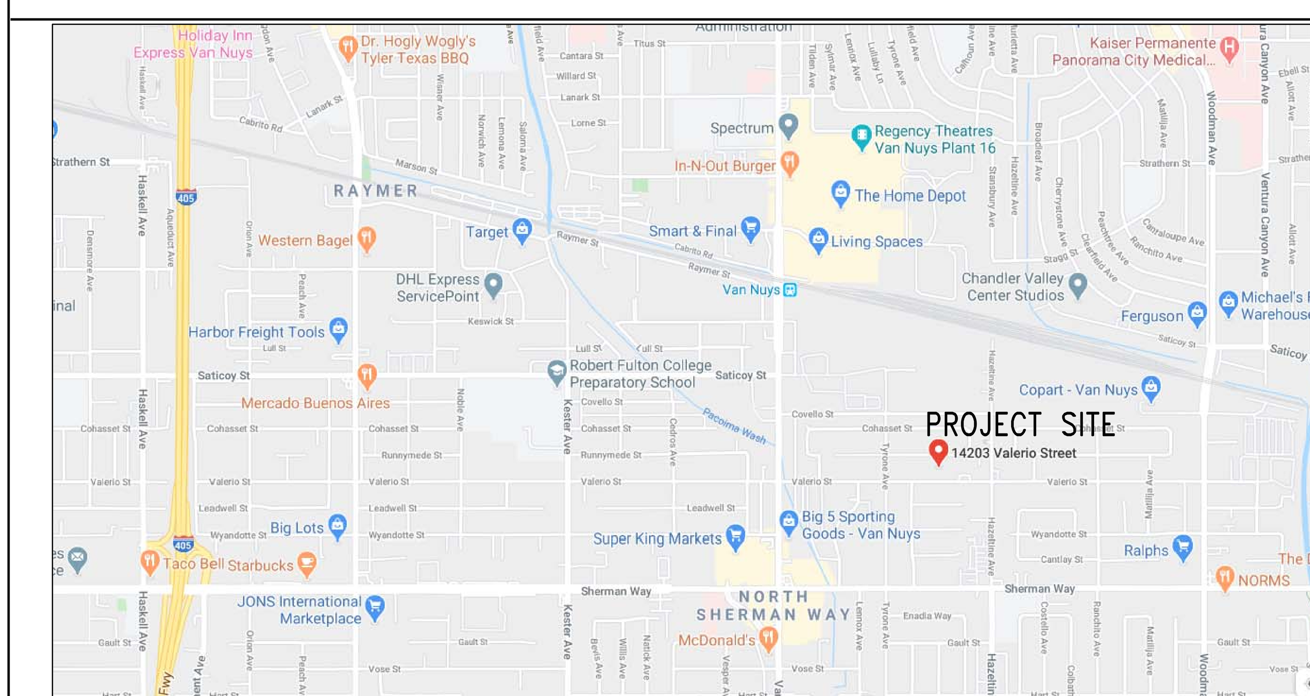
MIDDLE SCHOOL REQ'D PARKING CALCULATION:
REQUIRED: 17 SPACES (1 PARKING SPACE PER CLASSROOM INCLUDING DANCE STUDIO)
PROVIDED: 38 SPACES INCLUDING 5 COMPACT PARKING SPACES (13%), 3 HC PARKING SPACES
INCLUDING 5 INSTALLED ELECTRICAL VEHICLE CHARGING STATIONS INCLUDING 1 HC EVCS
INCLUDING 4 ELECTRICAL VEHICLE FUTURE READY (10% REQ'D)

BIKE PARKING SUMMARY

REQUIRED: 68 SHORT TERM + 2 LONG TERM (4 PER CLASSROOM)
PROVIDED: 68 SHORT TERM + 2 LONG TERM

LEGAL DESCRIPTION

REFER TO LEGAL DESCRIPTION ON ALTA SURVEY



3 VICINITY MAP

GALS LA MIDDLE SCHOOL
14203 VALERIO STREET, VAN NUYS, CA 91405

REV	DESCRIPTION	DATE
	PLANNING SUBMITTAL	9/30/2020

PROJECT: GALS LA MIDDLE SCHOOL
PROJECT ADDRESS: 14203 VALERIO STREET, VAN NUYS, CA 91405
DRAWING TITLE: DRAWING INDEX PROJECT INFO & SITE PLAN
DRAWN BY:
ISSUE DATE: 11/4/2020
JOB NUMBER:
DRAWING SCALE:
APPROVED BY:
DRAWING NUMBER: A0.1

Exhibit 2
Existing Tree Map

Legend

- Juglans Californica
- Protected Tree Removal

SITE AREA AND BLDG FLOOR AREA SUMMARY

LOT AREA:	51,800 SF
ALLOWED RFAR:	0.45
MAX. ALLOWED RFA:	23,310 SF
GROUND FLOOR AREA:	308 SF + 60 SF + 11,539 SF = 11,907 SF (CANOPIES + ELEVATOR + BUILDING)
SECOND FLOOR AREA:	11,250 SF
TOTAL FLOOR AREA PROVIDED:	23,157 SF

