The View Residential Project
Draft Environmental Impact Report

Project No. R2015-01232/Vesting Tentative

Tract Map No. 073082/Conditional Use Permit No. 201500052/

Environmental Assessment No. RENV 201500089

SCH No. 2017041016

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
ADA	American Disability Act
APS	Accessible Pedestrian Signals
C-1	Restricted Commercial
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
CTC	county transportation commission
CUP	Conditional Use Permit
EIR	Environmental Impact Report
FAR	floor to area ratio
GHG	greenhouse gas
HQTC	High-Quality Transit Corridor
I-	Interstate
ITE	Institute of Transportation Engineers
ITIP	Interregional Transportation Improvement Program
LACDPW	Los Angeles County Department of Public Works
LOS	level of service
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
NAHC	Native American Heritage Commission
NOD	Notice of Determination
NOP	Notice of Preparation
OPR	Office of Planning and Research
RHNA	Regional Housing Needs Assessment
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
STIP	Statewide Transportation Improvement Program
TIA	Transportation Impact Analysis
TPA	Transit Priority Area
UHA	United Homeowner's Association
VMT	vehicle miles traveled
VTTM	vesting tentative tract map

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ES Executive Summary

This Environmental Impact Report (EIR) is an informational document intended for use by County of Los Angeles Department of Regional Planning, other local and state agencies, and members of the general public in evaluating the potential environmental effects of the proposed The View Residential Project (Project). This EIR document has been specifically prepared pursuant to the Los Angeles County Superior Court (Court), County of Los Angeles Court Order dated October 10, 2019 for the United Homeowners Association II vs County of LA et al. case No. BS172990 (Superior Court Order). As indicated in the Superior Court Order, the Court found that the previously prepared Mitigated Negative Declaration was in compliance with the California Environmental Quality Act (CEQA) with the sole exception of Traffic and Circulation. Pursuant to the Public Resources Code Section 21168.9, the Court required an EIR be prepared "addressing the significance of environmental impacts regarding Traffic and Circulation." Thus, this EIR addresses traffic and circulation, with all other environmental topics addressed in an Initial Study, which is appended to this EIR. This Project, Env No RENV 201500089, also includes the approval of the Tentative Tract Map No. 073082 and Conditional Use Permit No. 201500052.

CEQA Section 21002 requires that an EIR identify the significant effects of a project on the environment and provide measures or alternatives that can mitigate or avoid these effects. This Draft EIR evaluates the environmental traffic and transportation effects associated with development of the project. In accordance with Section 15130 of the CEQA Guidelines, this EIR also includes an examination of the effects of cumulative development. However, as detailed in the EIR, no environmental significant effects related to traffic and transportation were identified and no mitigation measures or project alternatives are warranted to reduce potentially significant impacts. Nevertheless, an alternatives analysis is included to disclose other potential developments that could potentially occur on the site if the Project was not approved.

This summary provides a brief synopsis of (1) the Project, (2) results of the traffic and transportation environmental analysis contained within this environmental document, (3) alternatives to the Project that were considered, and (4) major areas of controversy and issues to be resolved by decision makers. This summary does not contain the extensive background and analysis found throughout the individual chapters within the EIR. Therefore, the reader should review the entire document to fully understand the Project and its environmental consequences.

ES.1 Project Location and Setting

Peak Capital Investments, LLC (applicant) is proposing to develop an approximately 1.84-acre site (Assessor's Parcel Number 5009-007-022) located at 5101 South Overhill Drive, Windsor Hills, California. Regionally, the site is located within Los Angeles County (County), south of Interstate (I-) 10, west of I-110, north of I-105, and east of I-405. The Project site is specifically within the unincorporated community of Ladera Heights/View Park-Windsor Hills, and located within a Hillside Management Area and Very High Fire Hazard Severity Zone, approximately 425 feet south of the City of Los Angeles jurisdictional boundary.

The site is surrounded by commercial uses to the north, single-family homes to the south, an elementary school and a church to the east, and commercial, electrical substation, and oil fields to the west. The commercial uses include a motel, nail salon, dry cleaners, dentist office, and optometric office. The surrounding residential uses are specifically zoned R-1, which allows for single-family residences on 5,000 square-foot minimum lots and a 35-foot height limit. The school is the Windsor Hills Elementary School, which is a math, science and aerospace magnet school. The Kenneth Hahn State Recreation Area spans between

500 feet and 1.6 miles northwest of the Project site. The Norman O. Houston Park and the Stocker Corridor Trail is also located approximately 530 feet north of the Project site. The 1.5-acre substation is operated by Southern California Edison and a set of two parallel overhead lines connect to it from the south and the west via lattice towers. A large portion of the Windsor Hills area to the north and west of the Project site consists of the still productive Inglewood Oil Field. Portions of that oil field have been reclaimed for open space/park purposes and are now part of the Kenneth Hahn State Recreation Area. No active oil fields are within 100 feet of the Project site, but the site is within 300 feet of oil fields and is subject to Building Code Section 110.4.

The Project site is currently vacant and unimproved. A chain link fence runs along the site perimeter along the Overhill Drive, with an access gate and gravel entrance at the southeast corner. Powerlines and associated power poles extend along this perimeter as well as along the southern side of the site. An approximately 5.5-foot-high retaining wall extends along the site perimeter adjacent to La Brea Avenue sidewalk. The site is covered with non-native grasses and disturbed habitat.

ES.2 Project Description

The Project consists of an 88-unit multi-family residential development with supporting improvements on an approximately 1.84-acre site. The Project would include a Vesting Tentative Tract Map (VTTM) to create one multi-family lot and 88 attached for-sale condominium units. A Conditional Use Permit (CUP) would also be required for the development of multi-family housing within the C-1 (Restricted Commercial) Zone, to modify the required front yard setback area, and to exceed the height limit requirements for C-1 Zone.

Approximately 139,281 square feet of habitable living space and surface and subterranean parking areas for 198 spaces used for vehicle parking are proposed to be contained within a five-story, 65-foot-high structure. The Project proposes grading consisting of 28,150 cubic yards of cut, 300 cubic yards of fill and 27,850 cubic yards of export to an approved landfill to be determined. 12,876 square feet of landscaping is proposed. Access to the Project site would be provided from two driveways along Overhill Drive. The proposed southern private drive would also serve as a fire lane for emergency access into the Project site. In addition to the Environmental Assessment and CEQA document approval, the discretionary actions included in the Project are VTTM No. 073082 and CUP No. 201500052. As a condition of approval in the CUP, the Project would include five percent of total units constructed or five dwelling units, whichever is greater, for sale to moderate income households with incomes no greater than 120% average median income as defined in California Health and Safety Code Section 50079.5.

In addition, other approvals may be required such as a Final Map and Building Permit from the Department of Public Works as well as permits from Southern California Edison for proposed changes to the powerline easements and electrical utilities.

ES.2.1 Project Objectives

The following are the objectives of the Project:

1. Develop a high-quality multi-family residential development with larger than average multi-family unit sizes, supporting on-site amenities, and providing adequate parking per the Zoning Code
2. Promote homeownership, community pride, and individual investment in the community by providing high-quality for-sale units.

3. Provide the maximum number of housing units to assist the County in achieving its 6th cycle Regional Housing Needs Assessment (RHNA) allocation to the greatest extent possible, as well as provide five percent of the units priced for moderate income households.
4. Provide new housing opportunities to the County by utilizing a presently underutilized site for residential uses.
5. Maximize the number of residential units provided by the development and improve the residential unit type diversity for the community benefit while balancing consistency with the surrounding residential community character.
6. Reduce urban sprawl and associated environmental impacts related to off-site infrastructure improvements, wildfire hazards, Significant Ecological Areas, and vehicle miles traveled by utilizing an urban infill site within a ½ mile to transit and employment opportunities.
7. Provide a transition between adjacent single-family uses and commercial uses.

ES.2.2 Discretionary Actions

A discretionary action is an action taken by an agency that calls for the exercise of judgment in deciding whether to approve or how to carry out a project. The following discretionary actions are associated with the Project and would be considered by the County:

1. Certification of a Final EIR (FEIR) and adoption of a Mitigation Monitoring and Reporting Program pursuant to CEQA
2. Approval of a Vesting Tentative Tract Map No. 073082
3. Approval of a Conditional Use Permit (CUP) No. 201500052
4. Easement Vacation or Modifications

ES.3 Areas of Controversy

Pursuant to Section 15082(b) of the CEQA Guidelines, the County circulated a Notice of Preparation (NOP) dated November 2, 2020, to begin a 45-day public scoping period on November 4, 2020, to interested agencies, organizations, and parties. The NOP was also sent to the State Clearinghouse at the California Office of Planning and Research. The State Clearinghouse assigned a state identification number (SCH No. 2017041016) to this EIR.

Comments received during the NOP public scoping period were considered during the preparation of this EIR. The NOP and comments are included in Appendix A to this EIR. A total of 68 comment letters from individuals were received in response to the NOP and public scoping meeting. Additionally, three letters were received from state agencies including Caltrans, California Department of Fish and Wildlife (CDFW), and the Native American Heritage Commission (NAHC). Comments covered topics including traffic and circulation, electrical and water supply and infrastructure, methane gas and fugitive dust exposure, geologic hazards including earthquakes and subsidence, density and zoning, noise, visual effects, airplane hazards, fire hazards, tribal cultural resources, biological resources, and hazards associated with proximity to oil fields.

ES.4 Issues to Be Resolved by the County

The issues to be resolved by the County are whether to approve the Project. The County will also decide whether or not to certify the FEIR and how to mitigate any significant effects created by Project implementation.

ES.5 Project Alternatives

Pursuant to the CEQA Guidelines, EIRs are required to "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives" (14 California Code of Regulations [CCR] 15126.6[a]). This EIR "must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation" (14 CCR 15126.6[a]). The alternatives discussion is required even if these alternatives "would impede to some degree the attainment of the Project objectives, or would be more costly" (14 CCR 15126.6[b]).

This Project EIR is intended to focus solely on potential traffic and transportation impacts in accordance with the Superior Court Order. No potentially significant traffic or transportation impacts were identified herein. As such, an analysis of potential alternatives that would reduce potentially significant traffic or transportation impacts is not warranted. Nevertheless, an alternatives analysis was included to disclose the potential effects that would occur if the Project was not implemented. These alternatives included the No Project/No Build Alternative, No Project/ Commercial Development, No Project/Mixed Use Development, and No Project/Reduced Mixed Use Development. In addition, an Alternative Location and Reduced Project alternatives were considered but rejected. Below is a summary of the analyzed alternatives and the results of that analysis.

ES.5.1 Alternative 1: No Project/No Build Alternative

CEQA Guidelines Section 15126.6 requires the inclusion of a No Project/No Build Alternative (Alternative 1) to be analyzed. Under Alternative 1, no development would occur on the Project site. Accordingly, the site characteristics of this alternative would be equivalent to the existing conditions.

ES.5.2 Alternative 2: No Project/Commercial Development Alternative

Alternative 2: No Project/Commercial Development Alternative is intended to represent buildout of the site with commercial uses in accordance with the General Plan land use designation and zoning. The site is designated as General Commercial and is zoned as C-1, Restricted Commercial. Considering the maximum floor-to-area ratio of 1.0 and the net site size of 1.77 acres, the site could be developed with 77,101 square feet of commercial uses. Considering this, the commercial uses assumed in this analysis could include either a less intense Option A consisting of 38,551 square-feet of general retail stores on the lower level with 38,550 square feet of office type uses above on the second floor; or a more intense Option B consisting of a 42,000 square-foot grocery store, such as a Walmart Neighborhood Market, and the remaining square-footage split between restaurant uses (17,550 square feet) and retail uses (17,551 square feet). Refer to EIR Section 6.5.2 for additional details.

ES.5.3 Alternative 3: No Project/Mixed Use Development Alternative

Alternative 3: No Project/Mixed Use Development Alternative is intended to represent buildout of the site with a mix of commercial and residential uses in accordance with the General Plan land use designation and zoning as well as the Project objectives. As discussed above, the site is designated as General Commercial and is zoned as C-1, Restricted Commercial. The development intensity allowed by the site's land use designation and zoning includes a maximum FAR of 1.0 for commercial, and up to 17 dwelling unit per acre per County Zoning Code Section 22.140.360.[1] Considering the net site is 1.77 acres, this equates to an allowed square-footage of 77,101 square feet and 30 residential units. Refer to EIR Section 6.5.3 for additional details.

ES.5.4 Alternative 4: No Project/Reduced Mixed Use Development Alternative

Alternative 4: No Project/Reduce Mixed Use Development Alternative is similar to Alternative 3; however, the intensity of development would be reduced. As discussed above, the site is designated as General Commercial and is zoned as C-1, Restricted Commercial. The development intensity allowed by the site's land use designation and zoning includes a maximum FAR of 1.0 for commercial and up to 17 dwelling unit per acre per County Zoning Code Section 22.140.360.[2] Considering the net site is 1.77 acres, this equates to an allowed square-footage of 77,101 square feet and 30 residential units; however, under Alternative 4, the square footage of commercial use would be reduced relative to the maximum allowable square footage, to approximately 38,550 square feet of office uses. As such, Alternative 4 would consist of 30 residential units and 38,550 square feet of office use. Refer to EIR Section 6.5.4 for additional details.

ES.5.5 Environmentally Superior Project

The No Project/No Build Alternative would result in no environmental impacts and due to no development occurring on the site, would be the environmentally superior alternative. However, it would not meet any of the Project objectives and Section 15126.6(e)(2) of the CEQA Guidelines states that if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. The purpose of this environmental document is to focus solely on traffic and circulation, and no potentially significant traffic or circulation impacts were identified. As such, no alternative to reduce significant traffic or circulation impacts is warranted. In addition, all other potential impacts of the Project would be less than significant with mitigation. Ultimately, the Project would be environmentally superior relative to the Alternative 2 (No Project/Commercial Development) and Alternative 3 (No Project/Mixed Use Development) considering those two alternatives do not substantially decrease any Project impacts, yet would increase air quality and greenhouse gas impacts relative to the Project. Alternative 4 (No Project/Reduced Mixed Use Development Alternative) would result in reduced construction impacts, as well as reduced operational air quality and greenhouse gas impacts, relative to the Project. For these reasons, aside from the No Project/No Build Alternative, Alternative 4 would be considered an environmentally superior alternative. Alternative 4 is considered superior due to reductions in construction activities associated with a

[1] The General Plan land use designation of General Commercial allows for a mixed-use residential density of 20–50 dwelling units per net acre. Because the Zoning Code is slightly more restrictive, the Zoning Code limits were used for the purposes of developing Alternative 3.

[2] The General Plan land use designation of General Commercial allows for a mixed-use residential density of 20–50 dwelling units per net acre. Because the Zoning Code is slightly more restrictive, the Zoning Code limits were used for the purposes of developing Alternative 4.

smaller subterranean parking garage and due to reductions in operational vehicle trips, leading to fewer air emissions and greenhouse gas emissions throughout the life of the project. Refer to Chapter 6, Alternatives, for additional details.

ES.6 Summary Table

Although the Project was determined not to result in any significant impacts for any environmental issue area, Table ES-1 is a summary of the Project's impact levels under CEQA, as determined in this EIR.

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Traffic and Circulation			
Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Less than significant	None required	Less than significant
Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Less than significant	None required	Less than significant
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)?	Less than significant	None required	Less than significant
Would the project result in inadequate emergency access?	Less than significant	None required	Less than significant
Would the project have a cumulative effect on transportation resources?	Less than significant	None required	Less than significant

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1 Introduction

This chapter of the Environmental Impact Report (EIR) describes the purpose, scope, and legislative authority of the EIR, the intent of the California Environmental Quality Act (CEQA) and other pertinent environmental rules and regulations, and the environmental review process. The section also includes the structure, required contents, and relationship of the EIR to other potential responsible or trustee agencies.

1.1 Project Background and Purpose

On August 2, 2017, the Los Angeles County (County) Regional Planning Commission approved The View Residential Project (Project No. R2015-01232-(2) the "2015 View Project") and adopted the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP) prepared by the County for the Project. Subsequent to these actions, the Regional Planning Commission's approval of the 2015 View Project and adoption of the MND and MMRP was appealed to the Los Angeles County Board of Supervisors (Board of Supervisors or Board). The appeal was considered at the November 21, 2017 Board of Supervisors hearing, with the Board of Supervisors denying the appeal while upholding the Regional Planning Commission's previous approval of the 2015 View Project and adoption of the MND and MMRP. After the Board of Supervisor's hearing, a Notice of Determination (NOD) was filed with the Los Angeles County Clerk.

Following the Board's denial of the appeal and the filing of the NOD, a Petition for Writ of Mandate was filed by the petitioner, United Homeowner's Association (UHA) in the Los Angeles County Superior Court (Court), Case No. BS172990. In it, UHA challenged the County's approval of the 2015 View Project and adoption of the MND and MMRP on several grounds. The matter came on for hearing before the Court on June 14, 2019, with the Court issuing a Ruling on Submitted Matter on June 27, 2019. The Court found that although the MND did satisfy most requirements of CEQA, it did not fully satisfy the requirements of CEQA as to impacts to traffic and circulation. As a result, the Court set aside the County's approval of the 2015 View Project and adoption of the MND and MMRP. The Court then issued a Court Order on October 10, 2019 to clarify the Court's finding that an Environmental Impact Report (EIR) must be completed for the intended project.

The Court gave specific direction on the EIR to be prepared. The Court determined that the County shall prepare an EIR in full compliance with the requirements of CEQA as to traffic and circulation only. The Court identified that the County satisfied the requirements of CEQA in relation to all other environmental topics addressed in the MND, including the specific areas that the petitioner also challenged (aesthetics, air quality, greenhouse gas emissions, and land use and planning). The Court found that the EIR to be prepared need not include those issues (i.e., all topics other than traffic and circulation) for which the record justifies the County's actions and determinations. As such, based on direction from the Court, this EIR herein has been prepared to address the potential for the proposed View Residential Project ("Project") to result in traffic and circulation impacts. Refer to the previous MND prepared for information regarding all other environmental topics.[1] All other environmental topics have also been addressed in an Initial Study, as part of the EIR process. The Initial Study is appended to this EIR (see Appendix B).

[1] MND (State Clearinghouse No. 2017041016) prepared by Los Angeles County for the "The View"/Project No. R2015-01232/ Vesting Tentative Tract Map No. 073082/Conditional Use Permit No. 201500052/Environmental Assessment No. RENV 201500089 is incorporated by reference herein and is available for review at the County Regional Planning office at 320 West Temple Street Los Angeles, California 90012.

Since the preparation of the MND in 2017, the CEQA Guidelines were amended changing the traffic and circulation assessment methods from "level of service" (LOS) to "vehicle miles traveled" (VMT). The current CEQA Guidelines state that "[g]enerally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts…". In accordance with this change, the County approved the VMT thresholds in July 2020, as outlined within the most recent version of Los Angeles County Department of Public Works (LACDPW) *Traffic Impact Analysis Report Guidelines* (Los Angeles County Department of Public Works 2020). Thus, while the Court completed its findings based on the MND that utilized the LOS analysis method to determine impacts, the significance determination herein is based on VMT in accordance with current state regulations, as detailed further in Chapter 4, Traffic and Circulation. Nevertheless, a LOS analysis per the County's previous Traffic Impact Analysis Guidelines from December 2013 has been included within the transportation assessment completed for the Project (Appendix C) for informational purposes.

A Notice of Preparation (NOP) for the EIR was prepared and distributed for public review on November 2, 2020, to solicit input on the EIR. The NOP and comments received within the 45-day review period are included as Appendix A and were considered during the preparation of this EIR. As a part of the NOP process, an Initial Study was prepared and is included as Appendix B. The previously adopted MMRP was included as an attachment to the Initial Study, as those measures would continue to apply to the Project in accordance with the Court Order. Refer to Section 1.3.2, Notice of Preparation and Scoping, for additional details.

The Project that is currently proposed has remained unchanged compared with the proposed development analyzed in the MND. Thus, the Project evaluated herein is the same as the previously contemplated development. A copy of the previous MND is currently on file and available for review at County Regional Planning Department. This EIR addresses the environmental effects associated with the Project. Implementation of the Project requires a Conditional Use Permit (CUP) for development of a multi-family residential project within the existing Restricted Commercial (C-1) Zone. A CUP is needed for the development of 88 attached residential condominium dwelling units on the Project site. Additionally, the Project would be 65 feet in height and would require a CUP to exceed the 35-foot maximum height allowed within C-1 zones. A CUP is also required for the proposed yard modification for reduced front yard setbacks. Future actions would include the processing of a Vesting Tentative Tract Map to create one multi-family residential lot.

This EIR was prepared in accordance with CEQA (California Public Resources Code, Section 21000 et seq.), the CEQA Guidelines (14 CCR 15000 et seq.), the County's environmental review procedures, and the Court Order. The County is the lead agency for the EIR and processing of the Project.

This EIR provides decision makers, public agencies, and the public with detailed information about the potential for significant adverse environmental impacts to occur as a result of the Project. Similarly, responsible agencies will use this EIR to fulfill their legal authority associated with permits issued for the Project. The analysis and findings in this document reflect the independent judgment of the County.