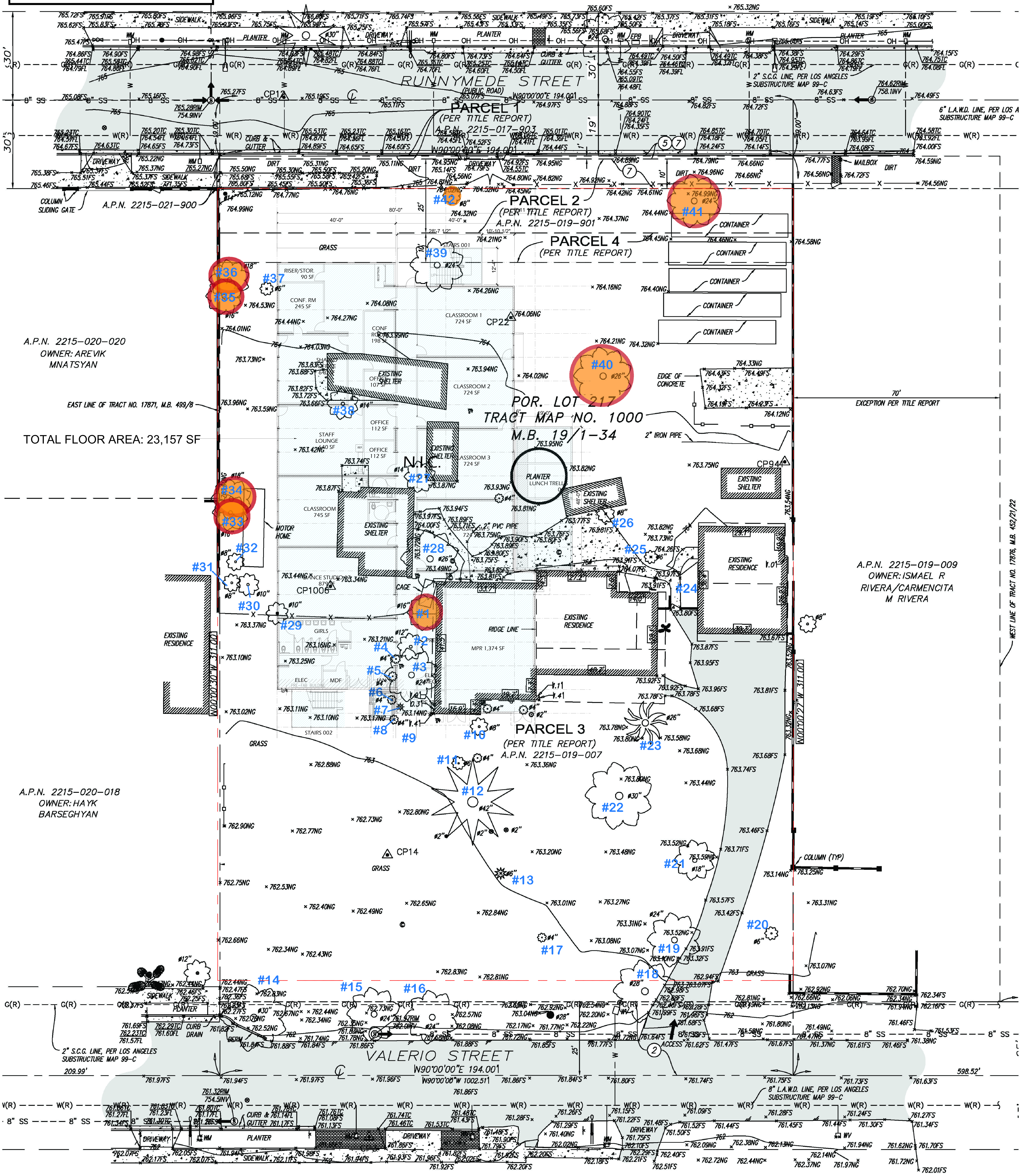


Exhibit 3
Tree Inventory Matrices

14203 Valerio Street - Tree Inventory Matrix									
Tree #	Species	DBH	Aprx Hgt	Cond.	Protected	Desirable	Remove yes or No	Tree Replacements	General Notes
1	Black Walnut	14	35	Poor	Yes	N	Yes	Replant with (4) 24inch	Dry crown
2	Eugenia	10	36	Fair	N	N	Yes	No	1 24inch
3	Eugenia	21	36	Fair	N	N	Yes	No	1 24inch
4	Citrus	3	6	Fair	N	N	Yes	No	
5	Citrus	3	6	Fair	N	N	Yes	No	
6	Citrus	3	6	Fair	N	N	Yes	No	
7	Citrus	3	6	Fair	N	N	Yes	No	
8	Citrus	3	6	Fair	N	N	Yes	No	
9	Citrus	3	6	Fair	N	N	Yes	No	
10	Crape Myrtle	6	20	Fair	N	N	Yes	No	
11	Shamel Ash	5,5	25	Fair	N	N	Yes	No	Codom-trunks
12	Deodar	42	65	Good	N	Yes	Yes	No	May need to remove due to Geotech requirement
13	Deodar	5	15	Good	N	N	Yes	No	Under tree #12
14	Carob	28	30	Dead	Yes	N	Yes	24 inch box	City Tree
15	Carob	16	30	Dead	Yes	N	Yes	24 inch box	City Tree
16	Carob	18	30	Dead	Yes	N	Yes	24 inch box	City Tree
17	Cherry	4	14	Good	N	N	Yes	No	
18	Carob	28	32	Fair	N	N	Yes	24 inch box	
19	Carob	28	32	Fair	N	N	Yes	24 inch box	
20	Ficus	12	20	Poor	N	N	Yes	No	Partially uprooted
21	Silver Maple	18	32	Dead	N	N	Yes	24 inch box	Tree is 100% dead
22	Silver Maple	38	40	Poor	N	Yes	Yes	36 inch box	Upper crown is dead
23	Washingtonia Palm	22	60	Fair	N	N	Yes	No	
24	Cherry	4	14	Fair	N	N	Yes	No	
25	Crape Myrtle	5	15	Good	N	N	Yes	24 inch box	
26	Ficus benjamina	8	15	Poor	N	N	Yes	No	Decay in trunk
27	Chinese elm	12	30	Fair	N	N	Yes	No	
28	Mulberry	38	40	Y	N	N	Yes	36 inch box	
29	Fig	10	15	Good	N	N	Yes	No	
30	Olive	10	20	Fair	N	N	Yes	No	
31	Olive	8	20	Fair	N	N	Yes	No	
32	Olive	8	20	Fair	N	N	Yes	No	
33	Black Walnut	16	37	Good	Yes	Yes	Yes	No	Protect in place
34	Black Walnut	18	37	Good	Yes	Yes	Yes	No	Protect in place
35	Black Walnut	16	40	Dead	Yes	N	Yes	24 inch box	100% dead
36	Black Walnut	18	40	Dead	Yes	N	Yes	24 inch box	100% dead
37	Citrus	6	12	Good	N	N	Yes	No	
38	Chinese elm	14	37	Fair	N	N	Yes	24 inch box	
39	Eucalyptus	20,22,24,18	55	Fair	N	N	Yes	36 inch box	
40	Black Walnut	26	35	Fair	Yes	Yes	Yes	No	Dead branches in crown / Protect in place
41	Black Walnut	41	38	Good	Yes	Yes	yes	No	In back corner of lot / Protect in place
42	Black Walnut	6,7	15	Poor	Yes	N	N	Replant with (4) 24inch	Tree is resprouted at the base as old trunks are dead

14203 Valerio Street - All Protected Tree Matrix									
Tree #	**Specie**	**DBH**	**Aprx Hgt**	**Cond.**	**Protected**	**Desirable**	**Remove yes or No**	**Tree Replacements**	**General Notes**
1	Black Walnut	14	35	Poor	Yes	N	Yes	Replant with (4) 24inch	Dry crown
33	Black Walnut	16	37	Good	Yes	Yes	Yes	No	Protect in place
34	Black Walnut	18	37	Good	Yes	Yes	Yes	No	Protect in place
35	Black Walnut	16	40	Dead	Yes	N	Yes	24 inch box	100% dead
36	Black Walnut	18	40	Dead	Yes	N	Yes	24 inch box	100% dead
40	Black Walnut	26	35	Fair	Yes	Yes	Yes	No	Dead branches in crown / Protect in place
41	Black Walnut	41	38	Good	Yes	Yes	yes	No	In back corner of lot / Protect in place
42	Black Walnut	6,7	15	Poor	Yes	N	N	Replant with (4) 24inch	Tree is resprouted at the base as old trunks are dead

14203 Valerio Street - Proposed Protected Tree Removal Matrix									
Tree #	**Specie**	**DBH**	**Aprx Hgt**	**Cond.**	**Protected**	**Desirable**	**Remove yes or No**	**Tree Replacements**	**General Notes**
1	Black Walnut	14	35	Poor	Yes	N	Yes	Replant with (4) 24inch	Dry crown
33	Black Walnut	16	37	Good	Yes	Yes	Yes	No	Protect in place
34	Black Walnut	18	37	Good	Yes	Yes	Yes	No	Protect in place
35	Black Walnut	16	40	Dead	Yes	N	Yes	24 inch box	100% dead
36	Black Walnut	18	40	Dead	Yes	N	Yes	24 inch box	100% dead
40	Black Walnut	26	35	Fair	Yes	Yes	Yes	No	Dead branches in crown / Protect in place
41	Black Walnut	41	38	Good	Yes	Yes	yes	No	In back corner of lot / Protect in place

14203 Valerio Street - Protected Tree to Remain Matrix									
Tree #	**Specie**	**DBH**	**Aprx Hgt**	**Cond.**	**Protected**	**Desirable**	**Remove yes or No**	**Tree Replacements**	**General Notes**
42	Black Walnut	6,7	15	Poor	Yes	N	N	Replant with (4) 24inch	Tree is resprouted at the base as old trunks are dead

Exhibit 4
Landscape Plan

PLANT MATERIALS

TREES

EXISTING TREE TO REMAIN
JUGLANS CALIFORNICA
CALIFORNIA BLACK WALNUT
REFER TO TREE REPORT FOR SIZE AND CONDITION
QUANTITY 1

ACACIA ANEURA
MULGA
24" BOX NATURAL
LOW BRANCH
LOW WATER USE
QUANTITY 2

CHITALPA TASHKENTENSIS
DESERT CHITALPA
24" BOX NATURAL
LOW BRANCH
LOW WATER USE
QUANTITY 2

JUGLANS CALIFORNICA CALIFORNICA
CALIFORNIA BLACK WALNUT
24" BOX NATURAL LOW BRANCH
LOCAL NATIVE
LOW WATER USE
QUANTITY 11

PLATANUS RACEMOSA
SYCAMORE
24" BOX STANDARD
WITH ROOT BARRIER
LOCAL NATIVE
MODERATE WATER USE
QUANTITY 11

TALL COLUMNAR SCREEN
MIN. HEIGHT AT MATURITY 12'-15'
24" BOX PLANTING SIZE
PRUNUS CAROLINIANA
CAROLINA CHERRY
MEDIUM WATER USE

LOW ORNAMENTAL GRASSES

ALL 5 GALLON
LOMANDRA PLATINUM BEAUTY
MUHLENBERGIA CAPILLARIS
ALL LOW WATER USE

SHRUBS AND PERENNIALS

1 AND 5 GALLON
ANIGOZANTHOS HYBRIDS
BACCHARIS PILULARIS
CALLISTEMON VIMINALIS "LITTLE JOHN"
DIETES VEGETA VARIEGATA
OLEA EUROPAES "LITTLE OLLIE"
ALL LOW WATER USE

VINES

15 GALLON
HARDENBERGIA VIOLACEA
LILAC VINE
GROWING ON FENCE
LOW WATER USE

BIGNONIQ CAPRIOLETA
CROSS VINE
GROWING ON TRELLIS
MEDIUM WATER USE

GROUND COVERS

4" POTS AND 1 GALLON
CAREX DIVULSA
LOW WATER USE

HARDSCAPE MATERIALS

ASPHALT CONCRETE PAVING

SCORED CONCRETE PAVING

RUBBER SURFACE RUNNING TRACK

FRANCO ARCHITECTS INC.
12345 Ventura Blvd. H
Studio City, CA 91604
Tel 818 754-2030
Fax 818 754-2032
Architecture and Planning

CARTER, ROMANEK
Landscape Architects, Inc.
28720 Roadside Drive, Suite 100
Agoura Hills, California 91301
(310)477-3800

GALS LA MIDDLE SCHOOL
14203 VALERIO STREET, VAN NUYS, CA 91405

REV	DESCRIPTION	DATE
	PLANNING SUBMITTAL	9/30/2020

PROJECT: GALS LA MIDDLE SCHOOL
PROJECT ADDRESS: 14203 VALERIO STREET, VAN NUYS, CA 91405
DRAWING TITLE: CONCEPTUAL LANDSCAPE PLAN
ISSUE DATE: 10/20/2020
DRAWING NUMBER: L1.0

1 CONCEPTUAL LANDSCAPE PLAN
SCALE: 3/32" = 1'-0"

Exhibit 5

Construction Guidelines

Construction Guidelines & Specifications for 14203 Valerio Street

1. Install a fence to enclose the Tree Protection Zone (TPZ) of each tree to be preserved before any demolition, grubbing or grading takes place. Use a suitable fencing material to prevent wounds to the tree(s) and soil compaction within the critical root zone(s). The fence shall be posted with a sign stating “TREE PROTECTION ZONE - KEEP OUT’ and the fence shall remain up until all construction is complete. There shall be no grading, trenching or equipment in this area unless approved in advance by the project arborist, and all work is to be performed by hand (or with the use of an air-spade) within this area under the direct supervision of the project arborist, or, shall be coordinated with the project arborist. Furthermore, a job walkthrough shall be conducted with the project arborist prior to, during and at completion of the project to ensure compliance with the tree protection specifications and construction guidelines.

2. The entire area of the TPZ shall be mulched in an effort to improve the growing environment for the roots. During the construction phase maintain a two to three inch layer of chip mulch over the soil surface to reduce soil compaction, improve aeration, enhance moisture retention and reduce temperature extremes. The type of mulch, and the placement of the mulch, shall be overseen and approved by the project arborist.

3. All Tree Protection Specifications and Construction Guidelines contained in this report should be included on all further plans related to this project, as well as the CC&R’ for the property. Furthermore, all Tree Protection Specifications and Guidelines shall be strictly adhered to at all times.

4. Dirt that may stockpile within the TPZ shall be carefully removed without impacting the native soil at original grade.

5. When the above work is done, the tree(s) shall be treated by a Plant Health Care Professional to invigorate the health of the tree(s).

6. The tree(s) should be monitored on a regular basis by the Project Arborist.

Specifications for Demolition and Site Clearing

The following work shall be accomplished prior to any demolition or site-clearing activity occurs on the subject property:

1. The contractor shall meet with the project arborist at the site prior to commencement of work to review all work procedures and tree protection measures.
2. The limits of the approved tree protection zone shall be staked in the field by the project Arborist.
3. All structures and underground features within the approved TPZ shall be removed with the smallest equipment possible and operated from outside the TPZ. The project arborist shall be on site at the time of any excavation within the approved TPZ to monitor the activity.
4. Any impact to the soil area within the TPZ due to demolition or site clearing activities shall be reported to the project arborist within two hours so that remedial action can be taken.
5. All clearing activities within the TPZ shall be accomplished with hand-operated equipment only, or the use of an air-spade. If roots are entwined in the excavation, the project arborist shall be contacted as soon as practical.

Tree Protection Specifications and Construction Guidelines

1. Install a fence to enclose the TPZ before any demolition, grubbing or grading takes place. Use a suitable fencing material to prevent wounds to the tree(s) and soil compaction within the critical root zone(s). The fence shall be posted with a sign stating "TREE PROTECTION ZONE - KEEP OUT' and the fence shall remain up until all construction is complete. There shall be no grading, trenching or equipment in this area unless approved in advance by the project arborist, and all work is to be performed by hand (or with the use of an air-spade) within this area under the direct supervision of the project arborist.
2. The natural grade shall be maintained within the TPZ. There shall be no storage of any kind, dumping of materials, parking of any type of equipment or construction trailers, or the excavation of underground utilities within the approved TPZ at any time without approval of the project arborist.
3. The utilities (electric, gas, cable TV, telephone, water, drains sewers, etc.) are to be routed outside the approved TPZ unless discussed otherwise.

4. Special foundation, footing and pavement designs shall be employed to minimize root interference when structures are to be placed within close proximity to the TPZ.

5. Plant material within the TPZ shall be designed to be compatible with the cultural requirements of the Tree. The landscaping and irrigation plans should be redesigned to exclude trenching for irrigation lines within the approved TPZ.

6. If excavation is to occur within the TPZ the project arborist shall determine where tunneling, handwork, and root pruning are required.

7. In the event that root pruning is required to accommodate grade changes or the installation of hardscape features the proper root pruning procedures should be followed under the direct supervision of the project arborist.

8. Should it be necessary to trench within the TPZ all trenches shall be dug with the use of an air-spade, bridging roots where possible. The trench shall be excavated one foot from the desired excavated area then the last foot shall be removed by hand, under the supervision of the project arborist, without affecting the roots that may be present. No roots larger than two inches (2") shall be cut unless no other alternative is feasible. All smaller roots that must be cut shall be cut cleanly with the appropriate equipment/pruning saws. Equipment that pulls and shatters roots (e.g., backhoe, trencher) shall not be used.

9. If roots are encountered, they shall be tunneled under, if possible. If not, within the TPZ, all roots larger the one inch (1") shall be bridged or tunneled under to prevent severance, under the direct supervision of the project arborist.

10. Any roots that may get damaged during grading or construction shall be exposed to sound tissue and cut cleanly with the appropriate pruning saw by the project arborist as discussed above.

11. The stripping of the topsoil within the TPZ shall be restricted.

12. All plans (including redesigned plans) shall be reviewed by the project arborist prior to commencement of activities that will take place during development, from demolition and site clearing to post-construction maintenance. This requirement includes (but not limited to) plans for demolition, improvement, utility and drainage, grading, landscape and irrigation plans.

December 22, 2020

Ms. Carrie Wagner
Girls Athletic Leadership School Los Angeles
8015 Van Nuys Boulevard
Panorama City, California 91402

SUBJECT: Results of a Biological Review and Survey and Regulatory Review for the Girls Athletic Leadership School Los Angeles, a 1.28-Acre Property Located at 14203 Valerio Street, Van Nuys, Los Angeles County, California

Dear Ms. Wagner:

Glenn Lukos Associates, Inc. (GLA) performed a biological review and survey and regulatory review for the 1.28-acre property referenced above (the "Project" site). CAJA Environmental Services, LLC is currently preparing a Categorical Exemption Study for the site, and the City has requested preparation of a biological study in support of the application of the Class 32 categorical exemption for the proposed middle school on the site. The City's policy is as follows:

> *This policy applies to a Class 32 Categorical Exemption. In order for the project to qualify for the Class 32 Exemption, it needs to meet all criteria of the Class 32 requirements, including Section 15332(c), "**The project site has no value as habitat for endangered, rare, or threatened species.**" The Biological Resources Report requirement is addressing a nexus between the protected trees and how they themselves are a potential habitat for other species that may be endangered, rare, or threatened. While the tree report may be sufficient in addressing the trees themselves, the report does not sufficiently acknowledge the flora and fauna community within and surrounding the area, hence the need for a Biological Resources Report. Planning staff in the environmental policy unit have reaffirmed that a Biological Resources Report for this project is required.*

The biological evaluation included a review of existing information, including a Tree Report prepared by Tree Case Management, Inc. (TCM), combined with a site visit by GLA biologist, Jillian Stephens, on December 17, 2020. This letter report provides the results of the biological review and surveys and regulatory review.

1.0 SITE LOCATION AND DESCRIPTION

The Project site includes approximately 1.28 acres of land in Van Nuys, Los Angeles County, California [Exhibit 1 – Regional Map] and is located within an unsectioned portion of Township 1 North and Range 15 West of the U.S. Geological Survey (USGS) 7.5" quadrangle map Van Nuys, California (dated 1966 and photorevised in 1972) [Exhibit 2 – Vicinity Map]. The Project site is located at latitude 34.205218 and longitude -118.442333 (center reading). The Project site is bounded by Valerio Street to the south, Runnymede Street to the north, and developed residential lots to the east and west.

A single-family residence was built on the property in 1935, and the surrounding area was largely developed in the 1950s. The Project site is currently surrounded by residential and industrial land use. An aerial map is included as Exhibit 3.

2.0 METHODOLOGY

GLA performed the biological/regulatory analysis by reviewing existing information for the Project site, supplemented with a site visit conducted on December 17, 2020. GLA reviewed existing information on the California Natural Diversity Database (CNDDB) for the Van Nuys, California quadrangle map[1] (and surrounding quadrangles), the CNPS on-line inventory[2], soil maps, and the Tree Report prepared by TCM.

During the site visit, GLA inspected the Project site to evaluate the conditions and resources, and to identify the potential for any special-status resources not previously noted in the Tree Report, including the presence of native habitats that could support special-status species. Site reconnaissance was conducted in such a manner as to allow inspection of the entire site by direct observation, including the use of binoculars.