1.2 Scope of the Environmental Impact Report

As discussed under Section 1.1, the County Board of Supervisors approved the 2015 View Project and adopted the MND and MMRP prepared by the County for the Project. However, a Petition for Writ of Mandate was filed by the petitioner, UHA, challenging approval of the 2015 View Project and adoption of the MND and MMRP. The Court found that although the MND did satisfy most requirements of CEQA, it did not fully satisfy the requirements of CEQA as to impacts to traffic and circulation. As a result, the Court set aside the County's

approval of the 2015 View Project and adoption of the MND and MMRP. The Court then issued a Court Order on October 10, 2019 to clarify the Court's finding that an EIR must be completed for the Project. The Court gave specific direction on the EIR to be prepared, determining that the County shall prepare an EIR in full compliance with the requirements of CEQA as to traffic and circulation only. The Court did find that the County satisfied the requirements of CEQA in relation to the other environmental topics addressed in the MND. Therefore, based on direction from the Court and pursuant to Section 15161 of the CEQA Guidelines, this document was prepared as a "Project EIR" and is "focused primarily on the changes in the environment that would result from development of the project," with an exclusive focus on the potential for the Project to result in traffic and circulation impacts. All other environmental topics are addressed in an Initial Study, which is appended to this EIR (see Appendix B). Where environmental impacts have been determined to be potentially significant, this EIR presents mitigation measures directed at reducing those adverse environmental effects. The development of mitigation measures provides the lead agency with ways to substantially lessen or avoid the significant effects of the Project on the environment, to the degree feasible. Alternatives to the Project are presented to evaluate whether there are alternative development scenarios that can further minimize or avoid significant impacts associated with the Project. Project alternatives are discussed in Chapter 6 of this EIR.

1.3 Environmental Procedures

1.3.1 California Environmental Quality Act Compliance

The California Public Resources Code (Section 21000 et seq.) requires the preparation and certification of an EIR for any project that a lead agency determines may have a significant effect on the environment. This EIR has been prepared in compliance with all criteria, standards, and procedures of the CEQA Guidelines (14 CCR Section 15000 et seq.).

1.3.2 Notice of Preparation and Scoping

CEQA establishes mechanisms whereby the public and decision makers can be informed about the nature of a project and the extent and types of impacts that the project and its alternatives would have on the environment, should the project or alternatives be implemented. Pursuant to Section 15082 of the CEQA Guidelines, the County circulated a Notice of Preparation (NOP) dated November 2, 2020, to begin a 45-day public scoping period from November 4, 2020 to December 18, 2020, to interested agencies, organizations, and parties. The NOP was also sent to the State Clearinghouse at the California Office of Planning and Research. The State Clearinghouse assigned a state identification number (SCH No. 2017041016) to this EIR.

The NOP is intended to encourage interagency communication regarding the proposed action so that agencies, organizations, and individuals are afforded an opportunity to respond with specific comments and/or questions regarding the scope and content of the EIR. A public scoping meeting was held November 30, 2020 via Zoom due to the pandemic, to gather additional public input.

Comments received during the NOP public scoping period were considered during the preparation of this EIR. The NOP and comments are included in Appendix A to this EIR. As listed in Table 1-1, a total of 68 comment letters were received from individuals, including individuals from the UHA, in response to the NOP and public scoping meeting. Comments covered topics including the scope of the EIR and traffic and circulation issues including increased traffic, potential inaccurate traffic counts due to COVID-19, and safety hazards from driveway design and off-site roadway improvements. Comments also covered topics including air quality and

greenhouse gas emissions, and specifically fugitive dust and methane gas leakage impacts, seismic safety and subsidence impacts, availability of utility infrastructure, land use and zoning conflicts, aesthetics and project bulk/scale, and noise impacts.

Additionally, three letters were received from state agencies including California Department of Transportation (Caltrans), California Department of Fish and Wildlife (CDFW), and the Native American Heritage Commission (NAHC). Caltrans' comments pertained to the utilization of VMT as the primary metric to identify transportation impacts, incorporation of multi-modal and complete streets transportation elements to alleviate reliance on vehicles, and prioritization of pedestrian and bicyclist safety. CDFW comments pertained to impacts to wildlife species, the provision of locally appropriate plant species for landscaping, adequate tree replacement, and Draft EIR preparation in accordance with CEQA. NAHC comments pertained to impacts to tribal cultural resources and compliance with Assembly Bill 52 and Senate Bill 18. However, as previously mentioned, the focus of this EIR is exclusively on traffic and circulation based on direction from the Court. All the environmental issues included in the scoping comments, with the exception of traffic and circulation, were determined by the Court to be adequately addressed in the previous MND, satisfying the requirements of CEQA, and have also been addressed in the Initial Study as part of this EIR (see Appendix B).

Table 1-1. NOP Comments Received

Name	Date
Individuals	
Allen, Dedra	12/18/2020
Barnes, Sharon	12/17/2020
Bernard, Chemin S.	12/23/2020
Bingham, Cheryl D	12/17/2020
Braxton-Owens, Hazel	12/18/2020
Brown, Charlie (Bedrock Real Estate Group)	12/17/2020
Bryant, Glenn	12/18/2020
Bryant, Michele	12/17/2020
Bryant, Neil	12/17/2020
Byers, Naimah	12/18/2020
Cadres, Gina	12/17/2020
Corbert, Jim	12/18/2020
Covington, Charles	12/18/2020
De Marks, Maxine	12/17/2020
Douthard, Davina	12/17/2020
Dove, Pastor Lawrence K. (Park Hills Community Church)	12/17/2020
Glasgow, Lori	12/2/2020
Glasgow, Lori	12/17/2020
Glenn, Myron	12/17/2020
Heath, John W. (United Homeowners' Association)	12/1/2020
Heath, John W. (United Homeowners' Association)	12/2/2020
Heath, John W. (United Homeowners' Association)	12/17/2020
Heath, John W. (United Homeowners' Association)	12/18/2020
Heath, Mae	12/18/2020
Izaguirre, Valentina	12/17/2020
Jackson, Belinda	12/17/2020

Table 1-1. NOP Comments Received

Name	Date
Kelley, Fedric	12/17/2020
Lake, Karen	12/16/2020
Matheney, Claudette	12/17/2020
McClendon, Dorothy	12/18/2020
McDonald-Tabor, Toni	12/17/2020
Molezion-Smith, Alecia	12/18/2020
Nance, Marissa	12/17/2020
Napue, Sandra	12/17/2020
Nicholas, V.	12/18/2020
Owens, Harold	12/18/2020
Pattillo, Dawn	12/18/2020
Powell, Sharyn	12/17/2020
Recasner, Fredericka	12/18/2020
Reece, Cathy	12/17/2020
Reevers, Cathy	12/18/2020
Reevers, Cathy	12/18/2020
Rice, Kathleen	12/17/2020
Rice, Richard	12/17/2020
Sato, Glenn	12/17/2020
Settlage, Dorothy	12/17/2020
Settlage, Mabie	12/18/2020
Sheik, Angela	12/17/2020
Snead, Ellen	12/21/2020
Stallworth, D.	12/18/2020
Stewart, Irene	12/18/2020
Tamaki, Paul	12/17/2020
Tamakloe, Muata Afi	12/18/2020
Tate, Al	12/17/2020
Tellis, Ed	12/17/2020
Veals, Craig	12/18/2020
Vet, Shannon	12/18/2020
Vyas, Roshan	12/1/2020
Walker Jr, Charles	12/17/2020
Walker, Mark	12/18/2020
Ward, Flo	12/17/2020
Ward, Flo	12/17/2020
Williams, Hope	12/17/2020
Wilson, Jc	12/17/2020
Wood, Deborah	12/18/2020
Agencies	
Caltrans	12/3/2020
CDFW	12/16/2020
NAHC	11/5/2020

Source: Appendix A

Per the Court Order as described in Section 1.1, the EIR is to address Project impacts related to traffic and circulation. The Court identified that the County satisfied the requirements of CEQA in relation to all other environmental topics addressed in the MND. The Court found that the EIR to be prepared need not include those issues (i.e., all topics other than traffic and circulation) for which the record justifies the County's actions and determinations. Based on direction from the Court, this EIR herein has been prepared to address the potential for the Project to result in traffic and circulation impacts. All other environmental topics are addressed in the Initial Study, which is appended to this EIR (Appendix B). The previously prepared MND is also incorporated by reference herein and is available for review at the County at 320 West Temple Street Los Angeles, California 90012.

1.3.3 Overview of the EIR Process

This EIR will be made available to members of the public, public agencies, and interested parties for a 60-day public comment period in accordance with Section 15105 of the CEQA Guidelines. Public comment of the EIR is intended to focus "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated" (14 CCR 15204). The Notice of Completion (NOC) of the EIR will be filed with the State Clearinghouse as required by Section 15085 of the CEQA Guidelines. In addition, the Notice of Availability (NOA) of the EIR will be distributed pursuant to Section 15087 of the CEQA Guidelines. Interested parties may provide comments on the EIR in written form. Additionally, a virtual (online) public meeting on the EIR will be held before the Los Angeles County Department of Regional Planning Hearing Examiner during the public comment period.

This EIR and all related technical appendices are available for review online at: https://planning.lacounty.gov/case/view/tr073082 and at the Los Angeles County Department of Regional Planning (320 West Temple Street, Los Angeles, CA 90012).

Once the 60-day public comment period has concluded, the County will review all public comments on the EIR, provide written responses to comments, and authorize revisions to the EIR text, if necessary. The final MMRP will be incorporated into the Final EIR (FEIR). Mitigation measures contained in the EIR consider future monitoring requirements and are written in sufficient detail to address impacts of the Project, referencing the appropriate implementing permits and plans. Additionally, given that the mitigation measures outlined in that MMRP for the previous MND still apply to the Project, the previously prepared MMRP has been appended to this document within Appendix B. The FEIR includes all comment letters received, final written response to comments, a FEIR preface, if applicable, edits made to the EIR as a result of public review/comment, and findings of fact.

1.4 Intended Uses of the EIR

According to Section 21002.1(a) of the California Public Resources Code (CEQA), "[t]he purpose of an environmental impact report is to identify the significant effects of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided." This EIR provides relevant information concerning the potential environmental effects associated with construction and operation of the Project and identifies and evaluates potentially significant effects that may result from implementation of the Project. It is intended for use by decision makers and the public.

As the designated lead agency, the County has assumed responsibility for preparing this EIR. When deciding whether to approve the Project, the County will use the information provided in this EIR to consider potential impacts to the physical environment associated with the Project. The County will consider all written comments received on the EIR during the 60-day public comment period in making its decision to certify the EIR as complete and in compliance with CEQA and in making its determination whether to approve or deny the Project. In the final review of the document, environmental considerations, and economic and social factors will be weighed to determine the most appropriate course of action.

After certification of the FEIR, agencies with permitting authority over all or portions of the Project will use the FEIR as the basis for their evaluation of environmental effects related to the Project and approval or denial of other applicable permits or authorizations.

1.5 Organization and Content of the EIR

This EIR is organized to provide a tiered project-level analysis of the potentially significant environmental impacts, mitigation measures, and alternatives for the Project. To describe the direct, indirect, and cumulative impacts, mitigation measures, and alternatives for the Project, this EIR is organized as follows:

- Executive Summary outlines the conclusions of the environmental analysis and a summary of the Project as compared to the alternatives analyzed in the EIR. This chapter also includes a table summarizing all environmental impacts identified in this EIR.
- Chapter 1, Introduction, serves as a foreword to this EIR, introducing the project background, applicable environmental review procedures, and format of the EIR.
- Chapter 2, Environmental Setting, describes the project location and physical environmental setting.
- Chapter 3, Project Description, provides a thorough description of the Project and required discretionary approvals.
- Chapter 4, Traffic and Circulation, provides an analysis of the environmental impacts to traffic and circulation.
- Chapter 5, Other CEQA Considerations, evaluates the potential influence the Project may have on economic or population growth within the project vicinity and the region, either directly or indirectly. It also identifies growth inducing impacts that are significant and unavoidable, or irreversible, as well as describes mandatory findings of significance.
- Chapter 6, Alternatives, analyzes a range of reasonable alternatives to the Project that would lessen or avoid significant environmental effects of the Project.
- Chapter 7, References, provides a compiled list of references cited in each section of the EIR.
- Chapter 8, List of Preparers, provides a list of persons that contributed to the preparation of this EIR.
- Appendices include various technical studies and correspondence prepared for the Project, as listed in the table of contents.

1.6 Mitigation Monitoring and Reporting Program

The previously adopted MMRP has been appended to this document within Appendix B. The MMRP includes all mitigation measures required for the Project, the responsible entity for implementation, implementation timing (prior to building permit, prior to construction, prior to grading, during construction,

post-construction), and any follow-up reporting requirements (such as submittal of materials to regulatory agencies). These previously identified measures will be carried forward in accordance with the Court Order. The County, as the designated lead agency, is responsible for enforcing and verifying that each mitigation measure is implemented as required.

2 Environmental Setting

This chapter provides a description of the existing site conditions, surrounding land uses, and land use planning context for the proposed The View Residential Project. While information regarding the area is provided for context, the intent of this EIR is to address traffic and circulation in accordance with the Court Order on October 10, 2019. Thus, the focus of this environmental setting chapter is to provide context and the baseline conditions relevant to traffic and circulation.

2.1 Project Location

The 1.84-acre Project site (Assessor's Parcel Number 5009-007-022) is located at 5101 South Overhill Drive, Windsor Hills. The Project site is located within Los Angeles County (County) and specifically within the unincorporated community of Ladera Heights/View Park-Windsor Hills within a Hillside Management Area and Very High Fire Hazard Severity Zone, and approximately 425 feet south of the City of Los Angeles jurisdictional boundary (see Figure 2-1, Project Location).

2.2 Existing Site Conditions

The approximately 1.84-acre site (Assessor's Parcel Number 5009-007-022) is located at 5101 South Overhill Drive, within the Windsor Hills community in the County of Los Angeles (County), California. The Project site is currently vacant and undeveloped (Figure 2-2, Aerial Photograph). The topography of the site ranges from approximately 420 to 460 feet above mean sea level (Figure 2-3, Topography). A chain-link fence runs along the site perimeter along the Overhill Drive, but there is a disturbed area in the southeast corner that appears to be a former gravel entrance area. Powerlines and associated power poles extend along this perimeter as well as along the southern side of the site. The Project site is elevated relative to La Brea Avenue (along the western Project site boundary). As such, an approximately 5.5-foot-high retaining wall extends partially along the perimeter of the site adjacent to La Brea Avenue sidewalk. The site is covered with non-native grasses and disturbed habitat.

2.3 Existing Zoning and Land Use Designations

The Project site is zoned C-1 (Restricted Commercial Zone) and has a General Plan and use designation of CG (General Commercial) (Los Angeles County 2015). Refer to Figures 2-4, Zoning Map, and 2-5, Land Use Map. As identified in the General Plan 2035 Table 6.2, Land Use Designations, General Commercial is intended to provide local-serving commercial uses, including retail, restaurants, and personal and professional services; single-family and multifamily residences; and residential and commercial mixed uses. The commercial development intensity allowed by the land use designation and zoning is a maximum floor to area ratio (FAR) of 1.0. The Zoning Code also requires 20-foot setbacks from the roadway frontage and a 35-foot height limit.

2.4 Surrounding Land Uses

The property is immediately surrounded by commercial uses to the north, single-family homes to the south, an elementary school to the east, and oil fields and electrical substation to the west (Figure 2-2). Considering the surrounding development and that more than 75% of the adjacent perimeter of the site adjoins or is separated by only a public right-of-way adjacent to developed urban uses, the site is considered to be an infill site (California Public Resources Code, Section 21099(a)(4)).

More broadly, the vicinity is primarily characterized by residential zoned neighborhoods including Windsor Hills, View Park, Ladera Heights, Baldwin Hills, and View Heights (Figure 2-1). These neighborhoods range in residential zoning from R-1 (single-family residential) to R-4 (Unlimited Residential) but primarily consist of single-family residences. Aside from the few commercial uses adjacent to the Project site at the La Brea Avenue-Overhill Drive/Stocker Street intersection, commercially zoned areas in the Project vicinity are primarily concentrated along Slauson Avenue approximately 0.45 miles south of the Project site where zoning is C-2 (Neighborhood Business) and C-3 (General Commercial).

A large portion of the Ladera Heights/Windsor Hills area to the northwest and west of the Project site consists of the still productive Inglewood Oil Field, zoned A-2 (Agriculture). Portions of that oil field have been reclaimed for open space/park purposes and are now part of the Kenneth Hahn State Recreation Area. No active oil fields are within 100 feet of the Project site. Nevertheless, it is noted that all projects are required to comply with the County of Los Angeles Gas Hazard Mitigation Policies, Procedures and Guidelines (Los Angeles County 2020a) and Gas Hazard Mitigation Policy and Standards (Los Angeles County 2020b), as well as California Building Code Chapter 12, Section 1203.3.

The 1.84-acre property is also approximately 425 feet south of the City of Los Angeles jurisdictional boundary. The Norman O Houston Park, which is within the City of Los Angeles, is located approximately 550 feet north of the Project site. Additionally, the Baldwin Hills and View Heights neighborhoods previously mentioned are also located within the City of Los Angeles.

2.5 Climate

The site is located in the South Coast Air Basin (SCAB), which is characterized as having a Mediterranean climate (typified as semiarid with mild winters, warm summers, and moderate rainfall). Moderate temperatures, comfortable humidity, and limited precipitation characterize the climate in the SCAB. The average annual temperature varies little throughout the SCAB, averaging 75°F. Precipitation in the SCAB is typically 9–14 inches annually and is rarely in the form of snow or hail because of typically warm weather (WRCC 2020). Within Southern California, climate can affect how people chose to travel.

In the Project site, the climate is typically warm during summer when temperatures tend to be in the 70s and cool during winter when temperatures tend to be in the 60s. The warmest month of the year is August with an average maximum temperature of 79°F, whereas the coldest month of the year is January with an average minimum temperature of 66.5°F. The wettest month of the year is February with an average rainfall of 2.96 inches (WRCC 2020).

2.6 Access

Vehicular

Regional access to the Project site is provided via Interstate (I-) 405, which runs north to south and is located approximately 2.5 miles west of the Project site. In addition, regional access is provided via I-10, which runs east to west and is located approximately 2.6 miles north of the Project site.

The Project site is fronted by two existing public roadways, South La Brea Avenue and Overhill Drive. The La Brea Avenue-Overhill Drive/Stocker Street intersection is located approximately 250 feet north of the Project site. South La Brea Avenue provides a connection to I-10 to the north and La Cienega Boulevard, located approximately 3,200 feet west of the Project site, provides a connection to I-405 to the south. These roadways are shared by the City of Los Angeles and South La Brea Avenue, La Cienega Boulevard, and Stocker Street are designated as Boulevard II and Overhill Drive is designated as Avenue I in the City of Los Angeles General Plan (City of Los Angeles 2016). The commercial uses to the north have a driveway on Overhill Drive approximately 90 feet to the north, but the school and church across the street on Overhill Drive take their access from the west along Mount Vernon Drive. Currently the pavement width of segment of Overhill Drive adjacent to the site is approximately 60 feet wide. The Project site is currently fenced off along Overhill Drive and is not accessible to the public from any public roadways, including either Overhill Drive or South La Brea Avenue. There is currently no formal driveway that provides access to the site, and there is also no internal driveway within the site. However, as noted above, there is an area in the southeast corner of the site that has been previously used as an access point.

Pedestrian and Bicycle

There are currently limited pedestrian facilities available near the Project site, as Overhill Drive largely lacks sidewalks, curbs, and gutters, except for the portion leading to the La Brea Avenue-Overhill Drive/Stocker Street intersection. This section has a complete sidewalk, as does the eastern side of the road. La Cienega Boulevard, the western portion of Stocker Street leading to La Cienega Boulevard, and Fairfax Avenue, also have discontinuous pedestrian facilities (sidewalks). All other nearby roadways within the study area have continuous pedestrian facilities. There are also several parks near the Project site that provided multi-use trails including the Stocker Corridor Trail, Kenneth Hahn Park, and Norman O. Houston Park.

As stated in the County's Bicycle Master Plan, the County maintains bikeways within unincorporated areas as well as regional bicycle paths that travel through unincorporated cities (Alta Planning + Design 2012). However, there is no indication of any type of bike lane in the immediate boundary streets of the Project site aside from the streets designated in the County's Bicycle Master Plan. The closest location of a County designated bicycle facility is a Class III bicycle route located approximately 1.5 miles northwest of the Project site located along Martin Luther King Jr. Boulevard. As mentioned above, there are also several parks near the Project site that provided multi-use trails for both pedestrians and bicyclists, including the Stocker Corridor Trail, Kenneth Hahn Park, and Norman O. Houston Park. A Class II bicycle lane is proposed to be constructed on portions of Stocker Street, Fairfax Avenue, and Overhill Drive, and is proposed to be completed in the near future. Other proposed facilities include the addition of Class II bicycle lanes at Angeles Vista Boulevard and proposed Class III bicycle routes along Valley Ridge Avenue and Slauson Avenue.

Transit

Public transit service near the Project site and the surrounding study area is provided by Los Angeles County Metropolitan Transportation Authority (Metro) and by the City of Los Angeles Department of Transportation DASH service. Bus routes in the area include Route 102, Route 105, Route 108, and Route 212. Refer to Figure 2-6, Existing Public Transit Routes. These routes are described in more detail below.

Metro

Route 102

Route 102 provides connections with LAX to the community of South Gate, including stops within the community of Leimert Park, Los Angeles. The nearest bus stop is located on Overhill Drive approximately 100 feet north of the Project site for the southbound direction, while the northbound direction bus stop is directly opposite, located on the eastern portion of Overhill Drive. Route 102 provides approximately 30- to 60-minute weekday peak service headways.

Route 105

Route 105 provides connections with the City of West Hollywood to the City of Vernon, including stops within the City of Beverly Hills, and the community of Leimert Park, Los Angeles. The nearest bus stop to the Project is located at the intersection of Crenshaw Boulevard/Stocker Street, approximately 1.5 miles east of the Project. Route 105 provides 24-hour service, with approximately 10- to 16-minute weekday peak service headways.

Route 108

Route 108 connects the community of Marina Del Rey to the City of Pico Rivera, including stops within Hyde Park, the City of Huntington Park, and the City of Commerce. The nearest bus stop to the Project is located at the intersection of Overhill Drive/Slauson Avenue, approximately 0.5 miles south of the Project site. Route 108 provides 8- to 10-minute weekday peak service headways.

Route 212

Route 212 connects the City of Hawthorne to Hollywood, with stops within the City of Inglewood, City of Huntington Park, and City of Commerce. The nearest bus stop is located on Overhill Drive approximately 100 feet north of the Project site for the southbound direction, while the northbound direction bus stop is directly opposite, located on the eastern portion of Overhill Drive. Route 212 provides approximately 10 minute weekday peak service headways.

Crenshaw/LAX Transit Project

As part of Metro's ongoing improvements and additions to the light rail network, the Crenshaw/LAX Transit Project will extend light rail transit service from the existing Metro E Line (Expo) at the Crenshaw Boulevard/Exposition Boulevard intersection, and merge with Metro C Line as the Aviation/LAX station on Aviation Boulevard and I-105. The line will travel 8.5 miles and serve the cities of Los Angeles, Inglewood, and El Segundo. The nearest stop location would be approximately 1.5 miles east of the Project site located at the Leimert Park station. The Crenshaw/LAX Transit Project is currently under construction and is expected to begin operation in Fall 2022 and may be further expanded to continue north of the existing Expo Line.

City of Los Angeles Department of Transportation

DASH Crenshaw

The Crenshaw route connects the Expo Line station with the Baldwin Hills Plaza, with stops located along La Brea Avenue and Obama Boulevard. The nearest bus stop to the Project is located at the intersection of Santa Rosalia Drive/Stocker Street, approximately 1.5 miles east of the Project. The Crenshaw route provides approximately 20-minute weekday peak service headways.

2.7 Vehicle Miles Traveled

The County has used the regional Southern California Association of Governments (SCAG) Model to estimate the average vehicle miles traveled (VMT) for the unincorporated areas and for North and South County baseline VMT. The Project is located in South County. The South County contains the urbanized portion of the County, including San Fernando, Westside, East San Gabriel Valley, West San Gabriel Valley, Metro, Gateway, and South Bay. The South County and SCAG Region VMT metrics are shown in Table 2-1. Relevant to the Project, the residential VMT per capita of the South County region is 12.7 while the SCAG regional rate is higher at 15.0.

Table 2-1. Baseline Vehicle Miles Traveled

Region	Total VMT per Service Population	Residential VMT per Capita	Employment VMT per Employee
South County	31.1	12.7	18.4
SCAG Region	34.2	15.0	19.0

Source: Fehr & Peers 2020

2.8 Plan Consistency

As indicated in CEQA Guidelines Section 15125(d), the Environmental Setting chapter "shall discuss any inconsistencies between the project and applicable general plans, specific plans, and regional plans." The intent of this EIR is to address traffic and circulation in accordance with the Court Order on October 10, 2019. The Court identified that the County satisfied the requirements of CEQA in relation to all other environmental topics addressed in the MND, and this EIR need not include those issues. All other environmental topics are addressed in the Initial Study (see Appendix B). Accordingly, refer to Appendix B for plan consistency information regarding other environmental topics. The plan consistency analysis herein is therefore limited to traffic and circulation. A detailed traffic and circulation consistency analysis is included in EIR Section 4.3, Impacts Analysis, under issue question 1. The consistency analysis specifically addressed the Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Plan (SCAG 2020), County General Plan (Los Angeles County 2015), and County Bicycle Master Plan Final Plan (Alta Planning + Design 2012), and is summarized below.

As detailed in Section 4.3, the Project would be consistent with the Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Plan (SCAG 2020),

including the general goal to locate development within Transit Priority Areas as well as promoting compact, focused infill development in established communities with access to high-quality transportation.

The County General Plan (Los Angeles County 2015) includes several goals and policies related to mobility, as detailed in Section 4.1.2, Pedestrian and Bicycle Facilities. The Project would be consistent with the County General Plan multi-modal, jurisdictional coordination, traffic demand management, and environmental transportation goals and policies as further described in Chapter 4 (Traffic and Circulation).

As shown in the County's Bicycle Master Plan (Alta Planning + Design 2012), the County's plan includes proposed bicycle facilities near the Project site, including the addition of Class II bike lanes along Stocker Street, Fairfax Avenue, Overhill Drive, and Angeles Vista Boulevard. Additionally, Class III bike routes are proposed near the Project site along Valley Ridge Avenue and Slauson Avenue (Alta Planning + Design 2012). With construction of the two-way left-turn lane along Overhill Drive that is included as a part of the Project, the Project would not conflict with the proposed bicycle facilities within the County's Bicycle Master Plan.

2.9 Cumulative Projects

While notably not considered a part of the baseline, this cumulative project list information is included herein for informational purposes. The previous cumulative traffic analysis included in the MND was determined inadequate by the Superior Court of California on the grounds that the cumulative project list did not include all projects proposed at that time that could affect the cumulative traffic analysis. Therefore, this cumulative information is provided herein as regional context. Cumulative projects are projects that are proposed and in the review process, but not yet fully approved; or projects that have been approved, but not fully constructed or occupied. This list includes projects within the County and the adjacent Cities of Inglewood and Los Angeles that have the potential to generate traffic through the Project's study area. The cumulative projects lists were provided by the County in March 2020 and supplemented with an updated list received in December 2020 (for projects added after March 2020) to reflect the assumed conditions at the time the Notice of Preparation was issued for the EIR in November 2020; the City of Inglewood in December 2020; and, the City of Los Angeles in December 2020. This list was accepted by the County for use in the Project's transportation report (see Appendix C). Table 2-2 provides a brief description of these cumulative projects, and the cumulative project locations are shown in Figure 2-7, Cumulative Project Locations.

Table 2-2. Cumulative Project List by Jurisdiction

No.	Project Location	Description/Size
Los Angeles County		
1	4609 W Slauson Avenue	Site plan to establish a 2,400 sq ft automatic car wash with 20 parking/vacuum stations, office, vending and computer room.
2	5538 S La Brea Avenue	To create 3 multi-family residence lots developed with 31 townhouse-style residential condominium units within Zone R-3 on 2.78 acres.
3	5035 W Goldleaf Circle	Tenant improvements and establish use for Firehouse Subs.

Table 2-2. Cumulative Project List by Jurisdiction

No.	Project Location	Description/Size
City of Los Angeles		
4	6855 S La Cienega Boulevard	Smart & Final supermarket, 22,590 sf.
5	5208 W Centinela Avenue	Chick-fil-A drive through fast food restaurant, 4,642 sf.
6	3130 W Slauson Avenue	782 apartments.
7	4252 S Crenshaw Boulevard	111 apartments.
8	4242 S Crenshaw Boulevard	124 apartments and 5,750 retail.
9	3900 W MLK Jr. Boulevard	50,000 sf office, 200 condos, and college with 3,600 student enrollment capacity.
10	3650 W MLK Jr. Boulevard	Baldwin Hills/Crenshaw plaza mixed-use development consisting of 410 apartments, 551 condos, 400 hotel rooms, 2,823 seat cinema, 198,000 sf office, 978,251 sf retail gross area.
11	4018 S Buckingham Rd.	130 senior housing units.
12	3831 W Stocker Street	127 apartments.
City of Inglewood		
13	333 N Prairie Avenue	266 townhome units.
14	408 E Warren Lane	2,542 commercial building.
15	La Brea Av/Florence Avenue	241 multi-family units and 40,000 sf retail.
16	1050 S Prairie Avenue	80,000-seat stadium, 6,000-seat performance venue, 2,500 multi-family, 890,000 sf retail, 780,000 sf office, 120,000 sf casino, 300-room hotel, 25 acres open space, 4-acre civic site. Potential for up to 5,750,000 sf of commercial uses.
17	417-433 Centinela Avenue	116 multi-family units.
18	614 E Hyde Park Boulevard	18-bed congregate living facility.
19	912 N Edgewood Street	38 multi-family units.
20	113-133 Plymouth Street	20 townhome units.
21	411 E Hazel Street	18 multi-family units.
22	943-959 W Hyde Park Boulevard	5 story self-storage facility.
23	423 E Warren Lane	44 multi-family units.
24	1001 N Welton Way	11 multi-family units.
25	527 E Hyde Park Boulevard	21 multi-family units.
26	704 N Market Street	12 apartments.
27	205 N Market Street	243 units; 55,000 sf retail.
28	332 Stepney Street	8 apartments.
29	455 N Prairie Avenue	A 6,530 sf, 2-story medical office building.
30	716 W Beach Avenue	42 apartments.
31	317 S La Brea Avenue	311 apartments; 22,000 sf commercial.
32	201 N La Brea Avenue	144 apartments.
33	923 Redondo Blvd	4-story mixed-use building with 101 apartment units.
34	Prairie Avenue/Century Boulevard	Murphy's Bowl (Clippers) 18,500-seat basketball venue with associated ancillary uses.

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SOURCE: Esri and Digital Globe, OpenStreetMaps 2019

DUDEK

0 250 500 Feet

FIGURE 2-1

Project Location

The View Residential Project

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SOURCE: Esri and Digital Globe, OpenStreetMaps 2019

DUDEK

0 125 250 Feet

FIGURE 2-2

Aerial Photograph

The View Residential Project

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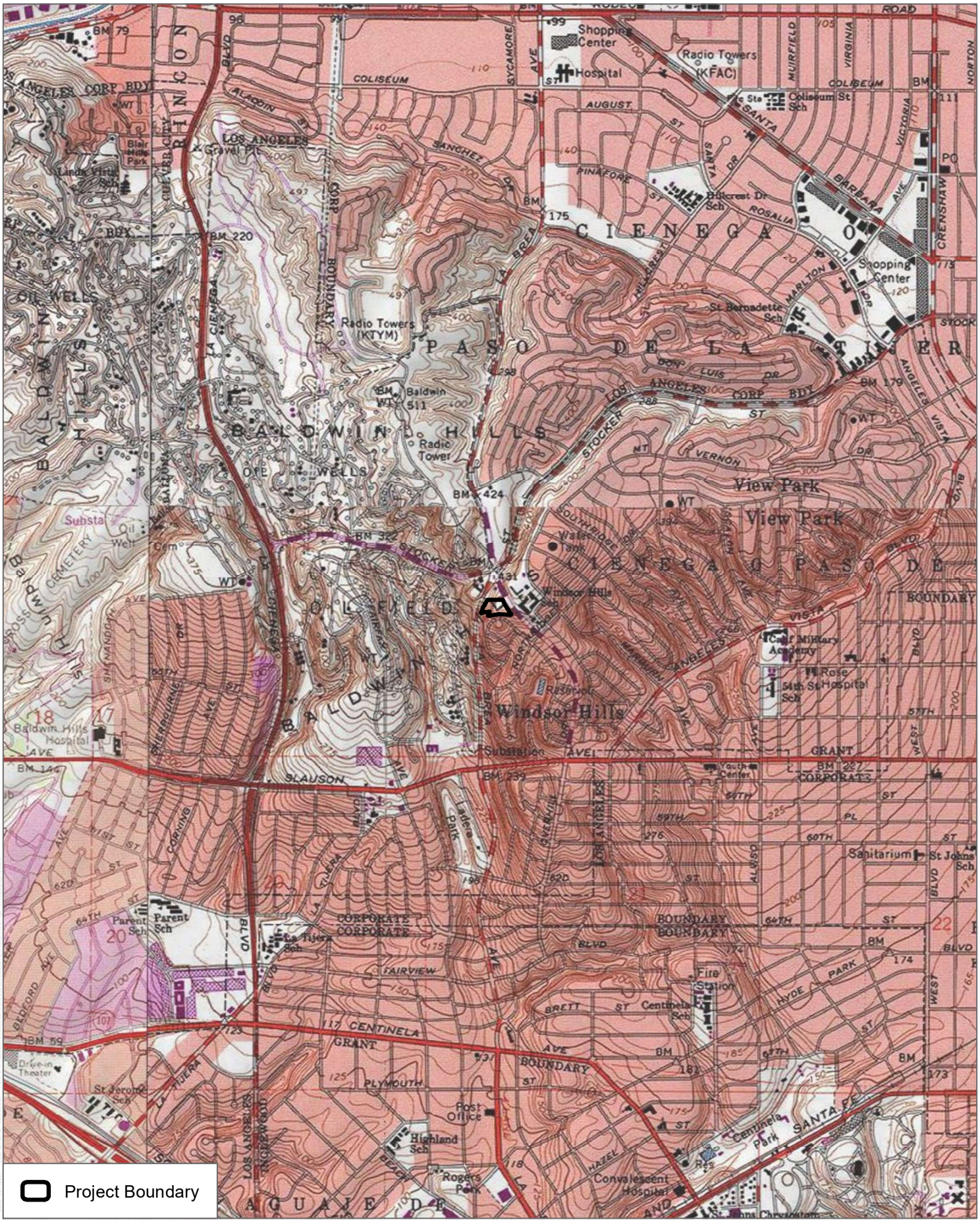

SOURCE: USGS 7.5 Minute Series Inglewood Quadrangle

DUDEK

0 1,000 2,000 Feet

FIGURE 2-3

Topography

The View Residential Project

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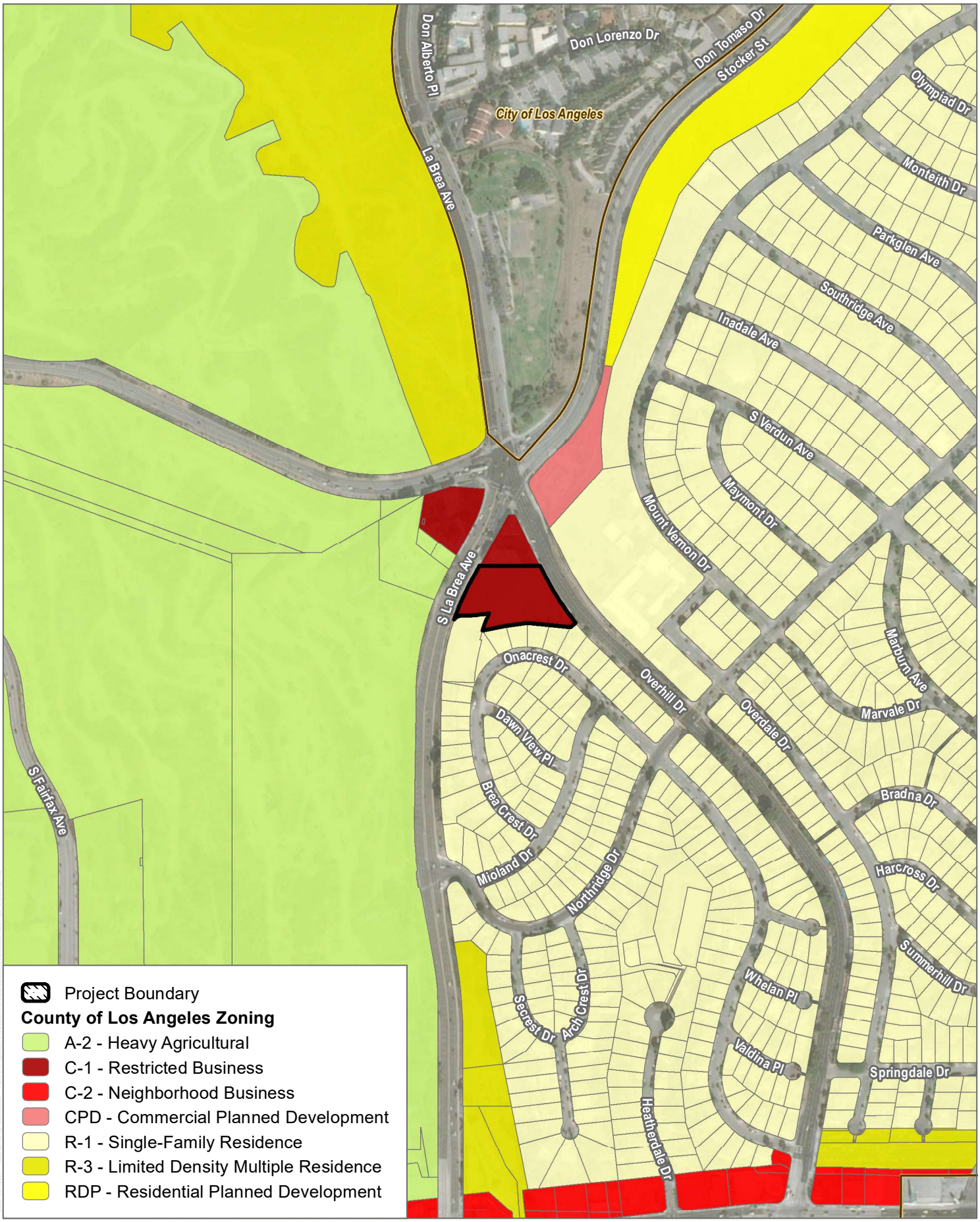

SOURCE: Esri and Digital Globe, OpenStreetMaps 2019, SCAG 2016

DUDEK

0 250 500 Feet

FIGURE 2-4

Zoning Map

The View Residential Project

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SOURCE: Esri and Digital Globe, OpenStreetMaps 2019, SCAG 2016

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0 250 500 Feet

FIGURE 2-5

Land Use Map

The View Residential Project

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SOURCE:Metro 2021

FIGURE 2-6

Existing Public Transit Routes

The View Residential Project

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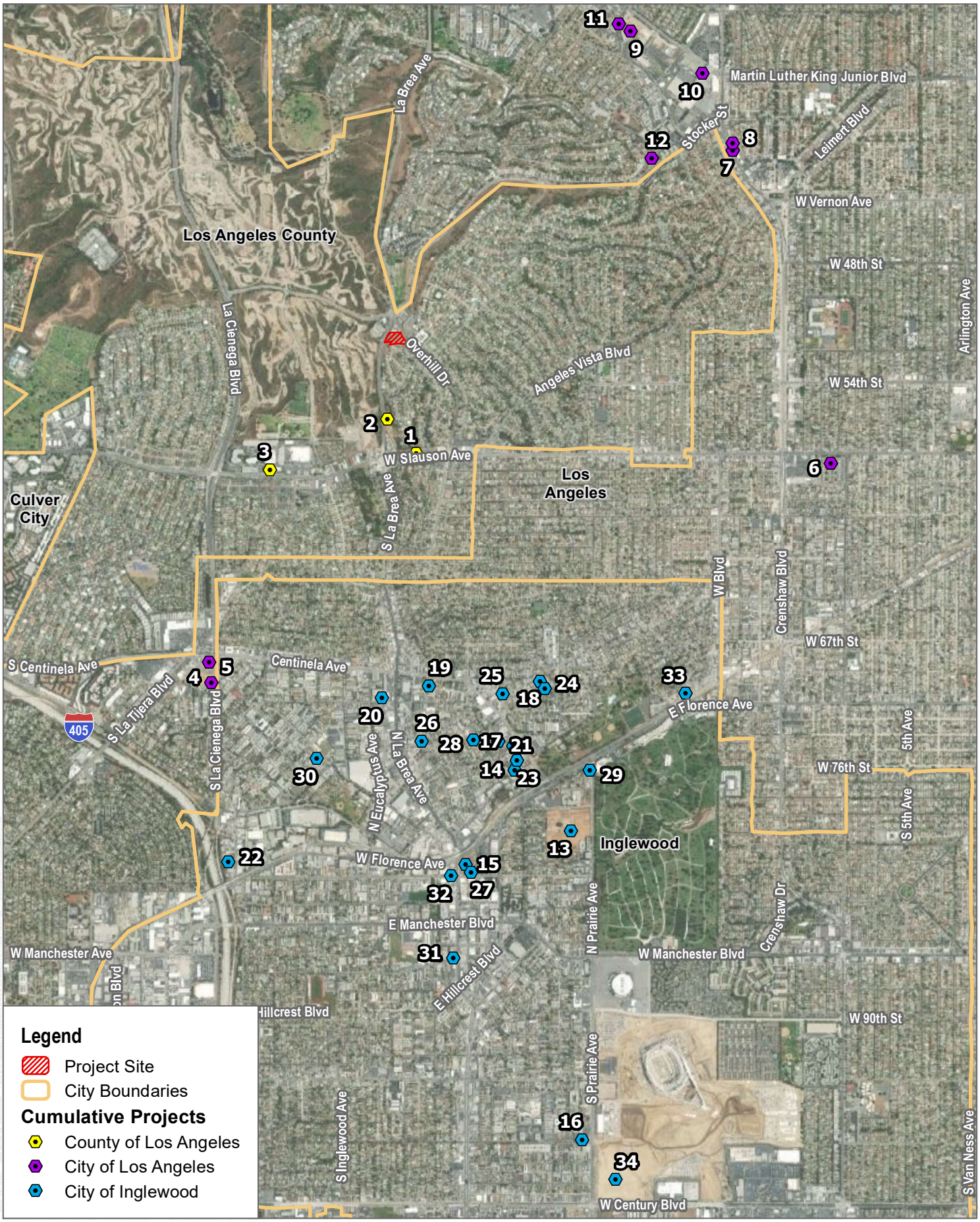

SOURCE: Esri and Digital Globe, OpenStreetMaps 2019

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0 1,350 2,700 Feet

FIGURE 2-7

Cumulative Project Locations

The View Residential Project

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3 Project Description

This section provides a description of the proposed The View Residential Project ("Project"). As required by Section 15124 of the California Environmental Quality Act (CEQA) Guidelines, this section of the environmental impact report (EIR) includes the precise location of the Project site, a statement of the Project objectives, a general description of Project characteristics and proposed infrastructure facilities, and summary of the discretionary actions that would be required.