Sensitive biological resources considered for this analysis include special-status species (e.g., threatened and endangered, species of special concern, etc.) and special-status habitats. The regulatory review consisted of an assessment of the site for areas meeting the definition for waters of the United States (including wetlands) subject to the jurisdiction of the U.S. Army Corps of Engineers (Corps) and the Regional Water Quality Control Board (Regional Board), and waters of the State (including riparian vegetation) subject to the jurisdiction of the California Department of Fish and Wildlife (CDFW) and the Regional Board under the Waste Discharge Requirements of Porter Cologne.

[1] California Department of Fish and Wildlife. December 2020. Natural Diversity Database: RareFind 5.
[2] California Native Plant Society. 2020. On-Line Inventory of Rare and Endangered Plants of California (Eighth Edition).

3.0 RESULTS

3.1 Existing Conditions

The Project site consists of a 1.28-acre lot that has been developed for the past approximately nine decades. Prior to development, the Project site and surrounding land use appears to have been agricultural orchards. The site currently contains two residential buildings in the center of the property, including an occupied residence and detached garage. The northern portion of the lot is littered with debris, including old vehicles and shipping containers, among other items that have accumulated on the property. Ornamental landscaping is also scattered throughout the lot. Site photographs are provided as Exhibit 4.

The entirety of the Project site exhibits disturbance consistent with long-term residential occupation; therefore, vegetation mapping was not performed as the lot does not exhibit any areas of remnant native vegetation. Wildlife species detected onsite include domesticated cat (*Felis catus*), domesticated dog (*Canis lupus familiaris*), and white-crowned sparrow (*Zonotrichia leucophrys*). Topography onsite is flat.

3.2 Special-Status Plants

One special-status plant species was observed during the visit and has been previously documented in the Tree Report: Southern California black walnut (*Juglans californica*). As noted in the Tree Report, two of the eight black walnut individuals onsite are dead. All of these trees appear to have been planted as ornamental landscape trees and are not remnants of walnut woodland. It is important to note that the California black walnut is listed on the California Rare Plant Rank (CRPR) as a List 4 taxon (List 4 is a “watch list” and List 4 species are not considered rare or endangered)[3]. Furthermore, California black walnut has a CNDDB Rarity Ranking of S4, which means it is considered “secure" in California[4]. No other special-status plants were observed during the visit. The Project site and surrounding areas are entirely developed and have been subject to prolonged anthropogenic disturbance. As such, the site no longer exhibits potential to support special-status plant species.

Table 3-1 provides a summary of all plant species considered for this analysis. Species were considered based on a number of factors, including: (1) species identified by the December 2020 CNDDB as occurring (either currently or historically) on or in the vicinity of the Project site; and (2) species identified by the California Native Plant Society (CNPS) Online Inventory (December 2020) as occurring (either currently or historically) on or in the vicinity of the property.

[3] California Native Plant Society, Rare Plant Program. December 2020. Rare Plant Ranks.
[4] California Native Plant Society. December 2020. On-Line Inventory of Rare and Endangered Plants: *Juglans californica*.

Table 3-1. Special-Status Plant Species Evaluated for the Biological Study

Species Name	Status	Habitat Requirements	Occurrence
Beach spectaclepod *Dithyrea maritima*	Federal: None State: ST CNPS: Rank 1B.1	Coastal dunes, coastal scrub (sandy).	No suitable habitat. Does not occur.
Blochman's dudleya *Dudleya blochmaniae* ssp. *blochmaniae*	Federal: None State: None CNPS: Rank 1B.1	Coastal bluff scrub, chaparral, coastal sage scrub, valley and foothill grassland. Rocky soils, often of clay or serpentinite.	No suitable habitat. Does not occur.
Braunton's milk-vetch *Astragalus brauntonii*	Federal: FE State: None CNPS: Rank 1B.1	Closed-cone coniferous forest, chaparral, coastal sage scrub, valley and foothill grassland. Usually carbonate soils. Recent burn or disturbed areas.	No suitable habitat. Does not occur.
Brewer's calandrinia *Calandrinia breweri*	Federal: None State: None CNPS: Rank 4.2	Sandy or loamy soils in disturbed sites and burns. Chaparral, coastal scrub.	No suitable habitat. Does not occur.
California Orcutt grass *Orcuttia californica*	Federal: FE State: SE CNPS: Rank 1B.1	Vernal pools	No suitable habitat. Does not occur.
Catalina mariposa lily *Calochortus catalinae*	Federal: None State: None CNPS: Rank 4.2	Chaparral, cismontane woodland, coastal scrub, valley and foothill grassland.	No suitable habitat. Does not occur.
Coastal dunes milk-vetch *Astragalus tener* var. *titi*	Federal: FE State: SE CNPS: Rank 1B.1	Often in vernally mesic areas within coastal bluff scrub (sandy), coastal dunes, and coastal prairie (mesic).	No suitable habitat. Does not occur.
Coulter’s goldfields *Lasthenia glabrata* ssp. *coulteri*	Federal: None State: None CNPS: Rank 1B.1	Playas, vernal pools, marshes and swamps (coastal salt).	No suitable habitat. Does not occur.
Coulter's saltbush *Atriplex coulteri*	Federal: None State: None CNPS: Rank 1B.2	Coastal bluff scrub, coastal dunes, coastal sage scrub, valley and foothill grassland. Occurring on alkaline or clay soils.	No suitable habitat. Does not occur.
Davidson's bush-mallow *Malacothamnus davidsonii*	Federal: None State: None CNPS: Rank 1B.2	Chaparral, cismontane woodland, coastal sage scrub, riparian woodland.	No suitable habitat. Does not occur.
Davidson's saltscale *Atriplex serenana* var. *davidsonii*	Federal: None State: None CNPS: Rank 1B.2	Alkaline soils in coastal sage scrub, coastal bluff scrub.	No suitable habitat. Does not occur.
Gambel's water cress *Nasturtium gambelii*	Federal: FE State: ST CNPS: Rank 1B.1	Marshes and swamps (freshwater or brackish).	No suitable habitat. Does not occur.
Greata’s aster *Symphyotrichum greatae*	Federal: None State: None CNPS: Rank 1B.3	Mesic soils in broadleafed upland forest, chaparral, cismontane woodland, lower montane coniferous forest, and riparian woodland.	No suitable habitat. Does not occur.

Species Name	Status	Habitat Requirements	Occurrence
Hubby’s phacelia *Phacelia hubbyi*	Federal: None State: None CNPS: Rank 4.2	Gravelly, rocky, and talus soils in chaparral, coastal scrub, and valley and foothill grassland.	No suitable habitat. Does not occur.
Island mountain-mahogany *Cercocarpus betuloides* var. *blancheae*	Federal: None State: None CNPS: Rank 4.3	Closed-cone coniferous forest, Chaparral.	No suitable habitat. Does not occur.
Lewis' evening-primrose *Camissoniopsis lewisii*	Federal: None State: None CNPS: Rank 3	Sandy or clay soils in coastal bluff scrub, cismontane woodland, coastal dunes, coastal scrub, and valley and foothill grassland.	No suitable habitat. Does not occur.
Los Angeles sunflower *Helianthus nuttallii* ssp. *parishii*	Federal: None State: None CNPS: Rank 1A	Marshes and swamps (coastal salt and freshwater).	No suitable habitat. Does not occur.
Lucky morning-glory *Calystegia felix*	Federal: None State: None CNPS: Rank 3.1	Historically associated with wetland and marshy places, but possibly in drier situations as well. Possibly silty loam and alkaline soils. Meadows and seeps (sometimes alkaline), riparian scrub (alluvial).	No suitable habitat. Does not occur.
Many-stemmed dudleya *Dudleya multicaulis*	Federal: None State: None CNPS: Rank 1B.2	Chaparral, coastal sage scrub, valley and foothill grassland. Often occurring in clay soils.	No suitable habitat. Does not occur.
Marsh sandwort *Arenaria paludicola*	Federal: FE State: SE CNPS: Rank 1B.1	Bogs and fens, freshwater marshes and swamps.	No suitable habitat. Does not occur.
Mesa horkelia *Horkelia cuneata* var. *puberula*	Federal: None State: None CNPS: Rank 1B.1	Sandy or gravelly soils in chaparral (maritime), cismontane woodland, and coastal scrub.	No suitable habitat. Does not occur.
Mud nama *Nama stenocarpum*	Federal: None State: None CNPS: Rank 2B.2	Marshes and swamps	No suitable habitat. Does not occur.
Nevin’s barberry *Berberis nevinii*	Federal: FE State: SE CNPS: Rank 1B.1	Sandy or gravelly soils in chaparral, cismontane woodland, coastal scrub, and riparian scrub.	No suitable habitat. Does not occur.
Nuttall's scrub oak *Quercus dumosa*	Federal: None State: None CNPS: Rank 1B.1	Closed-cone coniferous forest, chaparral, and coastal sage scrub. Occurring on sandy, clay loam soils.	No suitable habitat. Does not occur.
Ocellated Humboldt lily *Lilium humboldtii* ssp. *ocellatum*	Federal: None State: None CNPS: Rank 4.2	Chaparral, cismontane woodland, coastal sage scrub, lower montane coniferous forest, riparian woodland. Occurring in openings.	No suitable habitat. Does not occur.
Palmer’s grapplinghook *Harpagonella palmeri*	Federal: None State: None CNPS: Rank 4.2	Chaparral, coastal sage scrub, valley and foothill grassland. Occurring in clay soils.	No suitable habitat. Does not occur.