3.1 Project Location

Peak Capital Investments, LLC ("Applicant") is proposing to develop an approximately 1.84-acre site (Assessor's Parcel Number 5009-007-022) located at 5101 South Overhill Drive, Windsor Hills (Figure 2-1, Project Location). The Project site is located within Los Angeles County (County) and specifically within the unincorporated community of Ladera Heights/View Park—Windsor Hills within a Hillside Management Area and Very High Fire Hazard Severity Zone, and approximately 425 feet south of the City of Los Angeles jurisdictional boundary. The site is surrounded by commercial uses to the north, single-family residence homes to the south, an elementary school to the east, and electrical substations and an oil field to the west (Figure 2- 2, Aerial Photograph). The site is currently undeveloped, vacant land. Considering easements, the net developable area is 1.77 acres. The Project site is zoned C-1 (Restricted Commercial) and has a General Plan and use designation of CG (General Commercial). Refer to Figures 2-4, Zoning Map, and 2-5, Land Use Map. Refer to Chapter 2, Environmental Setting, for additional details.

3.2 Project Objectives

There is a housing shortage across California, Los Angeles County, and, most relevantly, within the Ladera Heights/View Park—Windsor Hills community. As stated in the August 2, 2017 Regional Planning Meeting, people currently growing up in the community are finding it difficult to stay due to the lack of available housing as well as housing options that are more affordable than the average single-family home typically found in the area. Currently the View-Park—Windsor Hills community is primarily single-family residential, with the typical home value estimate (including single-family and multi-family of all sizes) within the 90043 Zip Code of $847,271 (Zillow 2021). The adjacent single-family homes to the south of the Project site are specifically estimated at a range of $1.16 to 1.63 million (Zillow 2021).

As stated in the recent Southern California Association of Governments (SCAG) Regional Housing Needs Assessment (RHNA [SCAG 2021]), unincorporated Los Angeles County is specifically allocated the goal of developing 90,052 residential units. In response to this recent RHNA allocation proposed, the County issued a comment letter (County of Los Angeles 2019) that stated the following:

> Due to the overwhelming public support for the Plan and its relevance to the RHNA methodology, we highlight examples of key parts of the Plan pertinent to the Regional Council on this item, specifically related to prioritizing construction of homes near transit and jobs and developing resilient and healthy community environments where residents thrive in place, while avoiding increased urbanization in fire hazard areas.

Los Angeles County has updated the General Plan Housing Element pursuant to the recently adopted RHNA. As stated in their flyer (Los Angeles County 2021), “Neighborhoods with individual houses provide one type of housing, but our communities need a range of housing types (apartments, townhouses, condos) and sizes to meet the needs of different family types and incomes” and further states “(t)he amount and types of housing in unincorporated communities of the County are not meeting the overall housing need.” The County recognizes the lack of available housing and the need for housing diversity, and such consideration has been incorporated into the Project objectives.

The basic Project objectives aim to provide the most multi-family units possible pursuant to the RHNA goals and community needs, while maintaining the quality of the development to be more similar to the surrounding single-family residential by providing larger units as well as providing a transition to the adjacent commercial uses. To maintain the high-quality feel, the increase in unit sizes is to be paired with quality recreational amenities and adequate parking that prevents overflow parking into the adjacent areas (objective 1). It is a primary objective to provide a development that residents would be proud to live in, and to promote community pride. With that in mind, objective 2 is to provide for-sale units that individuals would invest in via homeownership and in a development where people feel proud to own. The objectives also recognize the importance of maximizing the number of units during this housing crisis as well as providing more affordable housing (objective 3). It is also a goal to not displace existing housing and to develop a presently vacant, underutilized site to achieve these goals (objective 4). An objective is also to balance the community benefit of the Project with the community character (objective 5). This objective ties in with the aforementioned objectives as well. It is understood that the surrounding residential area is primarily single-family, which is why the objectives aim to provide units of similar size but also provides for needed condominium units to improve diversity of residential units to the benefit of the community. The use of an underutilized site such as vacant land also reinforces this objective, considering vacant land provides minimal community benefit and does not match the developed community character. Specific to the Project site, the development would also act as a transition between the single-family residences to the commercial uses to the north (objective 7). Pursuant to the County’s goals, it is also important to locate the Project on an infill site near transit and jobs as well as outside of High or Moderate Fire Hazard Severity Zone areas as indicated in objective 6.

In consideration of the aforementioned information, the following are the objectives of the Project:

1. Develop a high-quality multi-family residential development with larger than average multi-family unit sizes, supporting on-site amenities, and providing adequate parking per the Zoning Code.
2. Promote homeownership, community pride, and individual investment in the community by providing high-quality for-sale units.
3. Provide the maximum number of housing units to assist the County in achieving its 6th cycle Regional Housing Needs Assessment (RHNA) allocation to the greatest extent possible, as well as provide five percent of the units priced for moderate income households.
4. Provide new housing opportunities to the County by utilizing a presently underutilized site for residential uses.
5. Maximize the number of residential units provided by the development and improve the residential unit type diversity for the community benefit while balancing consistency with the surrounding residential community character.

6. Reduce urban sprawl and associated environmental impacts related to off-site infrastructure improvements, wildfire hazards, Significant Ecological Areas, and vehicle miles traveled by utilizing an urban infill site within a 1/2 mile to transit and employment opportunities.
7. Provide a transition between adjacent single-family uses and commercial uses.

3.3 Project Description

The Project consists of a Vesting Tentative Tract Map (VTTM) to create one multi-family residential lot, with 88 attached condominium lots, a Conditional Use Permit (CUP) for the development of 88 attached residential condominium dwelling units in the C-1 Zone, a yard modification for reduced front yard setbacks, and a request to exceed the maximum height within Zone C-1 (Restricted Commercial) on 1.84 gross acres (1.77 net acres) (see Figure 3-1, Site Plan). The Project site is currently vacant and unimproved. The Project components are outlined in greater detail below.

3.3.1 Residential Development

The Project proposes a residential development of 88 residential condominiums on-site. Approximately 139,281 square feet of habitable living space is proposed within a five-story, 65-foot-high structure. As a condition of approval, the Project would include five percent of total units constructed or five dwelling units, whichever is greater, for sale to moderate income households with incomes no greater than 120% average median income as defined in California Health and Safety Code Section 50079.5. The development would include surface and subterranean parking for 198 vehicles within the Project site in accordance with the County's parking requirements. The Project would provide 10% of the proposed parking as electric vehicle charging spaces capable of supporting future electric vehicle charging stations. The Project grading would include 28,150 cubic yards of cut, 300 cubic yards of fill and 27,850 cubic yards of export to an approved landfill for reuse. Supporting recreational amenities and open space would constitute 25% of the Project site, and would consist of pedestrian paseos, a pool area, and common area for residents of the condominium complex. This open space includes 12,876 square feet of landscaping.

3.3.2 Access and Circulation

The Project would include two driveways along Overhill Drive. Primary access to the Project site would be provided by the driveway in the site's southeast corner. The southern driveway would also be full access and be utilized for residents and guests, including a mountable curb raised median island for Fire Department and other emergency vehicle access, and would end at a roundabout in the middle of the site where vehicles could turn. Access to the subterranean parking area would also be provided from this driveway, near the roundabout in the middle of the site. The second driveway would be located in the northeast corner of the Project site, also along Overhill Drive. This driveway would be approximately 300 feet south of the La Brea Avenue-Overhill Drive/Stocker Street intersection and would provide full access for residents only to/from the subterranean parking levels. There would also be a gate control arm approximately 85 feet from the property line to ensure vehicle queues do not block the public right-of-way.

To accommodate the future construction of the County's bicycle path improvement Project on Overhill Drive and to maintain full access for each Project driveway, the Project would install a two-way left-turn lane along Overhill Drive (Figure 3-2, Overhill Drive Restriping). These Overhill Drive improvements would consist of restriping and would be within the existing right-of-way (no roadway widening is proposed). To further

encourage residents to utilize bicycles for transportation, the Project also includes 58 bike racks with the common parking area.

There is limited pedestrian infrastructure adjacent to the Project site. Sidewalks exist just north of the Project site leading to the La Brea Avenue-Overhill Drive/Stocker Street intersection, however there are no other sidewalks along the western nor eastern portion of Overhill Drive. The Project would provide a sidewalk along its frontage on Overhill Drive that connects to the existing sidewalk to the north. The existing sidewalk on La Brea Avenue would remain.

As required, the Los Angeles County Fire Department has reviewed and cleared the Project access and circulation improvements for fire safety purposes. In addition, below are Project Public Works Conditions of Approval required by the County that are pertinent:

1. Construct curb, gutter, base, pavement, and sidewalk (5-foot-wide sidewalk adjacent to property line) along the property frontage on Overhill Drive to the satisfaction of Public Works. Relocate affected utilities.
2. Construct transition improvements for a 65 mile-per-hour design speed on Overhill Drive in the vicinity of the southerly property line to the satisfaction of Public Works. Off-site grading may be required.
5. Repair any improvements damaged during construction on Overhill Drive and La Brea Avenue to the satisfaction of Public Works.
12. Conform with the approved conceptual signing and striping plan as stipulated in the attached Traffic and Lighting Division letter dated January 21, 2016.

It is noted that the striping plan identified in Condition 12 above is included as Figure 3-2, Overhill Drive Restriping, as well as Appendix B of the Project's transportation report (EIR Appendix C).

3.3.3 Utilities

The Project would include all utility improvements to serve the Project, including drainage and stormwater, water, wastewater, and dry utilities. The site is an infill site located adjacent to existing utilities and would connect to the existing infrastructure located within the adjacent roadways. The Project would be subject to a grading and/or site drainage review and be required to comply with the County's Low Impact Development Ordinance to minimize or reduce runoff. The Project would also be required to comply with the requirements of the County's MS4 Permit (Municipal Separate Strom Sewer System). The local public water purveyor (Cal American Water Company) has issued a "will serve" letter for the Project that indicates that the purveyor has sufficient supply and capacity to serve the Project. The Project would connect to existing dry utilities surrounding the Project site, such as electric, natural gas, and telecommunication infrastructure. Consultation with all appropriate utilities to determine the extent of the dry utilities needed to serve the Project would be required prior to and during the final infrastructure/improvement plan stages.

3.3.4 Other Features

The Project would comply with all applicable local, state, and federal regulations. This includes Los Angeles County Building Code, Section 110.4, that requires that buildings or structures adjacent to or within 300 feet of active, abandoned, or idle oil or gas well(s) be provided with methane gas protection systems. As such, the Project would include a methane monitoring plan pursuant to the County requirements (included herein

as Appendix D)[1]. In addition, the Project would recycle or reuse a minimum of 65 percent of the construction and demolition debris generated by weight per the Green Building Standards Code of the Los Angeles County Code ("County Code"). A County-approved Recycling and Reuse Plan would be required before a construction, demolition, or grading permit may be issued. In accordance with the California Solid Waste Reuse and Recycling Access Act of 1991, as amended, the Project would provide an adequate storage area for collection and removal of recyclable materials.

3.4 Discretionary Actions

A discretionary action is an action taken by an agency that calls for the exercise of judgment in deciding whether to approve or how to carry out a Project. The following discretionary actions are associated with the Project and would be considered by the County:

1. **Approval of a Conditional Use Permit.** The Project site is zoned C-1 (Restricted Commercial) and has a General Plan and land use designation of CG (General Commercial) (Los Angeles County 2015). See Figure 2-4, Zoning Map, and Figure 2-5, Land Use Map. Multi-family residential projects are allowed in the C-1 Zone with a CUP. The maximum allowable building height in the C-1 Zone is 35 feet. The Project, however, exceeds the building height limit by 30 feet with a total height of 65 feet. Finally, the Project also reduces the required front yard setback of 20 feet in the C-1 Zone to 15 feet. Therefore, a CUP is required for development of multi-family residential units, a height exceedance, and a yard modification for reduced front yard setbacks.
2. **Easement Vacation or Modifications.** The site contains easements for infrastructure, such as electrical and roadway right-of-way. The Project would require easement vacations, modifications, and new easements to develop and provide service to the Project.
3. **Certification of a Final Environmental Impact Report (FEIR) and adoption of a Mitigation Monitoring and Reporting Program.** Pursuant to CEQA, the Lead Agency must decide whether to certify the FEIR, complete Findings, and adopt the Mitigation Monitoring and Reporting Program.
4. **Approval of a VTTM.** The Project site currently consists of one parcel. The Project includes a VTTM to create one multi-family residential lot with 88 attached condominium units, and will allow for the future sale of the units.

Other agencies that may issue decisions on the Project include, but are not limited to, the Regional Water Quality Control Board (Los Angeles Region), California Department of Fish and Wildlife, and Southern California Edison. Other future ministerial approvals may also be needed to implement the Project, such as the approval of a Final Map and Building Permits from the Los Angeles County Department of Public Works.

[1] While the County-required methane plan is not a CEQA requirement, it is included as part of this EIR for informational purposes and because it is considered a component of the Project, as described herein.

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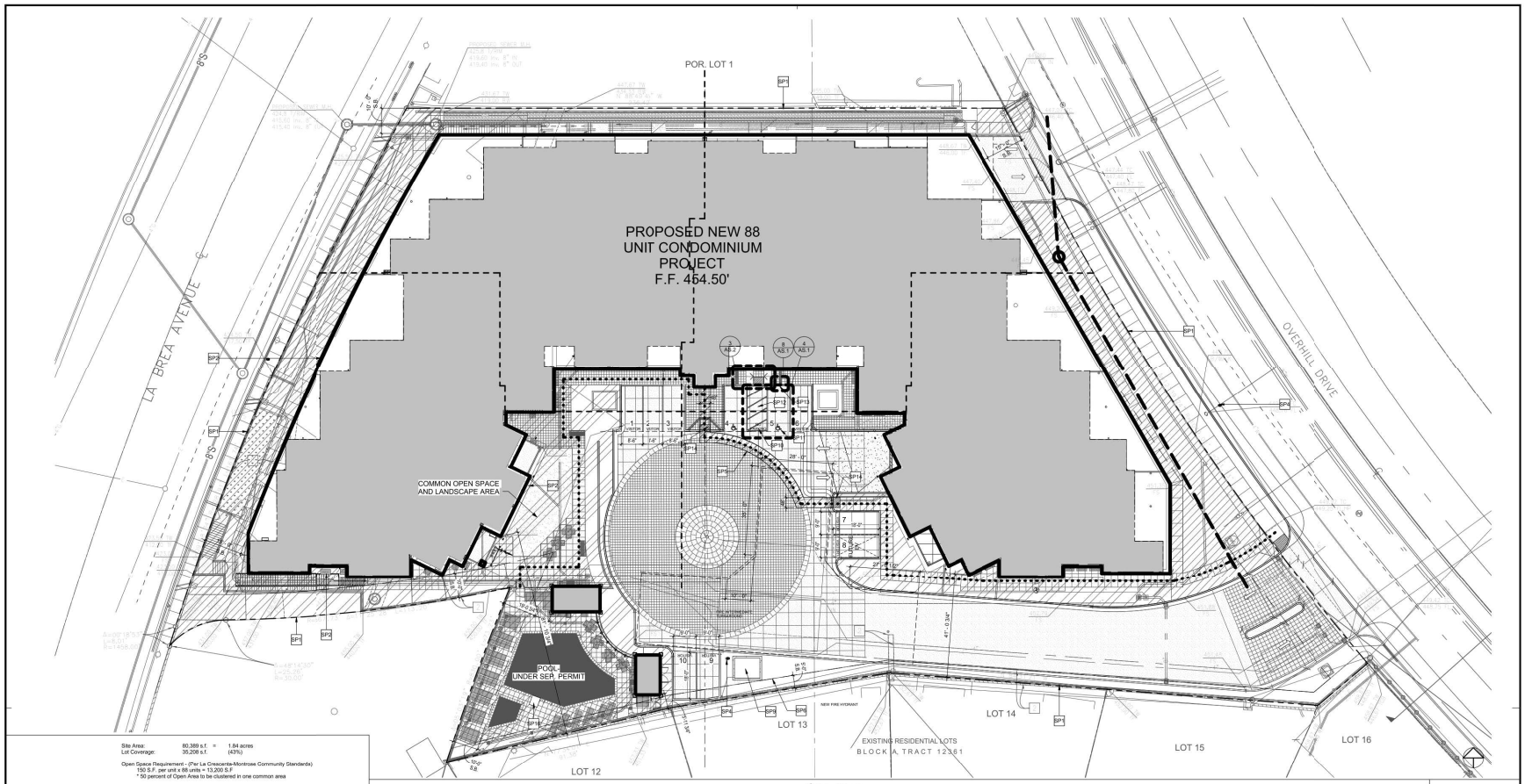

Site Plan

Site Area: 80,389 s.f. = 1.84 acres
Lot Coverage: 35,208 s.f. (43%)

Open Space Requirement - (Per La Crescenta-Montrose Community Standards)
150 S.F. per unit x 88 units = 13,200 S.F
* 50 percent of Open Area to be clustered in one common area

Open Space Provided: 15,961 s.f.

Landscaping Area: 16,871 s.f.

Bicycle Parking Spaces Provided:	Short-Term	Long Term
Level 1	9 spaces	
Basement 1		49 spaces
Total Bicycle Spaces	58 spaces	

Parking Requirements: 2.25 spaces per unit x 88 units = 198 spaces
(2.0 x 88 units = 176 assigned; 0.25 x 88 units = 22 visitor)

Parking Provided:	Standard	Accessible	Futus EV
Level 1	10 spaces	2 spaces	1 spcis
Basement 1	66 spaces	2 spaces	2 spcies
Basement 2	91 spaces	2 spaces	3 spcies
Basement 3	35 spaces	0 spaces	1 spcis
Total Parking Spaces	198 spaces (176 assigned + 22 visitor)		
(Accessible spaces:	Assigned = 176 x 0.02 = 4		
	Visitors = 22 x 0.05 = 2)		

Dwelling Unit Density - (Per Section 22.20.390)
Dwelling Unit Maximum 50 Units per "Net Acre"

Gross Lot Area: 80,389 s.f.
Easements: 3,152 s.f.

Total Net Acreage: 77,237 s.f. (1.773 acres)

Allowable Dwelling Units: 1.773 acres x 50 Units = 88 Units
Habitable living area: 139,281 s.f.
Above ground gross floor area: 154,030 s.f.

FAR: Above ground gross floor area / Total lot area = 154,030 / 80,389 = 1.92

Excluded from Gross floor area:
- total basement parking/ramps: 79,837 s.f.
- total unenclosed decks: 15,730 s.f.

Maximum Building Height Area - (Per Section 22.52.050)
The Floor Area in all the buildings on any one parcel of land shall not exceed 13 times the building area of such parcel of land.

Subtract the required open space, setbacks and surface parking are to be excluded from the total land area

Total Land Area: 80,389 s.f.

Net Area Deductions:	
Required Open Space:	6,400 s.f.
Building Setbacks:	14,949 s.f.
Surface Parking:	5,084 s.f.
Total Net Area Deductions:	26,633 s.f.

Buildable Area: 80,389 - 26,633 = 53,756 s.f.

Allowable Buildable Area: 53,756 s.f. x 13 = 698,828 s.f.

Maximum Allowable Stories: 13 Stories

Site Tabulations

SP1	PROPERTY LINE, TYPICAL
SP2	BUILDING FOOTPRINT
SP4	NEW FIRE HYDRANT
SP5	ACCESSIBLE PATH OF TRAVEL - SEE "PATH OF TRAVEL NOTES
SP6	BUILDING SETBACK LINE
SP9	TRANSFORMER ON CONC. PAD
SP10	PAINT "I.F." HIGH LETTERS "NO PARKING" AT LOADING / UNLOADING ACCESS AISLE - SEE 4/AS.1
SP11	36" SQ. INTERNATIONAL SYMBOL OF ACCESSIBILTY PER 1108A.8.9.2
SP12	VAN ACCESSIBLE PARKING SPACE w/ 8 FT. WIDE ACCESS AISLE - SEE 4/AS.1
SP13	POLE OR WALL MOUNTED VAN ACCESSIBLE SIGN - SEE 8/AS.1
SP14	MIN. 36" WIDE DETECTABLE WARNING MAT - SEE 3/AS.1
SP16	PROVIDE PORTABLE ASSISTIVE SWIMMING POOL LIFT DEVICE PER CBC 1141A.2- REFER TO F/AS.1

Site Plan Keynotes

THIS ARCHITECTURAL SITE PLAN IS PROVIDED FOR OVERALL SITE REFERENCE AND LOCATION OF ITEMS INCLUDED IN THIS SET OF PLANS. IT IS NOT INTENDED TO BE USED FOR THE CONSTRUCTION OF ANY SITE IMPROVEMENTS, SEE PLANS BY CIVIL ENGINEER AND LANDSCAPE ARCHITECT FOR ALL SITE IMPROVEMENTS.