Species Name	Status	Habitat Requirements	Occurrence
Parish's brittlescale *Atriplex parishii*	Federal: None State: None CNPS: Rank 1B.1	Chenopod scrub, playas, vernal pools.	No suitable habitat. Does not occur.
Payne's bush lupine *Lupinus paynei*	Federal: None State: None CNPS: Rank 1B.1	Coastal scrub, riparian scrub, valley and foothill grassland	No suitable habitat. Does not occur.
Peirson's morning-glory *Calystegia peirsonii*	Federal: None State: None CNPS: Rank 4.2	Chaparral, chenopod scrub, cismontane woodland, coastal scrub, lower montane coniferous forest, and valley and foothill grassland.	No suitable habitat. Does not occur.
Plummer's mariposa lily *Calochortus plummerae*	Federal: None State: None CNPS: Rank 4.2	Granitic, rock soils within chaparral, cismontane woodland, coastal sage scrub, lower montane coniferous forest, valley and foothill grassland.	No suitable habitat. Does not occur.
Prostrate vernal pool navarretia *Navarretia prostrata*	Federal: None State: None CNPS: Rank 1B.1	Coastal sage scrub, valley and foothill grassland (alkaline), vernal pools. Occurring in mesic soils.	No suitable habitat. Does not occur.
Robinson's pepper grass *Lepidium virginicum* var. *robinsonii*	Federal: None State: None CNPS: Rank 4.3	Chaparral, coastal sage scrub.	No suitable habitat. Does not occur.
Salt marsh bird's-beak *Chloropyron maritimum* ssp. *maritimum*	Federal: FE State: SE CNPS: Rank 1B.2	Coastal dune, coastal salt marshes and swamps.	No suitable habitat. Does not occur.
Salt Spring checkerbloom *Sidalcea neomexicana*	Federal: None State: None CNPS: Rank 2B.2	Mesic, alkaline soils in chaparral, coastal sage scrub, lower montane coniferous forest, Mojavean desert scrub, and playas.	No suitable habitat. Does not occur.
San Bernardino aster *Symphyotrichum defoliatum*	Federal: None State: None CNPS: Rank 1B.2	Cismontane woodland, coastal scrub, lower montane coniferous forest, meadows and seeps, marshes and swamps, valley and foothill grassland (vernally mesic).	No suitable habitat. Does not occur.
San Fernando Valley spineflower *Chorizanthe parryi* var. *fernandina*	Federal: Candidate State: SE CNPS: Rank 1B.1	Coastal sage scrub, occurring on sandy soils.	No suitable habitat. Does not occur.
San Gabriel linanthus *Linanthus concinnus*	Federal: None State: None CNPS: Rank 1B.2	Rocky soils and openins in chaparral, lower and upper montane coniferous forests.	No suitable habitat. Does not occur.
San Gabriel Mountains hulsea (sunflower) *Hulsea vestita* ssp. *gabrielensis*	Federal: None State: None CNPS: Rank 4.3	Rocky soils in lower and upper montane coniferous forest.	No suitable habitat. Does not occur.

Species Name	Status	Habitat Requirements	Occurrence
Santa Monica dudleya *Dudleya cymosa ssp. ovatifolia*	Federal: FT State: None CNPS: Rank 1B.1	Chaparral, coastal sage scrub. Occurring on volcanic soils.	No suitable habitat. Does not occur.
Santa Susana tarplant *Deinandra minthornii*	Federal: None State: Rare CNPS: Rank 1B.2	Chaparral and coastal sage scrub. Occurring on rocky soils.	No suitable habitat. Does not occur.
Slender mariposa lily *Calochortus clavatus* var. *gracilis*	Federal: None State: None CNPS: Rank 1B.2	Chaparral and coastal sage scrub.	No suitable habitat. Does not occur.
Slender-horned spineflower *Dodecahema leptoceras*	Federal: FE State: SE CNPS: Rank 1B.1	Sandy soils in alluvial scrub, chaparral, cismontane woodland.	No suitable habitat. Does not occur.
Small-flowered morning-glory *Convolvulus simulans*	Federal: None State: None CNPS: Rank 4.2	Chaparral (openings), coastal sage scrub, valley and foothill grassland. Occurring on clay soils and serpentinite seeps.	No suitable habitat. Does not occur.
Sonoran maiden fern *Thelypteris puberula var. sonorensis*	Federal: None State: None CNPS: Rank 2B.2	Meadows and seeps (seeps and streams).	No suitable habitat. Does not occur.
South coast saltscale *Atriplex pacifica*	Federal: None State: None CNPS: Rank 1B.2	Coastal bluff scrub, coastal dunes, coastal sage scrub, playas.	No suitable habitat. Does not occur.
Southern California black walnut *Juglans californica*	Federal: None State: None CNPS: Rank 4.2	Chaparral, cismontane woodland, coastal sage scrub, alluvial surfaces.	Confirmed present as landscape trees.
Southern tarplant *Centromadia parryi* ssp. *australis*	Federal: None State: None CNPS: Rank 1B.1	Disturbed habitats, margins of marshes and swamps, vernally mesic valley and foothill grassland, vernal pools.	No suitable habitat. Does not occur.
Urn-flowered alumroot *Heuchera caespitosa*	Federal: None State: None CNPS: Rank 4.3	Rocky soils in cismontane woodland, riparian forest (montane), lower and upper montane coniferous forest.	No suitable habitat. Does not occur.
Ventura Marsh milk-vetch *Astragalus pycnostachyus* var. *lanosissimus*	Federal: FE State: SE CNPS: Rank 1B.1	Coastal dunes, coastal scrub, marshes and swamps (edges, coastal salt or brackish).	No suitable habitat. Does not occur.
Vernal barley *Hordeum intercedens*	Federal: None State: None CNPS: Rank 3.2	Coastal dunes, coastal sage scrub, valley and foothill grassland (saline flats and depressions), vernal pools.	No suitable habitat. Does not occur.
Western bristly scaleseed *Spermolepis lateriflora*	Federal: None State: None CNPS: Rank 2A	Sonoran desert scrub.	No suitable habitat. Does not occur.

Species Name	Status	Habitat Requirements	Occurrence
White pygmy-poppy *Canbya candida*	Federal: None State: None CNPS: Rank 4.2	Gravelly, sandy, and granitic soils in Joshua tree woodland, Mojavean desert scrub, and pinyon and juniper woodland.	No suitable habitat. Does not occur.
White rabbit-tobacco *Pseudognaphalium leucocephalum*	Federal: None State: None CNPS: Rank 2B.2	Sandy or gravelly soils in chaparral, cismontane woodland, coastal scrub, and riparian woodland.	No suitable habitat. Does not occur.
White-veined monardella *Monardella hypoleuca* ssp. *hypoleuca*	Federal: None State: None CNPS: Rank 1B.3	Chaparral and cismontane woodland.	No suitable habitat. Does not occur.

Federal
FE – Federally Endangered
FT – Federally Threatened

State
SE – State Endangered
ST – State Threatened

CRPR
1B – Plants rare, threatened, or endangered in California and elsewhere.
2A - Plants rare, threatened, or endangered in California, but more common elsewhere.
2B – Plants rare, threatened, or endangered in California, but more common elsewhere.
3 – Plants about which more information is needed.
4 – Plants of limited distribution (a watch list).

Threat Code Extension
.1 – Seriously endangered in California (over 80% occurrences threatened)
.2 – Fairly endangered in California (20-80% occurrences threatened)
.3 – Not very endangered in California (<20% of occurrences threatened or no current threats known)

Occurrence
- Does not occur – The site does not contain habitat for the species and/or the site does not occur within the geographic range of the species.
- Confirmed absent – The site contains suitable habitat for the species, but the species has been confirmed absent through focused surveys.
- Not expected to occur – The species is not expected to occur onsite due to low habitat quality, however absence cannot be ruled out.
- Potential to occur – The species has a potential to occur based on suitable habitat, however its presence/absence has not been confirmed.
- Confirmed present – The species was detected onsite incidentally or through focused surveys

3.3 Special-Status Animals

No special-status animals were observed onsite during the visit. In addition, as already noted above, the Project site and surrounding areas are entirely developed and do not provide habitat for special-status wildlife including state or federally listed threatened or endangered species. Some examples of these disturbances that deter wildlife include traffic, artificial lighting, tree pruning, other vegetation maintenance, domesticated pets, and pest management.