THIS SITE PLAN IS FOR BUILDING DEPARTMENT USE ONLY. ALL DIMENSIONS SHOWN ARE APPROXIMATE. SEE PLANS PREPARED BY CIVIL ENGINEER FOR EXACT BUILDING LOCATIONS, CURBS, STREETS, DRIVEWAYS, UTILITIES, GRADING, ETC. SEE PLANS FROM LANDSCAPE ARCHITECT FOR SIDEWALKS, POOLS, HARDSCAPE, LANDSCAPE, FENCING, ETC.

SEE CIVIL DRAWINGS FOR LOT LINE DIMENSIONS AND GRADING.

ALL SITE DIMENSIONS AND SITE ELEVATIONS SHOWN ON SITE PLAN ARE FOR REFERENCE ONLY. ALL ELEVATIONS SHOWN ARE TO FINISH SURFACE U.N.O. CIVIL DRAWINGS TAKE PRESCEDENCE OVER ARCHITECTURAL DRAWINGS FOR SITE DIMENSIONS AND SITE ELEVATIONS.

SURFACE WATER WILL DRAIN AWAY FROM BUILDING. THE GRADE SHALL BE A MINIMUM OF 5% WITHIN THE FIRST 10 FEET (2% FOR IMPERVIOUS AREA). REFER TO CIVIL DRAWINGS FOR GRADES.

STORM WATER MANAGMENT PER CIVIL

THE DISCHARGE OF ANY POLLUTANTS TO ANY STORM DRAINAGE SYSTEM IS PROHIBITED. NO SOLID WASTE, PETROLEUM BYPRODUCTS, SOIL PARTICULATE, CONSTRUCTION WASTE MATERIALS, OR WASTE WATER GENERTAED ON CONSTRUCTION SITES OR BY CONSTRUCTION ACTIVITIES SHALL BE PLACED, CONVEYED OR DISCHARGED INTO THE STREET, GUTTER OR STORM DRAIN SYSTEM.

ALL CONTOURS SHOWN INDICATE EXISTING GRADES.

HOUSE ADDRESS IS TO BE LOCATED SO THAT THE NUMBER IS VISIBLE AND LEGIBLE FROM THE STREET.

FOOTING AT TREE LOCATIONS MUST BE BOARD FORMED TO ELIMINATE BOIL OVER AND ALL EXTRANEOUS CONCRETE MUST BE REMOVED FROM THE SITE.

ALL DOWNSPOUT (D.S.) LOCATIONS TO BE VERIFIED WITH EXTERIOR ELEVATIONS. ELEVATIONS TAKE PRECEDENT.

ALL ROOF AND DECK DRAINS SHALL CONNECT TO UNDERGROUND STORM DRAIN SYSTEM.

AUTOMATIC IRRIGATION SYSTEM CONTROLLERS INSTALLED AT THE TIME OF FINAL INSPECTION SHALL BE WEATHER OR SOIL MOISTURE CONTROLLED THAT ADJUST IRRIGATION IN RESPONSE TO CHANGES IN WEATHER CONDITIONS.

PREVENT IRRIGATION SPRAY ON STRUCTURES.

THERE SHALL BE NO TRENCHES OR EXCAVATIONS 5 FEET OR MORE IN DEPTH INTO WHICH A PERSON IS REQUIRED TO DESCEND, OR OBTAIN A NECESSARY PERMIT FROM STATE OF CALIFORNIA, DIVISION OF INDUSTRIAL SAFETY PRIOR TO THE ISSUANCE OF A BUILDING OR GRADING PERMIT.

PEDESTRIANS SHALL PROTECTED DURING CONSTRUCTION, REMODELING AND DEMOLITION ACTIVITIES AS REQUIRED BY LA COUNTY BUILDING CODE CHAPTER 33.

Site General Notes

1. SLOPE IN ACCESSIBLE PARKING STALL AND LOADING AREA SHALL NOT EXCEED 2% WITH 2% CROSS SLOPE.
2. SLOPE AT PATH OF TRAVEL SHALL NOT EXCEED 5% WITH 2% CROSS SLOPE.
3. LANDING AT DOORS IN DIRECTION OF DOOR SWING (BY WIDTH OF DOOR) SHALL NOT EXCEED 2% WITH 2% CROSS SLOPE.

Path of Travel Notes

NOTE:
REFER TO OPEN SPACE EXHIBIT ON CIVIL PLANS FOR OPEN SPACE REQUIREMENTS

OUTLINE OF NEW BUILDING FOOTPRINT

PROPERTY LINE

BUILDING SETBACK LINE

ACCESSIBLE PATH OF TRAVEL- 2% MAX CROSS SLOPE

Site Legend

Michael Luna & Associates
1631 North El Camino Real Suite A
Encinitas, California 92075
Phone: (949) 493-5209
Fax: (949) 493-5248

Architect
The Bedford Group
12400 Wilshire Blvd. Suite 850
Los Angeles, CA 90025
P: 310.568.8800

Applicant
Project:

Construction Documents

"The View"

5101 South Overhill Drive
Los Angeles, CA 90043

APN: 500-9007-022

Sheet Title

Architectural Site Plan

Stamp

Project No.	1400
Plot Date	05.16.22
B.D. Submittal	
Bid Issue	
Const. Issue	
Revision:	
Revision:	
Revision:	
Revision:	

A1.0

Sheet No.

May 17, 2022 - 3:33pm mpopovic P:\300.Environmental\12412 The View Residential Project\DUDEK WORK PRODUCTS\DOCUMENTS\Transportation\Graphics\AutoCAD files\June 2020\TheView_091820_BaseFigures.dwg Layout: Fig1-SitePlan

SOURCE: Michael Luna & Associates, 2022.

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FIGURE 3-1

Project Site Plan

The View Residential Project

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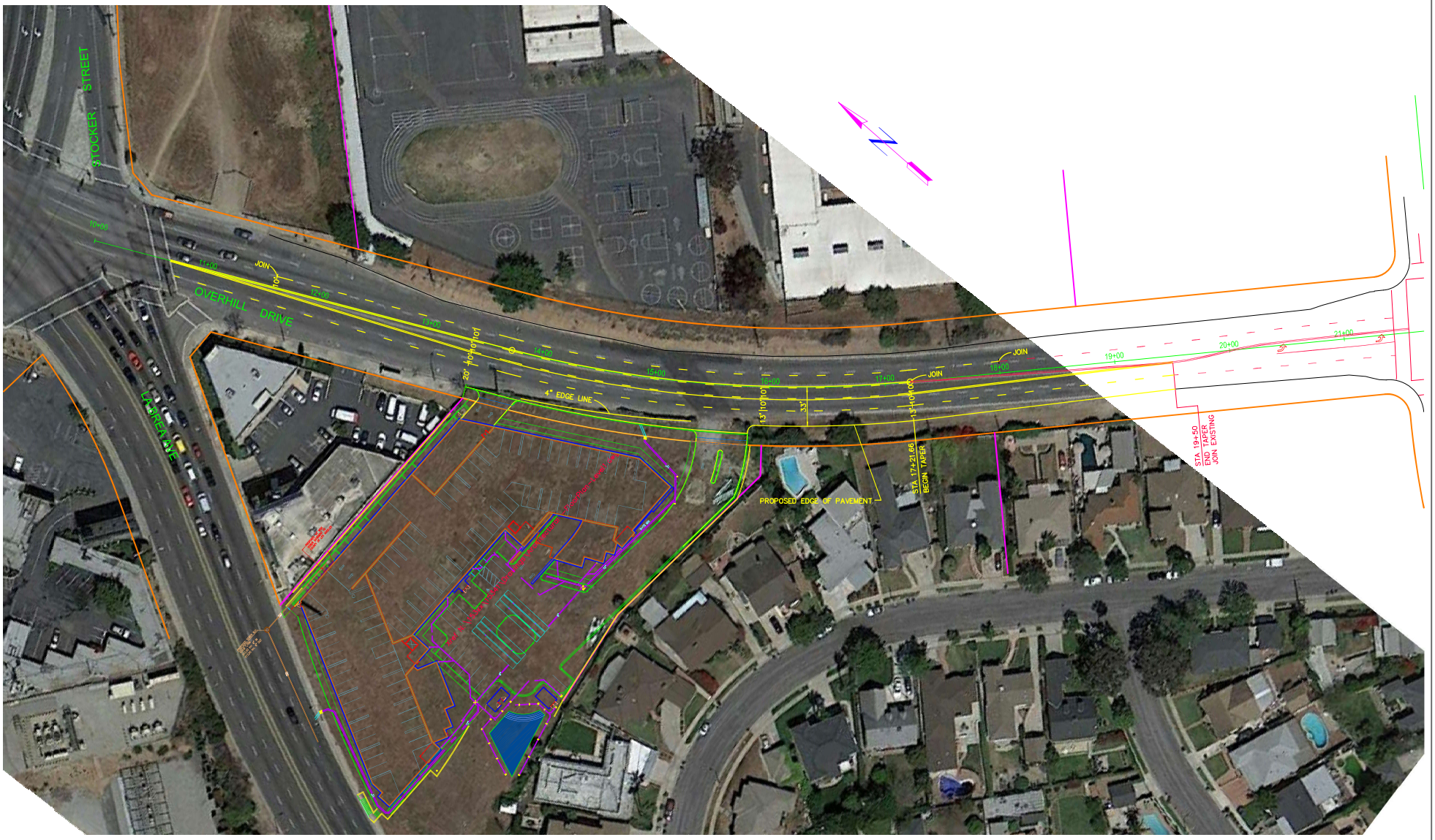

SOURCE: LLG 2018

FIGURE 3-2

Overhill Drive Restriping

The View Residential Project

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4 Traffic and Circulation

This chapter describes the existing transportation conditions of The View Residential Project (Project) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the Project. The discussion in this chapter is based on the Vehicle Miles Traveled Screening Analysis (VMT Memorandum) prepared for the proposed the View Residential Project, prepared by Dudek in May 2022. The complete VMT Memorandum is provided in Appendix C of this Environmental Impact Report (EIR).

4.1 Existing Conditions

4.1.1 Regional and Local Circulation and Project Access

The Project site is located within the unincorporated community of Ladera Heights/View Park-Windsor Hills in Los Angeles County (County), approximately 425 feet south of the City of Los Angeles (City) jurisdictional boundary, 1 mile north of the City of Inglewood jurisdictional boundary, and 1.25 miles east of the City of Culver City jurisdictional boundary. Regional access to and from the Project is provided via Interstate (I) 405, which runs north to south and is located approximately 2.5 miles west of the Project site, and I-10, which runs east to west and is located approximately 2.6 miles north of the Project site. The Project site is fronted by two public streets, Overhill Drive and South La Brea Avenue. The La Brea Avenue-Overhill Drive/Stocker Street intersection is located approximately 250 feet north of the Project site. South La Brea Avenue provides a connection to I-10 to the north and La Cienega Boulevard, located approximately 3,200 feet west of the Project site, provides a connection to I-405 to the south. South La Brea Avenue, La Cienega Boulevard, and Stocker Street are designated as Boulevard II and Overhill Drive is designated as Avenue I in the City of Los Angeles General Plan (City of Los Angeles 2016). The Project site is currently fenced off along Overhill Drive and is not accessible from any public roadways, including either Overhill Drive or South La Brea Avenue. Figure 4-1, Project Location and Study Area, shows the Project location, roadways, and intersections within the study area.

4.1.2 Pedestrian and Bicycle Facilities

There are currently limited pedestrian facilities available near the Project site, as Overhill Drive largely lacks sidewalks, curbs, and gutters, except for the portion leading to the La Brea Avenue-Overhill Drive/Stocker Street intersection. This section has a complete sidewalk, as does the eastern side of the road. La Cienega Boulevard, the western portion of Stocker Street leading to La Cienega Boulevard, and Fairfax Avenue, also have discontinuous pedestrian facilities (sidewalks). All other nearby roadways within the study area have continuous pedestrian facilities. There are also several parks near the Project site that provided multi-use trails including the Stocker Corridor Trail, Kenneth Hahn Park, and Norman O. Houston Park.

As stated in the County's Bicycle Master Plan, the County maintains bikeways within unincorporated areas as well as regional bicycle paths that travel through unincorporated cities (Alta Planning + Design 2012). However, there is no indication of any type of bike lane in the immediate boundary streets of the Project site aside from the streets designated in the County's Bicycle Master Plan.

As the County's Circulation Element does not provide specific bicycle facility designations, the following classes are used to identify bicycle facilities within the study area as identified in Chapter 3 of the Los Angeles County Bicycle Master Plan:

- **Class I Bicycle Path (Shared-Use Path or Multi-Use Path)** A bike path physically separated from any street or highway. Shared Use Paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users.
- **Class II Bicycle Lane (Bike Lane)** A portion of roadway that has been designated by striping, signaling, and pavement markings for the preferential or exclusive use of bicyclists.
- **Class III Bicycle Routes (Bike Route)** A generic term for any road, street, path, or way that in some manner is specifically designated for bicycle travel regardless of whether such facilities are designated for the exclusive use of bicycles, or are to be shared with other transportation modes.
- **Bicycle Boulevards** A local road or residential street with low-traffic that can accommodate bicyclists and motorists that have been enhanced with signage, traffic calming, and other treatments to prioritize bicycle travel.

The closest location of a County designated bicycle facility is a Class III bicycle route located approximately 1.5 miles northwest of the Project site located along Martin Luther King Jr. Boulevard. As mentioned above, there are also several parks near the Project site that provided multi-use trails for both pedestrians and bicyclists, including the Stocker Corridor Trail, Kenneth Hahn Park, and Norman O. Houston Park. As shown in the County's Bicycle Master Plan, the County's plan includes proposed bicycle facilities near the Project site. A Class II bicycle lane is proposed to be constructed on portions of Stocker Street, Fairfax Avenue, and Overhill Drive, and is proposed to be completed in the near future. Other proposed facilities include the addition of Class II bicycle lanes at Angeles Vista Boulevard and proposed Class III bicycle routes along Valley Ridge Avenue and Slauson Avenue.

Transit Facilities

Public transit service near the Project site and the surrounding study area is provided by Los Angeles County Metropolitan Transportation Authority (Metro) and by the LADOT DASH service. Figure 2-6 illustrates these routes.

Metro

Public transit bus services from Metro includes routes that serve the west and central portions of the City and County, as well as other nearby jurisdictions such as Culver City, Inglewood, and El Segundo. A summary of each route is provided below.

Route 102

Route 102 provides connections with LAX to the community of South Gate, including stops within the community of Leimert Park, Los Angeles. The nearest bus stop is located on Overhill Drive approximately 100-feet north of the Project site for the southbound direction, while the northbound direction bus stop is directly opposite, located on the eastern portion of Overhill Drive. Route 102 provides approximately 30 to 60 minute weekday peak service headways.

Route 105

Route 105 provides connections with the City of West Hollywood to the City of Vernon, including stops within the City of Beverly Hills, and the community of Leimert Park, Los Angeles. The nearest bus stop to the Project is located at the intersection of Crenshaw Boulevard/Stocker Street, approximately 1.5 miles east of the Project. Route 105 provides 24-hour service, with approximately 10 to 16-minute weekday peak service headways.

Route 108

Route 108 connects the community of Marina Del Rey to the City of Pico Rivera, including stops within Hyde Park, the City of Huntington Park, and the City of Commerce. The nearest bus stop to the proposed project is located at the intersection of Overhill Drive/Slauson Avenue, approximately 0.5 miles south of the project site. Route 108 provides 8 to 10 minute weekday peak service headways.

Route 212

Route 212 connects the City of Hawthorne to Hollywood, with stops within the City of Inglewood, City of Huntington Park, and City of Commerce. The nearest bus stop is located on Overhill Drive approximately 100 feet north of the Project site for the southbound direction, while the northbound direction bus stop is directly opposite, located on the eastern portion of Overhill Drive. Route 212 provides approximately 10-minute weekday peak service headways.

Crenshaw/LAX Transit Project

As part of Metro's ongoing improvements and additions to the light rail network, the Crenshaw/LAX Transit Project will extend light rail transit service from the existing Metro E Line (Expo) at the Crenshaw Boulevard/Exposition Boulevard intersection, and merge with Metro C Line as the Aviation/LAX station on Aviation Boulevard and I-105. The line will travel 8.5 miles and serve the cities of Los Angeles, Inglewood, and El Segundo. The nearest stop location would be approximately 1.5 miles east of the Project site located at the Leimert Park station. The Crenshaw/LAX Transit Project is currently under construction and is expected to begin operation in Fall 2022 and may be further expanded to continue north of the existing Expo Line.

LADOT

DASH Crenshaw

The Crenshaw route connects the Expo Line station with the Baldwin Hills Plaza, with stops located along La Brea Avenue and Obama Boulevard. The nearest bus stop to the Project is located at the intersection of Santa Rosalia Drive/Stocker Street, approximately 1.5 miles east of the Project. The Crenshaw route provides approximately 20-minute weekday peak service headways.

4.1.3 Relevant Plans, Policies, and Ordinances

Federal

There are no federal plans, policies, or ordinances related to transportation relevant to the Project.

State

Senate Bill 743

In September 2013, the Governor's Office signed SB 743 into law, starting a process that fundamentally changes the way transportation impact analysis is conducted under the California Environmental Quality Act (CEQA). Within the State's CEQA Guidelines, these changes include the elimination of auto delay, level of service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts. The guidance identifies vehicle miles traveled (VMT) as the most appropriate CEQA transportation metric, along with the elimination of auto delay/LOS for CEQA purposes statewide. The justification for this paradigm shift is that auto delay/LOS impacts lead to improvements that increase roadway capacity and therefore induce more traffic and greenhouse gas (GHG) emissions. The legislation was also intended to incentivize development in and around Transit Priority Areas (TPAs) and High-Quality Transit Corridors (HQTCs), and to encourage high-density infill and mixed-use projects. In January 2016, the Governor's Office of Planning and Research (OPR) issued Draft Guidance, which provided recommendations for updating the State's CEQA Guidelines in response to SB 743 and recommended practice for VMT analysis in an accompanying Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory). OPR's most recent Technical Advisory is dated December 2018.

Statewide Transportation Improvement Program

The Statewide Transportation Improvement Program (STIP), run by the California Transportation Commission, is a multi-year, statewide, intermodal program of transportation projects that is consistent with the statewide transportation plan and planning processes, metropolitan plans, and Title 23 of the CFR. The latest version of the STIP was adopted on March 16, 2022 (California Transportation Commission 2022). The STIP is prepared in cooperation with the California Department of Transportation (Caltrans), the metropolitan planning organizations, and the regional transportation planning agencies. The regional transportation planning agency is the Southern California Association of Governments (SCAG). The STIP contains all capital and non-capital transportation projects or identified phases of transportation projects for funding under the Federal Transit Act and Title 23 of the CFR, including federally funded projects.

Interregional Transportation Improvement Program

The 2021 Interregional Transportation Improvement Program (ITIP) was approved by Caltrans in October 2021 (Caltrans 2021). California Government Code Section 14526 specifies that the purpose of the ITIP is to fund projects that improve interregional movement for people and goods across California on the State Highway System and develop Intercity Passenger Rail corridors of strategic importance. The ITIP is one of many state funding programs that collectively invest in transportation infrastructure, maintenance and operations and is prepared by Caltrans for submittal to the California Transportation Commission to assist with recommendations for projects in the STIP.

Local

Southern California Association of Governments 2020-2045 Regional Transportation Plan/ Sustainable Communities Plan

SCAG received approval of the transportation conformity determination for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal) from the Federal Highway Administration and the Federal Transit Administration on June 5, 2020 (U.S. Department of Transportation, Federal Highway Administration 2020) and by the California Air Resources Board (CARB) on October 30, 2020 (CARB 2020). Connect SoCal plan is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. Connect SoCal embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions (CTCs), tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. Connect SoCal addresses regional challenges in several ways. A key, formative step is to develop a Regional Growth Forecast in collaboration with local jurisdictions, which helps SCAG identify opportunities and barriers to development. The plan forecasts the number of people, households and jobs (at the jurisdictional level) expected throughout SCAG's 191 cities and in unincorporated areas by 2045. This forecast helps the region understand in a very general sense where to expect growth and allows SCAG to focus attention on areas experiencing change and increases in transportation needs.

As part of the state's mandate to reduce per-capita GHG emissions from automobiles and light trucks, Connect SoCal presents strategies and tools that are consistent with local jurisdictions' land use policies and incorporate best practices for achieving the state-mandated reductions in GHG emissions at the regional level through reduced per-capita vehicle miles traveled (VMT). Strategies and tools include focusing growth in transit priority areas (TPAs), high quality transit areas, proximate to job centers, and including a variety of housing types and ranges of affordability (SCAG 2020).

Los Angeles County Transportation Impact Analysis Guidelines

The County generally requires the preparation and submission of a Transportation Impact Analysis (TIA) for projects that meet the following criteria:

- Development Projects:
  - Estimated to generate a net increase of 110 or more daily vehicle trips.
- Transportation Projects:
  - Likely to induce additional vehicle miles traveled (VMT) by increasing vehicle capacity.
- Projects for which a Transportation Impact Analysis is required by County ordinance; regulation; resolution; court order; or directive from the Board of Supervisors, Regional Planning Commission.

A TIA requires analyses and forecasting of impacts or deficiencies to the circulation system generated by the Project. The TIA must identify feasible measures or corrective conditions to offset any impacts or deficiencies. The County's TIA Guidelines also provide screening and impact criteria to determine a Project's consistency with CEQA Guidelines Section 15064.3, subdivision (b)(1), regarding VMT-related impacts (Los Angeles County Department of Public Works 2020). Within the scoping process with the Los Angeles County Department of Public Works, it was determined that the TIA would take the form of a VMT

Screening Analysis Memorandum. As such, this traffic and transportation analysis herein is based on VMT methodology. Additionally, LOS analysis has been prepared for informational and disclosure purposes, as is provided in Appendix C, and will not be utilized by the Lead Agency for CEQA analysis in accordance with SB 743 and the current CEQA Guidelines. As directed by the County and in accordance with the current 2022 CEQA Statutes and Guidelines, the VMT Memorandum provides an assessment of VMT per current CEQA and SB 743 requirements.

Los Angeles County Congestion Management Program

On July 16, 2019, the County Board of Supervisors adopted a resolution exempting the County from the State-mandated Congestion Management Program (CMP) in conjunction with Metro's effort to achieve Countywide exemption once a majority of the County's local governments have adopted similar resolutions. The CMP for the County region was first established in 1992 and the purpose of the CMP was to address the impacts of local growth on the regional transportation system. The CMP was created to link local land use decisions with their impacts on regional transportation and air quality as well as to develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel (Los Angeles County 2019).

However, over the last several years, the CMP has become increasingly outdated in relation to the direction of regional, State, and Federal transportation planning requirements. The primary reason to opt-out of the CMP was to relieve the County from having to use a single measure LOS to determine roadway deficiencies, which also aligns with the SB 743 elimination of auto delay, LOS, and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts under CEQA (Los Angeles County 2019). Therefore, no discussion on the CMP is required as the County has opted out of this former requirement in transportation planning.

Los Angeles County Bicycle Master Plan

The Los Angeles County Bicycle Master Plan (Alta Planning + Design 2012) proposes a vision for a diverse regional bicycle system of interconnected bicycle corridors, support facilities, and programs to make bicycling more practical and desirable to a broader range of people in the County. The Bicycle Master Plan is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs throughout the unincorporated communities of the County of Los Angeles for 20 years (2012 to 2032). The Bicycle Master Plan proposes to build off the existing 144 miles of bikeways throughout the County, and install approximately 831 miles of new bikeways in the next 20 years. The 831 miles of proposed bikeways consist of approximately 71 miles Class I bike paths, approximately 274 miles Class II bike lanes, and approximately 463 miles of Class III bike routes, as defined/described in Chapter 1000 of the Caltrans Highway Design Manual. The Bicycle Master Plan also proposes a network of 23 miles of bicycle boulevards, which are facilities that prioritize bicycle travel on low-traffic, low-volume streets and are intended to provide greater safety and comfort to bicyclists. As shown in the County's Bicycle Master Plan (Alta Planning + Design 2021), the County's plan includes proposed bicycle facilities near the Project site, including the addition of Class II bike lanes along Stocker Street, Fairfax Avenue, Overhill Drive, and Angeles Vista Boulevard. Additionally, Class III bike routes are proposed near the Project site along Valley Ridge Avenue and Slauson Avenue.

Los Angeles County General Plan 2035

The Los Angeles County's General Plan 2035 (General Plan) is a long-range policy document which lays out the framework for all future growth and development within the County. The County adopted the General Plan in October 2015 and includes the following goals and policies relevant to the Project with regard to transportation (Los Angeles County 2015):

Goal M 1: Street designs that incorporate the needs of all users.

Policy M 1.1: Provide for the accommodation of all users, including pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and persons with disabilities when requiring or planning for new, or retrofitting existing, transportation corridors/networks whenever appropriate and feasible.

Policy M 1.2: Ensure that streets are safe for sensitive users, such as seniors and children.

Goal M 2: Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.

Policy M 2.1: Provide transportation corridors/networks that accommodate pedestrians, equestrians and bicyclists, and reduce motor vehicle accidents through a context-sensitive process that addresses the unique characteristics of urban, suburban, and rural communities whenever appropriate and feasible.

Policy M 2.2: Accommodate pedestrians and bicyclists, and reduce motor vehicle accidents by implementing the following street designs, whenever appropriate and feasible:

- Lane width reductions to 10 or 11 feet in low speed environments with a low volume of heavy vehicles.
- Wider lanes may still be required for lanes adjacent to the curb, and where buses and trucks are expected.
- Low-speed designs.
- Access management practices developed through a community-driven process.
- Back in angle parking at locations that have available roadway width and bike lanes, where appropriate.

Policy M 2.4: Ensure a comfortable walking environment for pedestrians by implementing the following, whenever appropriate and feasible:

- Designs that limit dead-end streets and dead-end sidewalks.
- Adequate lighting on pedestrian paths, particularly around building entrances and exits, and transit stops.
- Designs for curb ramps, which are pedestrian friendly and compliant with the American Disability Act (ADA).
- Perpendicular curb ramps at locations where it is feasible.

- Pedestrian walking speed based on the latest standard for signal timing. Slower speeds should be used when appropriate (i.e., near senior housing, rehabilitation centers, etc.)
- Approved devices to extend the pedestrian clearance times at signalized intersections.
- Accessible Pedestrian Signals (APS) at signalized intersections.
- Pedestrian crossings at signalized intersections without double or triple left or right turn lanes.
- Pedestrian signal heads, countdown pedestrian heads, pedestrian phasing and leading pedestrian intervals at signalized intersections.
- Exclusive pedestrian phases (pedestrian scrambles) where turning volume conflicts with very high pedestrian volumes.
- Advance stop lines at signalized intersections.
- Pedestrian Hybrid Beacons.
- Medians or crossing islands to divide long crossings.
- High visibility crosswalks.
- Pedestrian signage.
- Advanced yield lines for uncontrolled crosswalks.
- Rectangular Rapid Flashing Beacon or other similar approved technology at locations of high pedestrian traffic.
- Safe and convenient crossing locations at transit stations and transit stops located at safe intersections.

Policy M 2.7: Require sidewalks, trails and bikeways to accommodate the existing and projected volume of pedestrian, equestrian and bicycle activity, considering both the paved width and the unobstructed width available for walking.

Policy M 2.8: Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.

Policy M 2.9: Encourage the planting of trees along streets and other forms of landscaping to enliven streetscapes by blending natural features with built features.

Policy M 2.10: Encourage the provision of amenities, such as benches, shelters, secure bicycle storage, and street furniture, and comfortable, safe waiting areas near transit stops.

Goal M 4: An efficient multimodal transportation system that serves the needs of all residents.

Policy M 4.1: Expand transportation options that reduce automobile dependence.

Policy M 4.6: Support alternatives to LOS standards that account for a multimodal transportation system.

Policy M 4.9: Ensure the participation of all potentially affected communities in the transportation planning and decision-making process.

Policy M 4.12: Work with adjacent jurisdictions to ensure connectivity and the creation of an integrated regional network.

Policy M 4.13: Coordinate with adjacent jurisdictions in the review of land development projects near jurisdictional borders to ensure appropriate roadway transitions and multimodal connectivity.

Policy M 4.15: Reduce vehicle trips through the use of mobility management practices, such as the reduction of parking requirements, employer/institution-based transit passes, regional carpooling programs, and telecommuting.

Policy M 4.16: Promote mobility management practices, including incentives to change transit behavior and using technologies, to reduce VMTs.

Goal M 5: Land use planning and transportation management that facilitates the use of transit.

Policy M 5.1: Facilitate transit-oriented land uses and pedestrian-oriented design, particularly in the first-last mile connections to transit, to encourage transit ridership.

Policy M 5.2: Implement parking strategies that facilitate transit use and reduce automobile dependence.

Goal M 7: Transportation networks that minimizes negative impacts to the environment and communities.

Policy M 7.1: Minimize roadway runoff through the use of permeable surface materials, and other low impact designs, wherever feasible.

Policy M 7.3: Encourage the use of sustainable transportation facilities and infrastructure technologies, such as liquid and compressed natural gas, and hydrogen gas stations, ITS, and electric car plug-in ports.

4.2 Thresholds of Significance

The significance criteria used to evaluate the project impacts to transportation are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to transportation would occur if the project would:

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
4. Result in inadequate emergency access.

VMT Analysis Methodology

As discussed in Section 4.1.3, SB 743 required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Under the new transportation guidelines, LOS, or vehicle delay, will no longer be considered an environmental

impact under CEQA. OPR recommended VMT as the most appropriate measure of project transportation impacts for land use projects and land use plans. Accordingly, the CEQA Guidelines were updated to add Section 15064.3, Determining the Significance of Transportation Impacts, that describes specific considerations for evaluating a project's transportation impacts using VMT methodology. CEQA Guidelines Section 15064.3(b) is divided into four subdivisions as follows:

(1) **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 presumed to have a less than significant transportation impact.

(2) **Transportation Projects.** Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

(3) **Qualitative Analysis.** If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

(4) **Methodology.** A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's VMT, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project.

Since the Project is a land use development, the CEQA Guidelines Section 15064.3, subdivision (b) 1 applies to the Project.

VMT Significance Criteria

The County has approved the VMT thresholds as outlined within the most recent version of their TIA guidelines (July 2020). Per their TIA guidelines, a project has a potentially significant VMT impact if it meets one or more of the criteria listed below when comparing to the Baseline VMT for the North and South areas of the County.

Residential Projects: The project's residential VMT (i.e., the VMT generated by home-based work and other trips) per capita would not be 16.8% below the existing residential VMT per capita for the Baseline Area (i.e., within North or South County) in which the project is located.

Office Projects: The project's employment VMT (i.e., the VMT generated by home-based work trips) per employee exceeding would not be 16.8% below the existing employment VMT per employee for the Baseline Area (i.e., within North or South County) in which the project is located.

Regional Serving Retail Projects: The project would result in a net increase in existing total VMT.

Land Use Plans: The plan total VMT per service population (i.e., sum of residents and employees) would not be 16.8% below the existing VMT per service population for the Baseline Area in which the plan is located (see Table 2-1).

Other Land use Type: Public Works to determine which of the above are an appropriate threshold of significance to be used.

VMT Screening Criteria

The County TIA guidelines provide VMT screening criteria to determine whether projects may be screened-out of further VMT analysis and may be presumed to have a less than significant impact. A VMT screening-based analysis for development projects based on the criteria in the County's TIA guidelines was conducted. Following criteria have been evaluated for the Project:

Non-Retail Project Trip Generation Screening. If a development project generates a net increase of 110 or more daily vehicle trips, then further VMT analysis is required. Therefore, residential parcels with less than 110 daily net trip generation would screen out of conducting further VMT analysis and a less than significant determination can be made.

Retail Project Trip Generation Screening. If a development project contains retail uses that exceed 50,000 square feet of gross floor area, then further VMT analysis is required. However, if the retail project is part of a mixed-use project, then the remaining portion of the project may be subject to further analysis in accordance with other screening criteria. Therefore, parcels with 50,000 square feet of gross floor area or less would screen out of conducting further VMT analysis and a less than significant determination can be made.

Proximity to Transit Based Screening. If a development project is located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor then the following subsequent questions should be considered:

- Does the project have a Floor Area Ratio less than 0.75?
- Does the project provide more parking than required by the County Code?
- Is the project inconsistent with the SCAG RTP/SCS?
- Does the project replace residential units set aside for lower income households with a smaller number of market-rate residential units?

If the answer to all four questions is no, further analysis is not required, and a less than significant determination can be made. To determine the proposed change in residential units, the total number of lower income housing units that exist on the project parcel should be counted and compared to the total number of lower income and market-rate residential units proposed by the project. If there is a net decrease in residential units, then Proximity to Transit Based Screening Criteria cannot be utilized.

Residential Land Use Based Screening (Affordable Housing Screening). Independent of the screening criteria for non-retail and retail projects, certain projects that further the State's affordable housing goals are presumed to have less than significant impact on VMT. If the project requires a discretionary action and 100% of the units, excluding manager's units, are set aside for lower income households, then, further analysis is not required, and a less than significant determination can be made.

The Project proposes residential uses; therefore, VMT per capita and VMT per service population metrics would be utilized for the Project's VMT analysis if the Project does not screen out for analysis.

4.3 Impacts Analysis

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

Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Plan (Connect SoCal)

As described in Section 4.1.3, as part of the state's mandate to reduce per-capita GHG emissions from automobiles and light trucks, Connect SoCal presents strategies and tools that are consistent with local jurisdictions' land use policies and incorporate best practices for achieving the state-mandated reductions in GHG emissions at the regional level through reduced per-capita VMT (SCAG 2020). Strategies to support these GHG and VMT reductions include focusing growth in TPAs and high-quality transit areas. As discussed under Threshold 2 below, the Project site is located within a high-quality transit corridor and is located within a TPA as defined by the SCAG RTP/SCS (see Figure 4-2, Transit Priority Area (TPA) 2045 - SCAG Region). Subsequently, the Project would be screened out of further VMT analysis and is presumed to have a less than significant VMT impact. Because the Project is located in a SCAG RTP/SCS designated TPA and in a high-quality transit corridor and would result in a less than significant VMT impacts as discussed below, the Project would be supporting the overall vision of Connect SoCal to strategize new development in transit-oriented areas. Growth within TPAs supports Connect SoCal's strategies for preserving natural lands and farmlands and alleviates development pressure in sensitive resource areas by promoting compact, focused infill development in established communities with access to high-quality transportation (SCAG 2020). Therefore, the Project would be consistent with the SCAG RTP/SCS, and no environmental impact would result due to any conflict with the SCAG RTP/SCS. **No impact** would occur.

County General Plan 2035

The County General Plan includes several goals and policies related to mobility, as detailed in Section 4.1.2 above. These goals and policies are addressed below, organized by topic. Overall, the Project is located in a primarily buildout area and consists of an infill residential development. As such, many of the roadways, transit, bicycle, and pedestrian facilities in the area are already built out to the General Plan standards. In accordance with CEQA, this consistency analysis is focused on if the Project would conflict with the County's ability to implement these goals and policies in a manner that would lead to a significant physical environmental impact, or if the proposed transportation improvements would directly conflict with these policies in a manner that would lead to a significant physical environmental impact. It is also noted that per CEQA Statute Section 21099(b)(2), "automobile delay, as described solely

by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment."

Multi-Modal Focused Goals and Policies

The General Plan (Los Angeles County 2015) includes Goal M-1, Policy M-1.1, Policy M-1.2, Goal M-2, Policies M 2.1 to M 2.10, Goal M-4, and Policy 4.1 related to multi-modal travel. As detailed above, these goals aim to provide street designs that consider all modes of transportation as well as safe street designs for all users. This includes pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and persons with disabilities.

As discussed in Section 4.1.1, there are limited pedestrian facilities available near the Project, as Overhill Drive largely lacks sidewalks, curbs, and gutters. The section of Overhill Drive directly north of the Project site, leading to the La Brea Avenue-Overhill Drive/Stocker Street intersection, has a complete sidewalk, as does the opposite portion of the roadway. As part of the Project, the Project will improve its frontage along Overhill Drive and provide pedestrian facilities per the County's standards. As discussed previously, Overhill Drive would be expanded within its existing right-of-way in order to provide a two-way left-turn lane in the median of the road. Adequate signage would be posted at both Project driveways, and both Project driveways will be clearly identified so that pedestrians can safely walk along the boundary of the site. The Project would also include landscaping along the sidewalk. Therefore, the Project would comply with General Plan goals and policies related to pedestrian mobility and safety, including General Plan Goal M 2 and Policies M 1.1, M 2.1, M 2.2, M 2.4, M 2.7, M 2.8, and M 5.1.

The Project would provide approximately 58 bicycle parking spaces and would alter the Overhill Drive roadway striping to accommodate the Class II bicycle lane that is proposed as part of the County's Bicycle Master Plan. Prior coordination with the County was required to accommodate the future construction of the County's bicycle path improvement project Overhill Drive, thereby requiring the installation of a two-way left-turn lane along Overhill Drive to maintain full access for each project driveway. As shown in the County's Bicycle Master Plan, the County's plan includes proposed bicycle facilities near the Project site, including the addition of Class II bike lanes along Stocker Street, Fairfax Avenue, Overhill Drive, and Angeles Vista Boulevard. Additionally, Class III bike routes are proposed near the Project site along Valley Ridge Avenue and Slauson Avenue. Implementation of the Project would comply with General Plan goals and policies related to bicycle mobility and safety, including General Plan Goal M 2 and Policies M 1.1, M 2.1, M 2.2, M 2.7, M 2.8, and M 2.10, as listed in Section 4.1.2.

Overall, proposed improvements would be consistent with the goal to incorporate the needs of all users, as they would improve pedestrian access through this area as well as accommodate the future bike lane improvements. As required, these transportation improvements would be to County Standards (Los Angeles County 2000) and the sidewalk improvements would be ADA compliant. Therefore, the Project would be consistent with these goals and policies, and no environmental impact would result due to any conflict with the multi-modal focused goals and policies of the General Plan. **No impact** would occur.

Roadway Facility Operations Policies

General Plan Policy M-4.6 addresses roadway facility operations. As discussed in Section 4.2 above, CEQA Section 15064.3 indicates that LOS standards, congestion and traffic delay are not standards utilized to determine physical environmental impacts in CEQA analysis.

Policy M 4.6 identifies that the County supports alternatives to LOS standards that account for a multimodal transportation system. In accordance with Policy M 4.6 to support alternative mobility analysis to LOS as well as the current County TIA Guidelines (Los Angeles County 2020) and State law (CEQA Statutes and Guidelines 2022), a VMT analysis was completed for the Project as detailed under Issue Question 2 below. As detailed under Issue Question 2, the Project would result in a less than significant VMT impact.

In conclusion, the Project would be consistent with the roadway facility operations policies of the County's General Plan and impacts would be **less than significant**.

Jurisdictional Coordination Policies

The Project site is located in the vicinity of several other jurisdictions; however, none of the proposed improvements included in the Project would require coordination with the adjacent communities. Thus, the Project would not conflict with Policies M 4.9, M 4.12 or M 4.13. **No impact** related to jurisdictional coordination policies would occur.

Traffic Demand Management Policies

Policies M 4.15 and M 4.16, Goal M-5, and Policies M 5.1 and M 5.2 are all related to traffic demand management, which are focused on reducing vehicle trips through reduced parking, transit pass subsidies, carpooling programs, telecommuting, pedestrian and transit-oriented design, and other methods to reduce dependency on vehicles. As discussed in Section 4.1.1, Metro and by the LADOT DASH provide transit service within the vicinity of the Project. Numerous bus routes operate within the Project area, and a bus stop for Metro along Route 212 is located less than 800 feet from the Project site on Overhill Drive. Implementation of the project would not result in alteration or removal of any transit facilities, including the bus stop. As such, the Project would comply with the County's General Plan goals and policies related to transit-oriented development by locating development within a Transit Priority Area and reducing dependency on vehicles. Furthermore, the project would include 198 vehicle parking spaces, consistent with and not exceeding County requirements, which would reduce excessive parking and further promote traffic demand management policies. The Project also includes 58 bicycle storage racks and roadway restriping along Overhill Drive to accommodate future bike lanes planned by the County (Alta Planning + Design 2012), which would promote a reduction in vehicle trips by encouraging the use of bicycles for transportation. The Project is also pedestrian oriented considering it would add a public sidewalk along the Project frontage and is within walking distance to the adjacent commercial, school and church as well as recreational features such as Norman O Houston Park and Stocker Corridor Trail. Thus, additional traffic demand management measures are not required. The Project would be consistent with the General Plan traffic demand management policies, and **no impact** would occur.

Environmental Transportation Goals and Policies

The County's Goal M 7 and associated policies are related to minimizing transportation improvement impacts on the environment. The proposed transportation improvements consist of the extension of the sidewalk along the Project frontage and striping improvements within the existing developed right of way for Overhill Drive. As detailed in the Initial Study (Appendix B), the Project would minimize the environmental impacts associated with these improvements considering all Project impacts (including hydrology and water quality) would be below a level of significance or mitigated to below a level of significance. Additionally, consistent with Policy M 7.3, the Project would include electric vehicle charging stations on the Project site. As such, the Project would be consistent with this goal and impacts would be **less than significant**.

County Bicycle Master Plan

As discussed under the analysis for the County's General Plan multi-modal goals and policies above, the Project would alter the right-of-way to include the Class II bicycle lane that is proposed as part of the County's Bicycle Master Plan (Alta Planning + Design 2012). Prior coordination with the County was required to accommodate the future construction of the County's bicycle path improvement project Overhill Drive, thereby requiring the installation of a two-way left-turn lane along Overhill Drive to maintain full access for each project driveway. As shown in the County's Bicycle Master Plan, the County's plan includes proposed bicycle facilities near the Project site, including the addition of Class II bike lanes along Stocker Street, Fairfax Avenue, Overhill Drive, and Angeles Vista Boulevard. Additionally, Class III bike routes are proposed near the Project site along Valley Ridge Avenue and Slauson Avenue (Alta Planning + Design 2012). With construction of the two-way left-turn lane along Overhill Drive, the Project would not conflict with the proposed bicycle facilities within the County's Bicycle Master Plan. Therefore, the Project would be consistent with the County's Bicycle Master Plan and impacts would be **less than significant**.

2. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

As previously discussed, the County has approved the VMT thresholds as outlined within the most recent version of County Traffic Impact Analysis Guidelines (Los Angeles County 2020). The following VMT assessment evaluates the Project under the appropriate criteria listed in Section 3.1.2.1, Non-Retail Project Trip Generation Screening Criteria, as well as under Section 3.1.2.3, Proximity to Transit Based Screening Criteria.

As shown in the screening analysis below, the Project would be screened out using one of the four criteria noted below and therefore would not require further VMT analysis. The following screening criteria were obtained from the County's 2020 TIA guidelines as it pertains to VMT, and is applied to screen the Project from a project-level assessment:

- **Section 3.1.2.1 Non-Retail Project Trip Generation Screening Criteria:** Does the development project generate a net increase of 110 or more daily vehicle trips?

  The Project is estimated to generate 704 daily vehicle trips (Appendix C). Therefore, the Project would not fall under this threshold.

- **Section 3.1.2.2 Retail Project Site Plan Screening Criteria:** Does the project contain retail uses that exceed 50,000 square feet of gross floor area?

  The Project does not contain any retail uses, and therefore would not fall under this threshold.

- **Section 3.1.2.3.–Proximity to Transit Based Screening Criteria:**
  - CEQA Guideline Section 15064.3, subdivision (b)(1), states that lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor will have a less-than-significant impact on VMT. Projects that meet the criteria below cannot utilize the proximity to high quality transit to screen-out VMT impacts:
    - Has a Floor Area Ratio (FAR) of less than 0.75. *(the Project does not meet this criteria)*
      - According to Figure 3-1, Project Site Plan, there is approximately 154,030 square feet of above ground floor area provided, and the total land area is approximately 80,389 square feet. The FAR of the project is approximately 1.92. Therefore, the Project does not meet these criteria.
    - Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking). *(the Project does not meet this criteria)*
      - According to the LA County Zoning Ordinance, approximately 198 parking spaces are required for the Project. The Project would provide 198 total parking spaces. Therefore, the Project does not meet this criteria.
    - Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization). *(the Project does not meet this criteria)*
      - *On May 7, 2020 the Southern California Association of Governments (SCAG) Regional Council adopted the Connect SoCal (2020–2045 RTP/SCS). Typically, a project would be consistent with the RTP/SCS if the project does not exceed the underlying growth assumptions within the RTP/SCS. The following analyzes each of the major goals of Connect SoCal in relation to the proposed project:*
        - *Encourage regional economic prosperity and global competitiveness*
          - *The Project would be built on currently vacant land that is currently underutilized and would provide a high density of residential uses in an urbanized area near employment centers.*
        - *Improve mobility, accessibility, reliability, and travel safety for people and goods*
          - *The Project would improve mobility, accessibility, and travel safety by locating residential uses within a TPA, encouraging cycling by providing bicycle parking on-site, providing off-site frontage roadway improvements intended to improve bicycle safety, providing ADA-compliant pathways and access, and encouraging walkability due to its proximity to nearby commercial, recreational, and institutional uses.*
        - *Enhance the preservation, security, and resilience of the regional transportation system*

- *The Project would be built within an existing TPA and would encourage the use of alternative forms of travels.*

▪ *Increase person and goods movement and travel choices within the transportation system*

- *The Project's location within a TPA, the provision of on-site bicycle parking, and walkability to nearby commercial, recreational, and institutional uses would provide a variety of travel mode choices to residents.*

▪ *Reduce greenhouse gas emissions and improve air quality*

- *The Project's location within a TPA and proximity to bikeable and walkable commercial, recreational, and institutional uses would reduce potential greenhouse gas emissions.*

▪ *Support healthy and equitable communities*

- *The Project would encourage pedestrian and bicycle modes of travel due to its proximity to commercial, recreational, and institutional uses; provision of on-site bicycle parking; and, is located within a TPA. The site is located in close proximity to parks and trails that promote active recreation, including Stocker Corridor Trail Head approximately 200 feet to the north and Norman O. Houston Park located approximately 500 feet to the north.*

▪ *Adapt to a changing climate and support an integrated regional development pattern and transportation network*

- *The Project would complement the County's initiatives to adapt to climate change by providing higher density residential uses within a TPA and encourage the use of alternative travel modes.*

▪ *Leverage new transportation technologies and data-driven solutions that result in more efficient travel*

- *The Project would benefit from being within a TPA and having transit routes that utilize Metro's integrated trip planning phone application "Transit". The application provides real time bus tracking, live schedules, and provides travel estimates for a wide variety of travel modes such as bikeshare, scooters, and rideshare services.*

▪ *Encourage development of diverse housing types in areas that are supported by multiple transportation options*

- *The Project would consist of larger than average multi-family units that support individuals as well as families in a predominantly single-family residential area. The Project is located within a TPA and has several existing transit options.*

▪ *Promote conservation of natural and agricultural lands and restoration of habitats*

- *The Project is located in a highly urbanized area, away from existing agricultural lands and habitat, and would not encroach upon natural and agricultural lands.*

o *Based on the assessment above, the Project would be consistent with the applicable Sustainable Communities Strategy. Therefore, the Project does not meet this criteria.*

- Replaces affordable residential units with a smaller number of moderate- or high-income residential units. *(the Project does not meet this criteria)*
    - The Project does not replace affordable residential units. Therefore, the Project does not meet this criteria.

As discussed in under Section 4.1.1, Metro Route 212 is located less than 800 feet from the Project site, along Overhill Drive, and has 15 minute or less headways during the peak hours which qualifies as a high quality transit corridor per OPR. As shown in Figure 4-2 and Figure 4-3, and utilizing GIS software to calculate the proportion of the Project site in relation to the TPA, approximately 86% of the Project site is within the TPA boundary, therefore, the Project is located within a TPA as defined by the SCAG RTP/SCS. As such, the Project site is located within ½ mile of a high-quality transit corridor and TPA and therefore can be screened out of further analysis and presumed to have a less than significant impact to VMT.

- **Section 3.1.2.4 Residential Land Use Based Screening Criteria:** Are 100% of the units, excluding manager's units, set aside for lower income households?

While the Project would consist of a residential land use, it does not contain 100% of units set aside for lower income households, and therefore would not fall under this threshold.

As the Project meets one of the four screening criteria established in the County's TIA Guidelines, a project-level detailed VMT analysis would not be required, and Project impacts to VMT would be **less than significant**.

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 previously described, the Project would provide frontage improvements along Overhill Drive that include a sidewalk per County's standards and restriping to accommodate the County's future bike lane. Overhill Drive would be restriped within its existing right-of-way in order to provide a two-way left-turn lane in the median of the road. Adequate signage would be posted at both Project driveways, and both Project driveways would be clearly identified so that pedestrians can safely walk along the boundary of the site, as required in Condition 12 (see Section 3.3.2, Access and Circulation). As required, these transportation improvements would be constructed to County Standards (Los Angeles County 2000) and the sidewalk improvements would be ADA compliant. The Project does not include any Project elements that could potentially create a traffic hazard for motor vehicles, bicycles, or pedestrians due to a proposed, non-standard design feature. The Project's transportation improvements are designed to connect with the existing adjacent public street system. Access points would not create a hazard vehicles or people entering or exiting the site. Additionally, the Project would not result in a hazardous roadway design or unsafe roadway configuration; place incompatible uses on existing roadways; or create or place curves, slopes, or walls that impede adequate sight distance on a roadway. Therefore, through compliance with the County Standards, the proposed transportation improvements would not substantially increase hazards due to a geometric design feature or incompatible use. Therefore, impacts would be **less than significant**.

4. Would the project result in inadequate emergency access?

Access to the Project site would be provided via two driveways along Overhill Drive, and both driveways would be unsignalized with a stop-control for vehicles exiting the Project site. Primary access to the Project site would be provided by the driveway in the southeast corner of the Project site. The southern driveway would also be full access and be utilized for residents and guests, including a mountable curb raised median island for Fire Department and other emergency vehicle access, and would end at a roundabout in the middle of the site where vehicles could turn around. Access to the subterranean parking area would also be provided from this driveway, near the roundabout in the middle of the site. The second driveway would be located in the northeast corner of the Project site, also along Overhill Drive. This driveway would be approximately 300 feet south of the La Brea Avenue-Overhill Drive/Stocker Street intersection and would provide full access for residents only to/from the subterranean parking levels. There would also be a gate control arm approximately 85-feet from the property line to ensure vehicular queues do not block the public right-of-way. Overall, transportation improvements, including Project site access, would be constructed in compliance with the County Standards and the Project would provide adequate emergency access to the site. Therefore, impacts would be **less than significant**.

4.4 Cumulative Impacts

Conflicts with Plans, Policies, and Ordinances

As discussed under Section 4.3 Issue Question 1, the Project is consistent with the SCAG RTP/SCS and the County's General Plan 2035 Mobility Element and Bicycle Master Plan. Development of the Project in combination with cumulative projects is anticipated to increase the use of transit, bicycle, and pedestrian facilities in the area because the projects would increase land use intensity and would include design elements that encourage increased use of alternative transportation. With the adoption of SB 743 and VMT metric for evaluating transportation impacts under CEQA, at the local and regional level, increased use and enhancement of alternative transportation modes is being encouraged and successfully implemented. Infill and redevelopment projects, such as the Project and most of the cumulative projects, are anticipated to increase the use of alternative transportation modes by developing services and residential dwellings within the vicinity of existing and future alternative transportation facilities. Development in the area, including the Project and cumulative projects, would be required to comply with applicable adopted policies, plans, or programs regarding public transit, roadway, bicycle, and pedestrian facilities. Due to the infill nature of the Project and many cumulative projects (see Section 2.9, Cumulative Projects), the urbanized nature of the project area and existing access to high-quality transit facilities, as well as required compliance with applicable plans and policies pertaining to transit, roadway, bicycle and pedestrian facilities, cumulative impacts related to conflicts with programs, plans, ordinances, or policies addressing the circulation system would be **less than significant**.

For informational purposes, the VMT Memorandum (Appendix C) includes a LOS analysis for future traffic conditions. Future traffic conditions take into account a total of 34 projects within the County and Cities of Los Angeles and Inglewood, as well as general traffic growth in the area (i.e., "background" traffic growth). The 34 cumulative projects range in distance from approximately 0.35 miles to 3.4 miles to the Project site (see Figure 2-7). These cumulative projects were considered to potentially contribute measurable traffic volumes to the study area during the future analysis period. As part of the traffic analysis, future traffic

conditions were added to the Project traffic to formulate a "Future (Cumulative) Year Conditions" scenario. The results of the LOS analysis for the traffic study area intersections and roadway segments for future conditions with and without the Project are provided in Appendix C for informational purposes and are not used to determine impacts under CEQA, in accordance with SB 743.

Overall, the Project is consistent with the General Plan goals and policies related to traffic and circulation.

Vehicle Miles Traveled

The County has adopted the Governor's Office of Planning and Research (OPR) guidance and the CEQA Guidelines Section 15064.3 and considers a development project to not have a significant impact on transportation if said project is located within 0.5 mile of an existing major transit stop[1] or an existing stop along a high-quality transit corridor.[2] As previously described, Metro Route 212 is located less than 800 feet from the Project site, along Overhill Drive, and has 15 minute or less headways during the peak hours which qualify as a high-quality transit corridor per OPR. Additionally, the Project site is located within a TPA as defined by the SCAG RTP/SCS (SCAG 2020). As such, the Project site is located within a TPA and along a high-quality transit corridor and therefore can be screened out of further analysis and would result in a less than significant impact to VMT. Cumulative impacts related to VMT would be **less than significant**.

Hazardous Design Feature or Incompatible Uses

The Project would result in an increase in the number of vehicles that enter and exit the Project site, as the site is currently vacant. As previously described, two driveways would provide access to the site along Overhill Drive. Both driveways would be unsignalized with a stop-control for vehicles exiting the Project site. Additionally, both driveways would be designed per County Standards and the Project would not add incompatible uses to the Project area.

The Project and cumulative projects could lead to an overall increase in pedestrian activity in the area. While the increased traffic and pedestrian activity associated with cumulative projects may combine to increase overall pedestrian hazards in the area, the Project is not expected to significantly exacerbate any pedestrian hazards in the area. Additionally, adequate signage would be posted at both Project driveways, and both Project driveways will be clearly identified so that pedestrians can safely walk along the boundary of the site. Overall, the existing sidewalk network and traffic signals at major intersections provide a safe local pedestrian travel network. As such, the Project in combination with nearby related projects would not increase roadway hazards or add incompatible uses, and cumulative impacts would be **less than significant**.

Inadequate Emergency Access

As discussed in Section 4.3, the Project would provide adequate emergency access to and within the Project site. None of the cumulative projects are located immediately adjacent to the Project site, in a manner that could affect emergency access to the Project site. Therefore, **no cumulative impacts** related to emergency access would occur.

[1] Per Pub. Resources Code, Section 21064.3, a major transit stop means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

[2] Per Pub. Resources Code, Section 21155, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

4.5 Mitigation Measures

Impacts to traffic and circulation would be less than significant. No mitigation would be required.

4.6 Level of Significance After Mitigation

Impacts to traffic and circulation would be less than significant.

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SOURCE:Google Maps 2018

FIGURE 4-1

Project Location and Study Area

The View Residential Project

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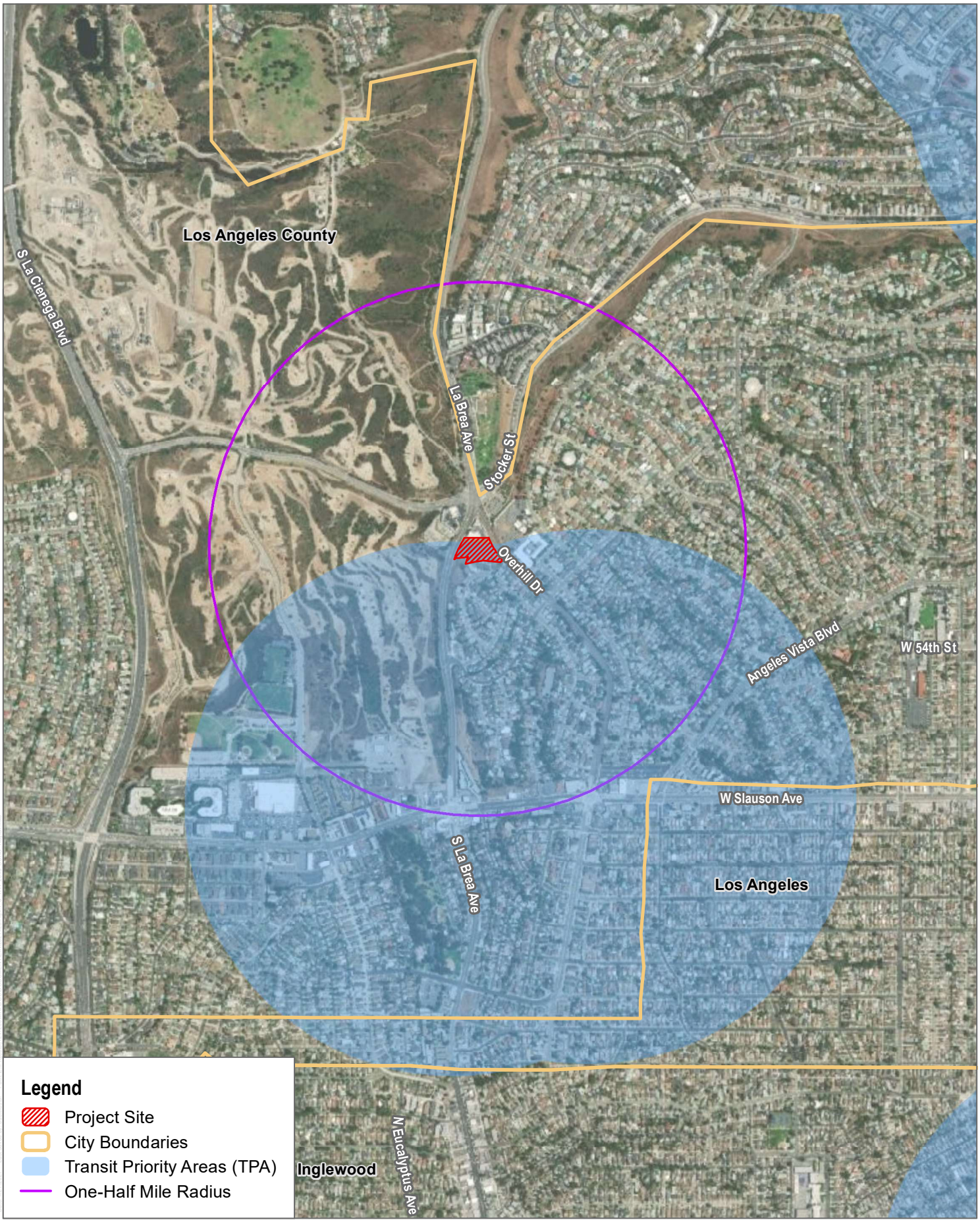

SOURCE: Esri and Digital Globe, OpenStreetMaps 2019; SCAG 2017

DUDEK

0 625 1,250 Feet

FIGURE 4-2

Transit Priority Area (TPA) 2045 - SCAG Region

The View Residential Project

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SOURCE: Bing Maps; SCAG 2017

NOT TO SCALE

Figure 4-3

Transit Priority Area (TPA) 2045 - SCAG Region (Site Plan Level)

The View Residential Project

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5 Other CEQA Considerations

This chapter includes the following other considerations that are required in an Environmental Impact Report (EIR) by the California Environmental Quality Act (CEQA):

- Growth inducement (Section 5.1)
- Significant and unavoidable environmental impacts (Section 5.2)

5.1 Growth Inducement

Section 15126.2(e) of the CEQA Guidelines requires a discussion of how the potential growth-inducing impacts of the project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Induced growth is distinguished from the direct employment, population, or housing growth of a project (14 CCR 15000 et seq.). If a project has characteristics that "may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively," then these aspects of the project must be discussed as well. Induced growth is any growth that exceeds planned growth and results from new development that would not have taken place in the absence of the project. Typically, the growth-inducing potential of a project would be considered significant if it stimulates population growth or a population concentration above what is assumed in local and regional land use plans, or in projections made by regional planning authorities, such as the Southern California Association of Governments (SCAG).

The CEQA Guidelines also indicate that growth should not be assumed to be either beneficial or detrimental (14 CCR 15126.2[d]). According to Section 15126.2(e) of the CEQA Guidelines, a project is defined as growth inducing when it directly or indirectly:

1. Fosters population growth;
2. Fosters economic growth;
3. Includes the construction of additional housing in the surrounding environment;
4. Removes obstacles to population growth;
5. Taxes existing community service facilities, requiring construction of new facilities that could cause significant environmental effects; and/or
6. Encourages or facilitates other activities that could significantly affect the environment, either individually or cumulatively.

5.1.1 Growth Inducement Due to Population Growth

The View Residential Project proposes to construct 88 new residential units on the site, which would directly induce population growth in the area. However, the Project would not induce substantial population growth in the area as such growth is well within the population projections of the area within the SCAG Regional Transportation Plan (RTP) and is consistent with the prescribed density of the General Commercial land use category of the Los Angeles County General Plan. SCAG Demographics and Growth Forecast provides city and county-level growth forecasts for employment, population, and households. The SCAG Demographics and Growth Forecast predicts that by 2045, the County's population will increase to 11,674,000 persons, an increase of 1,267,000 persons from 2020 (SCAG

2020). The growth in population will drive job growth and housing demand within the region as well, adding approximately 647,000 housing units between 2020 and 2045 (SCAG 2020). At the 2016 SCAG average household size of 3.1 persons per household for the region, the Project's 88 residential units could result in a residential population of approximately 273 persons. SCAG forecasts the average household size to decrease to 2.9 persons per household by 2045. However, to be conservative, the SCAG 2016 average household size is used herein to estimate population growth. With a total of 88 residential units and projected population inducement of 273 persons, the Project would represent only a small fraction of anticipated growth in the County based on SCAG population growth forecasts. Therefore, the Project would contribute to and is projected to be within the anticipated population growth for the County, and the Project would not exceed the population growth projections.

5.1.2 Growth Inducement Due to Economic Growth

An increase in population would foster economic growth by increasing demand for regional and local goods and services. It is expected that future residents would demand a variety of goods and services from the existing and future commercial uses within the surrounding area. The Project would not provide services on site and therefore would not generate direct employment opportunities for residents. As the Project proposes development of 88 residences the Project is not expected to result in substantial growth inducement associated with economic growth.

5.1.3 Growth Inducement Due to Additional Housing

As described under Section 5.1.1 above, the Project would include development of 88 residential units and the County is projected to add approximately 647,000 housing units between 2020 and 2045 based on the most recent SCAG Demographics and Growth Forecast (SCAG 2020). Therefore, the Project would represent only a small fraction of anticipated growth in the County based on SCAG housing growth forecasts.