Table 3-2 provides a summary of all wildlife species considered for this analysis. Species were considered based on a number of factors, including: 1) species identified by the December 2020 CNDDB as occurring (either currently or historically) on or in the vicinity of the Project site; and 2) any other special-status species that are known to occur within the vicinity of the property.

Table 3-2. Special-Status Wildlife Species Evaluated for the Biological Study

Species	Status	Habitat Requirements	Occurrence On-Site
INVERTEBRATES			
Crotch bumble bee *Bombus crotchii*	Federal: None State: CE	Relatively warm and dry sites, including the inner Coast Range of California and margins of the Mojave Desert.	No suitable habitat. Does not occur.
FISH			
Arroyo chub *Gila orcutti*	Federal: None State: SSC	Slow-moving or backwater sections of warm to cool streams with substrates of sand or mud.	No suitable habitat. Does not occur.
Santa Ana speckled dace *Rhinichthys osculus* ssp. *3*	Federal: None State: SSC	Occurs in the headwaters of the Santa Ana and San Gabriel Rivers. May be extirpated from the Los Angeles River system. Requires permanent flowing streams with summer water temperatures of 17-20 C. Usually inhabits shallow cobble and gravel riffles.	No suitable habitat. Does not occur.
Santa Ana sucker *Catostomus santaanae*	Federal: FT State: None	Small, shallow streams, less than 7 meters in width, with currents ranging from swift in the canyons to sluggish in the bottom lands. Preferred substrates are generally coarse and consist of gravel, rubble, and boulders with growths of filamentous algae, but occasionally they are found on sand/mud substrates.	No suitable habitat. Does not occur.
Southern steelhead - southern California DPS *Oncorhynchus mykiss irideus*	Federal: FE State: None	Clear, swift moving streams with gravel for spawning. Federal listing refers to populations from Santa Maria river south to southern extent of range (San Mateo Creek in San Diego county).	No suitable habitat. Does not occur.

AMPHIBIANS			
Arroyo toad *Anaxyrus californicus*	Federal: FE State: SSC	Breed, forage, and/or aestivate in aquatic habitats, riparian, coastal sage scrub, oak, and chaparral habitats. Breeding pools must be open and shallow with minimal current, and with a sand or pea gravel substrate overlain with sand or flocculent silt. Adjacent banks with sandy or gravely terraces and very little herbaceous cover for adult and juvenile foraging areas, within a moderate riparian canopy of cottonwood, willow, or oak.	No suitable habitat. Does not occur.
Coast Range newt *Taricha torosa*	Federal: None State: SSC	Found in wet forests, oak forests, chaparral, and rolling grasslands. In southern California, drier chaparral, oak woodland, and grasslands are used.	No suitable habitat. Does not occur.
Southern mountain yellow-legged frog *Rana muscosa*	Federal: FE State: SE	Streams and small pools in ponderosa pine, montane hardwood-conifer, and montane riparian habitat types.	No suitable habitat. Does not occur.
Western spadefoot *Spea hammondii*	Federal: FSC State: SSC	Seasonal pools in coastal sage scrub, chaparral, and grassland habitats.	No suitable habitat. Does not occur.
REPTILES			
California glossy snake *Arizona elegans occidentalis*	Federal: None State: SSC	Inhabits arid scrub, rocky washes, grasslands, chaparral.	No suitable habitat. Does not occur.
Coast horned lizard *Phrynosoma blainvillii*	Federal: FSC State: SSC	Occurs in a variety of vegetation types including coastal sage scrub, chaparral, annual grassland, oak woodland, and riparian woodlands.	No suitable habitat. Does not occur.
Coastal whiptail *Aspidoscelis tigris stejnegeri (multiscutatus)*	Federal: None State: SSC	Open, often rocky areas with little vegetation, or sunny microhabitats within shrub or grassland associations.	No suitable habitat. Does not occur.
California legless lizard *Anniella sp. 1*	Federal: None State: SSC	Common in the Coast Ranges from the vicinity of Antioch, Contra Costa Co. south to the Mexican border. Range includes the floor of the San Joaquin Valley from San Joaquin Co. south, the west slope of the southern Sierra, the Tehachapi Mountains west of the desert, and the mountains of southern California. Common in several habitats but especially in coastal dune, valley-foothill, chaparral, and coastal scrub types.	No suitable habitat. Does not occur.

Two-striped gartersnake *Thamnophis hammondii*	Federal: None State: SSC	Aquatic snake typically associated with wetland habitats such as streams, creeks, and pools.	No suitable habitat. Does not occur.
Western pond turtle *Emys marmorata*	Federal: None State: SSC	Slow-moving permanent or intermittent streams, small ponds and lakes, reservoirs, abandoned gravel pits, permanent and ephemeral shallow wetlands, stock ponds, and treatment lagoons. Abundant basking sites and cover necessary, including logs, rocks, submerged vegetation, and undercut banks.	No suitable habitat. Does not occur.
BIRDS			
Bank swallow (nesting) *Riparia riparia*	Federal: None State: ST	Low areas along rivers, streams, ocean coasts or reservoirs. Often use human-made sites.	No suitable habitat. Does not occur.
Burrowing owl *Athene cunicularia*	Federal: FSC State: SSC	Shortgrass prairies, grasslands, lowland scrub, agricultural lands (particularly rangelands), coastal dunes, desert floors, and some artificial, open areas as a year-long resident. Occupies abandoned ground squirrel burrows as well as artificial structures such as culverts and underpasses.	No suitable habitat. Does not occur.
Coastal California gnatcatcher *Polioptila californica californica*	Federal: FT State: SSC	Low elevation coastal sage scrub and coastal bluff scrub.	No suitable habitat. Does not occur.
Least Bell's vireo *Vireo bellii pusillus*	Federal: FE State: SE	Dense riparian habitats with a stratified canopy, including southern willow scrub, mule fat scrub, and riparian forest.	No suitable habitat. Does not occur.
Southwestern willow flycatcher (nesting) *Empidonax traillii extimus*	Federal: FE State: SE	Riparian woodlands along streams and rivers with mature dense thickets of trees and shrubs.	No suitable habitat. Does not occur.
Swainson's hawk (nesting) *Buteo swainsoni*	Federal: BCC State: ST	Summer in wide open spaces of the American West. Nest in grasslands but can use sage flats and agricultural lands. Nests are placed in lone trees.	No suitable habitat. Does not occur.
Tricolored blackbird (nesting colony) *Agelaius tricolor*	Federal: BCC State: CE, SSC	Breeding colonies require nearby water, a suitable nesting substrate, and open-range foraging habitat of natural grassland, woodland, or agricultural cropland.	No suitable habitat. Does not occur.
Western yellow-billed cuckoo (nesting) *Coccyzus americanus occidentalis*	Federal: FT, BCC State: SE	Dense, wide riparian woodlands with well-developed understories.	No suitable habitat. Does not occur.

Yellow rail *Coturnicops noveboracensis*	Federal: BCC State: SSC	Shallow marshes, and wet meadows; in winter, drier freshwater and brackish marshes, as well as dense, deep grass, and rice fields.	No suitable habitat. Does not occur.
MAMMALS			
American badger *Taxidea taxus*	Federal: None State: SSC	Most abundant in drier open stages of most scrub, forest, and herbaceous habitats, with friable soils.	No suitable habitat. Does not occur.
Big free-tailed bat *Nyctinomops macrotis*	Federal: None State: SSC WBWG: MH	Roost mainly in crevices and rocks in cliff situations; also utilize buildings, caves, and tree cavitites.	No suitable habitat. Does not occur.
California leaf-nosed bat *Macrotus californicus*	Federal: None State: SSC WBWG: H	Roosts in caves, mines, and buildings.	No suitable habitat. Does not occur.
Hoary bat *Lasiurus cinereus*	Federal: None State: None WBWG: M	Prefers trees at the edge of clearings, but have been found in trees in heavy forests, open wooded glades, and shade trees along urban streets and in city parks.	No suitable habitat. Does not occur.
Los Angeles pocket mouse *Perognathus longimembris brevinasus*	Federal: None State: SSC	Fine, sandy soils in coastal sage scrub and grasslands.	No suitable habitat. Does not occur.
Pallid bat *Antrozous pallidus*	Federal: None State: SSC WBWG: H	Deserts, grasslands, shrublands, woodlands, and forests. Most common in open, dry habitats with rocky areas for roosting.	No suitable habitat. Does not occur.
San Diego black-tailed jackrabbit *Lepus californicus bennettii*	Federal: None State: SSC	Occupies a variety of habitats but is most common among shortgrass habitats. Also occurs in sage scrub but needs open habitats.	No suitable habitat. Does not occur.
San Diego desert woodrat *Neotoma lepida intermedia*	Federal: None State: SSC	Occurs in a variety of shrub and desert habitats, primarily associated with rock outcrops, boulders, cacti, or areas of dense undergrowth.	No suitable habitat. Does not occur.
Silver-haired bat *Lasionycteris noctivagans*	Federal: None State: None WBWG: M	Temperate, northern hardwoods with ponds or streams nearby. Roost in hollow snags and bird nests.	No suitable habitat. Does not occur.
South coast marsh vole *Microtus californicus stephensi*	Federal: None State: SSC	Tidal marshes in Los Angeles, Orange and southern Ventura Counties.	No suitable habitat. Does not occur.
Southern grasshopper mouse *Onychomys torridus ramona*	Federal: None State: SSC	Desert areas, especially scrub habitats with friable soils for digging. Prefers low to moderate shrub cover.	No suitable habitat. Does not occur.
Townsend's big-eared bat *Corynorhinus townsendii*	Federal: None State: SSC WBWG: H	Coniferous forests and woodlands, deciduous riparian woodland, semi-desert and montane shrublands.	No suitable habitat. Does not occur.

Western mastiff bat *Eumops perotis californicus*	Federal: None State: SSC WBWG: H	Occurs in many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, and chaparral. Roosts in crevices in cliff faces, high buildings, trees, and tunnels.	No suitable habitat. Does not occur.
Western yellow bat *Lasiurus xanthinus*	Federal: None State: SSC WBWG: H	Found in valley foothill riparian, desert riparian, desert wash, and palm oasis habitats. Roosts in trees, particularly palms. Forages over water and among trees.	No suitable habitat. Does not occur.

Federal
FE – Federally Endangered
FT – Federally Threatened
FPT – Federally Proposed Threatened
FSC – Federal Species of Concern
FD – Federally Delisted

State
SE – State Endangered
ST – State Threatened
CE – Candidate Endangered
SSC – California Species of Concern
CFP – California Fully-Protected Species
WL – Watch List

Western Bat Working Group (WBWG)
H – High Priority
LM – Low-Medium Priority
M – Medium Priority
MH – Medium-High Priority

Occurrence

- Does not occur – The site does not contain habitat for the species and/or the site does not occur within the geographic range of the species.
- Confirmed absent – The site contains suitable habitat for the species, but the species has been confirmed absent through focused surveys.
- Not expected to occur – The species is not expected to occur onsite due to low habitat quality, however absence cannot be ruled out.
- Potential to occur – The species has a potential to occur based on suitable habitat, however its presence/absence has not been confirmed.
- Confirmed present – The species was detected onsite incidentally or through focused surveys

3.4 Special-Status Habitats

The CNDDB identifies the following special-status habitats as occurring within the Van Nuys and surrounding quadrangles: California Walnut Woodland, Riversidean Alluvial Fan Sage Scrub, Southern California Arroyo Chub/Santa Ana Sucker Stream, Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest, Southern Mixed Riparian Forest, Southern Sycamore Alder Riparian Woodland, Southern Willow Scrub, and Valley Oak Woodland. However, no special status habitats are present on the Project site and there is no potential to occur.

3.5 Jurisdictional Waters

The Project site does not contain any features, including streams or wetlands, that would be subject to regulation under the Corps, Regional Board, or CDFW.

4.0 CONCLUSIONS

As discussed above, with one exception, the Project site does not contain any sensitive biological resources, including special-status plants or animals, including state or federally listed threatened or endangered plants or animals. There are six Southern California black walnut trees on the Project site, all of which were planted as ornamental landscape trees and are not remnants of walnut woodland. While this species has been designated as a protected tree in the City's tree ordinance, the Southern California black walnut is not considered a threatened, rare or endangered plant. Furthermore, and as also noted in Section 3.2, the Southern California black walnut is a CRPR List 4 “watch list” species and has a CNDDB ranking of S4, indicating the species is “secure” in California. Therefore, the Project site has no value as habitat for threatened, endangered, rare or special-status species and the presence of the six Southern California black walnut trees do not create any such value.

While the Project site does not exhibit potential for supporting threatened, endangered, rare or special-status species, it does have the potential to support common nesting birds protected under the Migratory Bird Treaty Act and the California Fish and Game Code.[5] The City of Los Angeles typically includes a condition (often referred to as a “regulatory compliance measure” for avoidance of nesting birds), and we recommend the inclusion of that condition.

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[5] The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 C.F.R. Part 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 C.F.R.21). In addition, sections 3505, 3503.5, and 3800 of the California Department of Fish and Game Code prohibit the take, possession, or destruction of birds, their nests or eggs.

If you have any questions, please contact me at (949) 340-3828 or jstephens@wetlandpermitting.com.

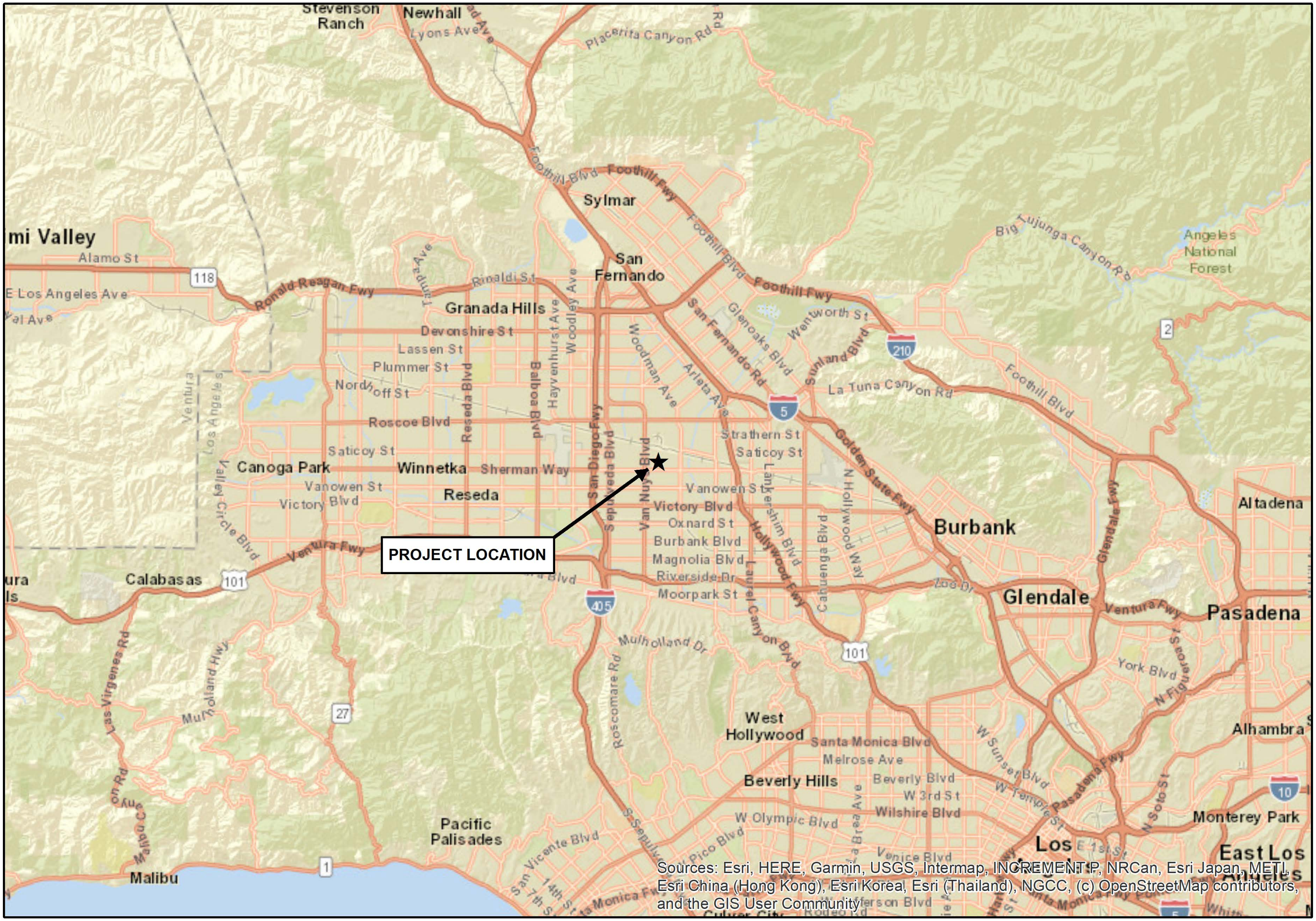
Sincerely,

GLENN LUKOS ASSOCIATES, INC.

Jillian Stephens
Biologist/Regulatory Specialist

p:1519-1a_Biological Review_122220

Source: ESRI World Street Map



N

0 2 4 8 Miles

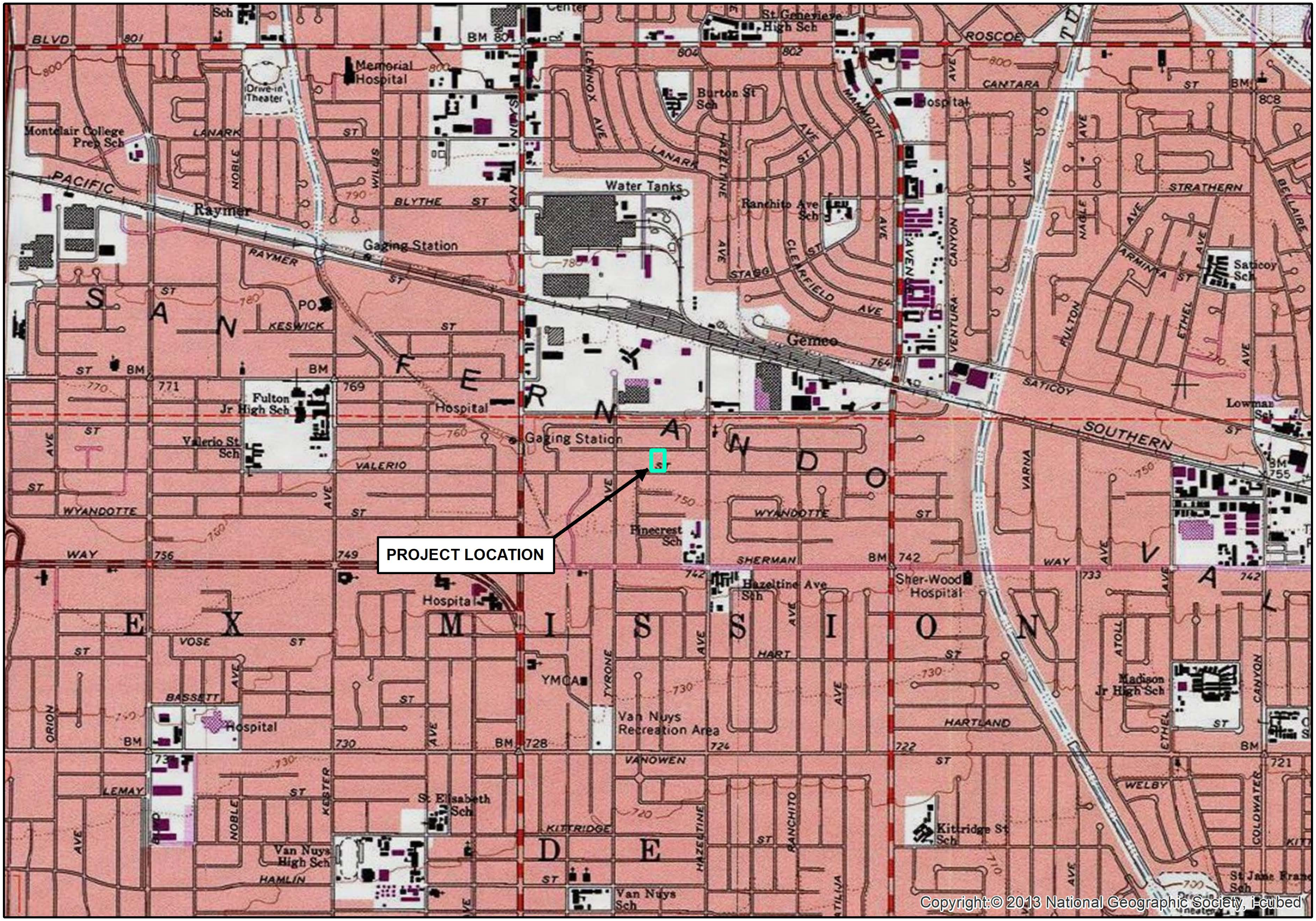
GIRLS ATHLETIC LEADERSHIP SCHOOL LOS ANGELES

Regional Map

GLENN LUKOS ASSOCIATES

Exhibit 1

Adapted from USGS Van Nuys, CA quadrangle



N

0
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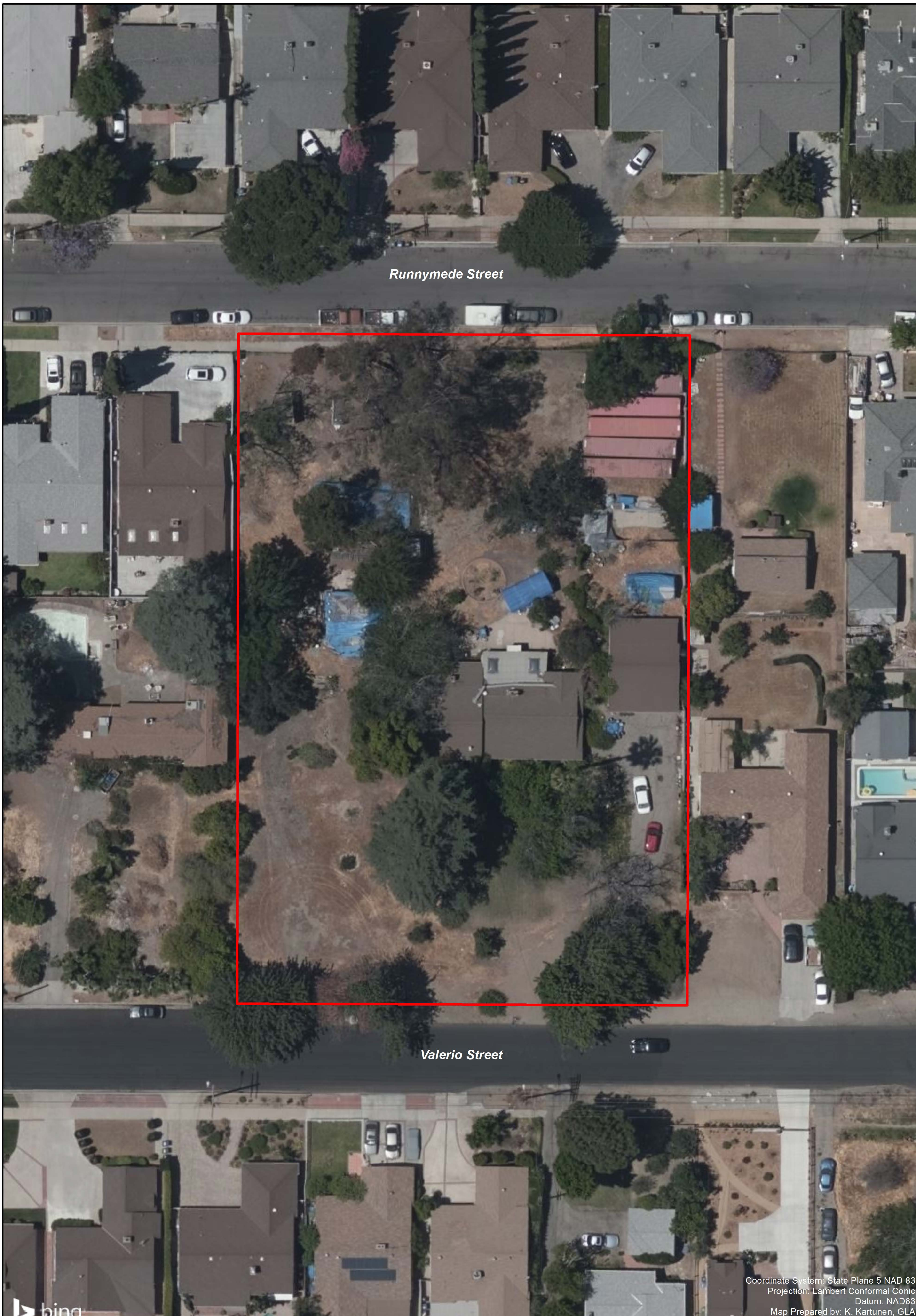
Feet

GIRLS ATHLETIC LEADERSHIP SCHOOL LOS ANGELES

Vicinity Map

GLENN LUKOS ASSOCIATES

Exhibit 2



Project Site

N

0 20 40 80
Feet

1 inch = 40 feet

GIRLS ATHLETIC LEADERSHIP SCHOOL LOS ANGELES

Aerial Map

GLENN LUKOS ASSOCIATES

Exhibit 3

X:\1100 AFTER THE REST\1519-01ATHL\1519-01GIS\1519-01Aerial.mxd

Photograph 1: Representative photograph of the Project site, taken from the central portion of the site, adjacent to the house, facing south.

Photograph 2: Representative photograph of the Project site, taken from the central portion of the site, near the house, facing north.

GLENN LUKOS ASSOCIATES

Exhibit 4

GIRLS ATHLETIC LEADERSHIP SCHOOL LOS ANGELES

Site Photographs