Additionally, SCAG recently adopted the 6th Cycle Regional Housing Needs Assessment (RHNA) allocation plan, which covers the planning period of October 2021 through October 2029 (SCAG 2021). The estimated allocation for the County as a whole is 812,060 housing units. For the unincorporated areas of the County, the allocation is 90,052 housing units (SCAG 2021). The Project's anticipated construction schedule is anticipated to conclude during the 6th Cycle RHNA planning period, which would result in the anticipated housing growth to be accounted for in the County's 6th Cycle RHNA allocation. Therefore, the Project would not stimulate housing growth above what is assumed in local and regional land use plans, or in projections made by regional planning authorities.

5.1.4 Growth Inducement Due to Removal of Obstacles

Indirect growth can also occur by a Project installing infrastructure that can support further growth. The surrounding area is developed and supported by existing road and utility infrastructure. The Project would include connections to existing utilities and infrastructure and would not result in the extension of infrastructure or roads into an undeveloped area leading to substantial population growth. Therefore, indirect growth inducement as a result of the extension of these facilities into a new area would not occur.

Improvements to transportation, utilities, and public service infrastructure as part of the Project would accommodate the direct growth induced by the Project. These improvements would not open up new areas to development because they would connect to existing transportation and utility infrastructure (including water and sewer) adjacent to the Project site. Furthermore, these improvements would provide access and utility service solely to the Project. Therefore, the Project site would not be capable of supporting future development due to these transportation and utility improvements.

The Project would not provide surplus infrastructure capacity that would induce growth in surrounding areas, but would, rather, accommodate the Project during operations. Therefore, the Project would not result in growth inducement due to the removal of obstacles.

5.1.5 Growth Inducement Due to Construction of New Service Facilities

Public services such as schools, police, and fire services would be provided by existing and planned surrounding facilities. The Project would pay development impact fees to the local school districts prior to final map approval, which would ensure school facilities are not overburdened. Additionally, the County Fire Department has reviewed and cleared the Project, and the Project would be adequately served by both existing fire and police facilities. The Project also has a park land obligation and/or in-lieu fee obligation, per the County Code Section 21.28.140. The park obligation for the Project would be met through payment of an in-lieu fee by the applicant to the Department of Parks and Recreation, which would ensure existing park and recreation facilities are not overburdened. The Project would not result in the deterioration of existing public services or facilities, including schools, police, fire, and parks and recreation facilities. Refer to the Initial Study (Appendix B) for additional details. Therefore, the Project would not tax existing community service facilities, resulting in growth inducement due to the need to construct new facilities.

5.2 Significant and Unavoidable Impacts

CEQA Guidelines Section 15126.2(b) requires that an EIR describe any significant impacts that cannot be avoided, including those impacts that can be mitigated but not reduced to a less than significant level. Chapter 4, Environmental Analysis, of this EIR describes the potential environmental impacts of the Project, and recommends mitigation measures to reduce impacts, where feasible. As discussed in this EIR, no potentially significant impacts from implementation of the Project were found for any environmental issue areas. No significant and unavoidable impacts would occur.

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6 Alternatives

6.1 Introduction

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, environmental impact reports (EIRs) are required to "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives" (14 CCR 15126.6[a]). This EIR "must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation" (14 CCR 15126.6[a]). The alternatives discussion is required even if these alternatives "would impede to some degree the attainment of the project objectives or would be more costly" (14 CCR 15126.6[b]).

The inclusion of an alternative in an EIR does not constitute definitive evidence that the alternative is in fact "feasible." The final decision regarding the feasibility of alternatives lies with the decision maker for a given project who must make the necessary findings addressing the potential feasibility of reducing the severity of significant environmental effects (California Public Resources Code, Section 21081; see also 14 CCR 15091).

This EIR has been specifically prepared pursuant to the Superior Court of California, County of Los Angeles Court Order dated October 10, 2019 for the United Homeowners Association II vs County of LA et al case No. BS172990 (Court Order). As indicated in the Court Order, the Superior Court found that the previously prepared mitigated negative declaration (MND) was CEQA compliant with the exception of Traffic and Circulation. Pursuant to the Public Resources Code section 21168.9, the Superior Court required an EIR be prepared "addressing the significance of environmental impacts regarding Traffic and Circulation." All other environmental topics are addressed in an Initial Study, and the analysis therein determined that impacts for all other environmental issue areas would be below a level of significance, after incorporation of identified mitigation (see Appendix B). Thus, this EIR alternative analysis is in turn focused on traffic and circulation.

6.2 Project Objectives

The following are the objectives of The View Residential Project:

1. Develop a high-quality multi-family residential development with larger than average multi-family unit sizes, supporting on-site amenities, and providing adequate parking per the Zoning Code.
2. Promote homeownership, community pride, and individual investment in the community by providing high-quality for-sale units.
3. Provide the maximum number of housing units to assist the County in achieving its 6th cycle Regional Housing Needs Assessment allocation to the greatest extent possible, as well as provide 5 percent of the units priced for moderate income households.
4. Provide new housing opportunities to the County by utilizing a presently underutilized site for residential uses.
5. Maximize the number of residential units provided by the development and improve the residential unit type diversity for the community benefit while balancing consistency with the surrounding residential community character.

6. Reduce urban sprawl and associated environmental impacts related to off-site infrastructure improvements, wildfire hazards, Significant Ecological Areas, and vehicle miles travelled by utilizing an urban infill site within a 1/2 mile to transit and employment opportunities.
7. Provide a transition between adjacent single-family uses and commercial uses.

6.3 Alternatives Considered but Rejected

State CEQA Guidelines Section 15126.6(c) provides guidance in selecting a range of reasonable alternatives for the Project. The EIR should also identify any alternatives that were considered by the lead agency but were rejected during the planning or scoping process and briefly explain the reasons underlying the lead agency's determination. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are (i) failure to meet most of the basic Project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts. As noted previously, the State CEQA Guidelines Section 15126.6(c) provides the following guidance in selecting a range of reasonable alternatives for the Project. There are many factors that may be accounted for when addressing the feasibility of range of potential alternatives for the Project, such as site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). The alternatives discussion shall include those that could feasibly accomplish most of the basic objectives of the Project and could avoid or substantially lessen one or more of the significant effects. The EIR should also identify any alternatives that were considered by the lead agency but were rejected during the planning or scoping process and briefly explain the reasons underlying the lead agency's determination.

The EIR need not discuss every alternative to the Project. A range of alternatives that are "reasonable" for analysis have been evaluated and are discussed below in Section 6.4, Alternatives Under Consideration. The following describes other alternatives considered by the County of Los Angeles (County) but dismissed from further evaluation in this EIR, and a brief description of the reasons for their rejection.

As the focus of this EIR is on "addressing the significance of environmental impacts regarding Traffic and Circulation" per the Superior Court Order (Case No. BS172990), this alternatives analysis is also accordingly focused on traffic and circulation. However, the intent of alternatives is to reduce a potentially significant impact and no significant traffic or circulation impact was identified for the Project (see Chapter 4, Traffic and Circulation).

The other environmental issues previously identified as potentially significant in the MND consist of aesthetics (operational light and glare impacts to adjacent properties), air quality (construction-related particulate matter impacts to adjacent uses and operational oil field adjacency), biological resources (construction-related nesting bird impacts), cultural resources (construction-related impacts to unknown subsurface archaeological resources and human remains), geology and soils (construction-related impacts to unknown subsurface paleontological resources), noise (construction-related and operational noise impacts to adjacent sensitive receptors), and tribal cultural resources (construction-related impacts to unknown subsurface archaeological resources and human remains). The Court Order clearly states "the EIR to be prepared need not include those issues for which the record justifies the County's actions and determinations" and the MND already identified mitigation to reduce these impacts to below a level of significance. As such, this EIR need not address those issues herein; however, such issues have been addressed within the Initial Study (Appendix B of this EIR), and the previously identified mitigation measures have been incorporated therein, such that impacts related to the topics described above are still determined to be less than significant after mitigation.

6.3.1 Alternative Location

Pursuant to Section 15126.6(f)(2) of the CEQA Guidelines, the County considered the potential for alternative locations to the Project that could allow for a Project that would meet the basic Project objectives. As indicated in CEQA Section 15126.6(f)(1), feasibility shall be considered. Specifically, this section states "[a]mong the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)." The surrounding Windsor Hills County area is mostly developed or already proposed for development, with the exception of nearby oil fields, open space parks, and steep slopes that are not suitable, designated/zoned, and/or available for residential uses. Underutilized developed areas would have potential to be redeveloped to provide additional housing units, however the Project applicant does not control another site within the area of comparable land that is available for development of the Project. The applicant does control the commercial property to the north of the site, but the property is currently developed with commercial uses and tenants with leases occupy the site and, thus, it is unavailable for redevelopment. Given the site's location, site zoning, and site designations for development, it is also not reasonable to assume that the use of another site would result in the Project site being vacant and impacts related to the site conditions avoided. Other surrounding areas are also in other jurisdictions outside the control of the County, and it is noted that development of housing in those areas would not provide housing towards the County's Regional Housing Needs Assessment allocation goals nor be in the control of the County. For these reasons, an Alternative Location is not considered feasible.

Further, as stated under Section 15126.6(f)(2)(A) of the CEQA Guidelines, "[o]nly locations that would avoid or substantially lessen any of the significant effects of the Project need be considered for inclusion in the EIR." The Project site is currently located within a Transit Priority Area (TPA) and within 1/2 mile of a high-quality transit corridor. Due to the Project location, development on the site would result in a less than significant impact related to vehicle miles traveled (VMT). No traffic or circulation impacts result from the Project. As it is the intent of CEQA to locate alternatives in order reduce environmental impacts and the location of the Project already avoids significant traffic and circulation impacts, an Alternative Location need not be considered for inclusion in the EIR.

Overall, as an Alternative Location is infeasible and not warranted, such an alternative was rejected from further analysis in the EIR.

6.3.2 Reduced Project

Public comments suggested a reduction in Project size and building height, therefore a Reduced Project Alternative was considered. Per land use designation, any density from 0 to 50 units per acre is consistent with the General Plan General Commercial land use designation. The Project's 88 units on a net 1.77-acre site would be approximately 50 units per acre consistent with the allowed land use density. Thus, to define this alternative, the zoning code was reviewed. The zoning code includes a building height limit of 35 feet. It is assumed that this could be achieved by removing two floors of the Project's five-floor building, which would equate to the loss of approximately 40% of the habitable space or approximately 35 units. Thus, this Reduced Project would consist of a 53-unit development within a three story, 35-foot-tall building.

A reduced version of the Project with approximately 70 units of a smaller size to fit within the 35-foot-tall building was also considered. However, such an alternative would not meet the Project objectives 1 and 2 to provide high-quality, larger sized units. Combined with the loss in units that would not meet objectives 3 and 5, such an alternative would not meet the basic Project objectives.

Another reduced Project alternative that significantly reduces on-site parking for residents to achieve a building height reduction while also maintaining unit size was also considered. While the site is located in a TPA with available transit options, it is foreseen based on the social factors that residents would still want to have personal vehicles and may attempt to park them in the adjacent community. This would result in a convenience impact to adjacent areas, it would also likely result in a loss of recreational use of the nearby trail and commercial uses considering residents would likely park at those locations. Considering these factors, it is unlikely the County would approve such a Project and it was rejected from further consideration.

As indicated in CEQA Guidelines Section 15126.6(b), "…the discussion of alternatives shall focus on alternatives to the Project or its location which are capable of avoiding or substantially lessening any significant impacts of the Project." Specific for this environmental document, the Superior Court required an EIR be prepared "addressing the significance of environmental impacts regarding Traffic and Circulation." The Reduced Project was rejected from further consideration in this EIR considering it would not reduce any significant traffic or circulation impact of the Project, as the Project has no such impacts (Chapter 4, Traffic and Circulation).

The Court identified that the County satisfied the requirements of CEQA in relation to all other environmental topics addressed in the MND, including aesthetics, air quality, greenhouse gas emissions, and land use and planning. To succinctly summarize the results for other environmental topics related to this alternative, the building height, bulk or scale of the Project do not result in any significant environmental impacts. It is noted for disclosure and informational purposes that the Reduced Project would also not substantially reduce any significant mitigated impacts identified in the Initial Study for aesthetics (operational lighting), air quality (grading dust and residential in proximity to the Baldwin Hills Oil Fields), biological resources (grading impacts to nesting birds), cultural resources (grading impacts to unknown subsurface archaeological and paleontological resources, and human remains), noise (mobile source and construction), and tribal cultural resources (grading impacts to unknown subsurface tribal cultural resources) considering the grading, construction land uses and development included in the Reduced Project would be similar to the Project and result in the same significant mitigated impacts. It is further noted that all impacts of the Project would be less than significant with mitigation similar to the Reduced Project Alternative. Refer to the previously prepared MND (available for review at the County Regional Planning office at 320 West Temple Street Los Angeles, CA 90012); the Court Ruling dated June 27, 2019, as well as the Court Order dated October 10, 2019; and the Initial Study analysis (included in this EIR as Appendix B) for further details.

6.4 Alternatives Under Consideration

Section 15126.6 of the CEQA Guidelines states that the EIR shall "describe a range of reasonable alternatives to the Project, or to the location of the Project, which would feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of the Project and evaluate the comparative merits of the alternatives."

The range of alternatives evaluated in an EIR is governed by the "rule of reason" that requires the EIR set forth only those alternatives necessary to permit a reasoned choice. An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative (Section 15126.6(a) of the CEQA Guidelines).

In determining what alternatives should be considered in the EIR, it is important to acknowledge the objectives of the Project, the Project's significant effects, and unique Project considerations. These factors are crucial to the development of alternatives that meet the criteria specified in Section 15126.6(a). Although, as noted above, EIRs must contain a discussion of "potentially feasible" alternatives, the ultimate determination as to whether an alternative is feasible or infeasible is made by the lead agency's decision-making body (see PRC Section 21081[a] [3]).

In developing the alternatives to be addressed in this EIR, the potential alternatives were evaluated in terms of their ability to meet the basic objectives of the Project, while reducing or avoiding the environmental impacts of the Project identified in Chapter 4, Environmental Analysis, of this EIR. As detailed in Chapter 4, no significant traffic or circulation impacts were identified for the Project. In addition, the no project alternative is a required element of an EIR pursuant to Section 15126.6(e) of the CEQA Guidelines that examines the environmental effects that would occur if the Project were not to proceed. This chapter discusses alternatives to the Project based on these CEQA criteria. Thus, the alternatives addressed in this chapter are listed below, followed by a more detailed discussion of each:

1. Alternative 1: No Project/No Build Alternative
2. Alternative 2: No Project/Commercial Development Alternative
3. Alternative 3: No Project/Mixed Use Development Alternative
4. Alternative 4: No Project/Reduced Mixed Use Development Alternative

6.5 Alternatives Impact Summary

6.5.1 Alternative 1: No Project/No Build Alternative

Alternative Description

CEQA Guidelines Section 15126.6 requires the inclusion of a No Project/No Build Alternative (Alternative 1) to be analyzed. Under Alternative 1, no development would occur on the Project site. Accordingly, the site characteristics of this alternate would be equivalent to the existing conditions of the site, as described in Chapter 2, Environmental Setting.

Given the site's location in an urbanized setting, site designations for General Commercial and site zoning of Restricted Commercial, it is not reasonable to assume that the site would remain vacant indefinitely if the Project was not approved. Nevertheless, this brief discussion of the No Project/No Build Alternative has been included for informational purposes. Refer to Alternatives 2 and 3 for the likely buildout that would occur if the Project is not constructed.

Comparison of Traffic and Circulation Impacts

The Project was determined to have no potentially significant traffic or circulation impacts, as detailed in Chapter 4, Traffic and Circulation. Alternative 1 would not generate any new traffic that would affect the local roadway network or result in a change in VMT. As no change would occur under Alternative 1, no conflict with the County General Plan 2035 or inconsistencies with CEQA Guidelines section 15064.3(b) would occur. No roadway improvements or changes to emergency access would occur, and therefore no hazardous features or inadequate emergency access would result from this alternative. Alternative 1 would result in no contribution to cumulative traffic and circulation impacts. Overall, no traffic or circulation impacts would occur under Alternative 1. The Project would result in less than significant traffic and circulation impacts. In comparison to the Project, Alternative 1 would reduce traffic and circulation impacts, but not substantially, considering impacts would already be less than significant with the Project.

Other Environmental Issues

As indicated in CEQA Guidelines section 15126.6 (d), if an alternative would cause one or more significant effects in addition to those that would be caused by the Project as proposed, the significant effects of the alternative shall be discussed. As the No Project Alternative would result in the continuation of the existing conditions, the No Project Alternative would not result in any other environmental issues that may be significant. It is noted for informational and disclosure purposes that this alternative would result in no change in environmental conditions and would avoid all potentially significant but mitigated impacts of the Project identified in the Initial Study (Appendix B), including aesthetics (operational light and glare), air quality (construction-related particulate matter and operational oil field adjacency), biological resources (construction-related nesting bird impacts), cultural resources (construction-related impacts to unknown subsurface archaeological resources and human remains), geology and soils (construction-related impacts to unknown subsurface paleontological resources), noise (construction-related and operational noise and groundborne noise), and tribal cultural resources (construction-related impacts to unknown subsurface archaeological resources and human remains).

Relation to Project Objectives

Alternative 1 would not meet any of the Project objectives. Specifically, this alternative would not meet objective 1 as it would not provide a high-quality multi-family residential development with supporting amenities. It would also not provide additional housing or new housing opportunities, and would not meet objectives 2, 3, 4, or 5. As no development would be provided, this Alternative 1 would also not provide development in proximity to transit and employment or develop an urban infill site to reduce urban sprawl and associated impacts (objective 6), or provide a transition between uses (objective 7).

6.5.2 Alternative 2: No Project/Commercial Development Alternative

Alternative Description

Alternative 2: No Project/Commercial Development Alternative is intended to represent buildout of the site with commercial uses in accordance with the General Plan land use designation and zoning. The site is designated as General Commercial and is zoned as C-1, Restricted Commercial. As identified in the General Plan 2035 Table 6.2: Land Use Designations, General Commercial is intended to provide local-serving commercial uses, including retail, restaurants, and personal and professional services;

single family and multifamily residences; and residential and commercial mixed uses. The commercial development intensity allowed by the land use designation and zoning is a maximum floor to area ratio (FAR) of 1.0. Considering it is a Project objective to maximize development intensity and the net site acreage is 1.77 acres, this equates to an allowed commercial square-footage of 77,101. It is assumed that uses would consist of those allowed with only ministerial review. Thus, for the purposes of developing a reasonable Project alternative and a range, the commercial uses assumed in this analysis could include either a less intense (1) general retail stores on the lower level with office type uses above on the second floor (Option A); or a more intense allowed use consisting of (2) a 42,000 square-foot grocery store, such as a Walmart Neighborhood Market (Comparecamp 2020), and the remaining a split between restaurant uses and retail uses (Option B). It is also assumed that the site design would comply with the Zoning Code requirements, including setbacks, parking, landscape, screening wall, and 35-foot height limit requirements.

The County's Parking Standards for Commercial and Industrial Standards (Los Angeles County Department of Regional Planning n.d.) requires 1 space for every 250 square feet of retail and 1 space for every 400 square feet of offices, and 1 space per 3 persons based on the occupant load for restaurants with occupants based on 1 person per 15 square feet. It is also assumed that parking spaces would be the standard 90-degree angle and 18 feet by 19 feet (342 square feet each) in accordance with the County's Standards. As detailed in Table 6-1, this equates to 250 parking spaces for Alternative 2 Option A and 628 spaces for Alternative 2 Option B. Considering Option A would include a building footprint that covers half the site and the remaining surface area would only accommodate about 100 surface parking spaces, it is assumed that Option A would include a two to three level parking garage separate from the building that includes a portion of the garage subsurface. Due to the substantial parking needed for Option B, it is assumed that Option B would include a three-level parking garage as well as subsurface parking below the proposed buildings.

Table 6-1. Alternative 2 Options

Use	Square Feet	Parking Ratio[1]	Parking Spaces
Option A			
Retail	38,551	1 space/ 250 sf	154
Professional Office	38,550	1 space / 400 sf	96
Total	**77,101**	**—**	**250**
Option B			
Grocery Store	42,000	1 space/ 250 sf	168
Retail	17,551	1 space/ 250 sf	70
Restaurant	17,550	1 space per 3 occupants 15 sf per occupant[2]	390
Total	**77,101**	**—**	**628**

Notes:

1 Based on the County's Parking Standards for Commercial and Industrial Standards Los Angeles County Department of Regional Planning n.d.).

2 Based on the County of Los Angeles Department of Public Works Building and Safety Division (Based on the 2017 LACBC) Parking Requirements, 2017.

Considering the Alterative 2 parking information and that the Project includes 95% of its 198 parking spaces subsurface, it is assumed that the Option A would include fewer grading cuts and associated export relative to the Project and that Option B would include more grading cuts and associated export

relative to the Project. In order to accommodate the changes in grading, it is assumed that Alternative 2 Option B construction schedule would be reduced slightly and that Alterative 2 Option B would involve more days of grading in order to complete the additional excavation. The roadway access improvements included in the Project would also be included in Alternative 2.

Comparison of Traffic and Circulation Impacts

Plan Conflicts

As detailed in Section 4.1.3, Relevant Plans, Policies, and Ordinances, the Los Angeles County's General Plan 2035 (Los Angeles County 2015) includes several mobility policies that would apply to this Alternative 2. The General Plan mobility goals and policies include multi-modal, roadway facility operations, jurisdictional coordination, and traffic demand management.

Multi-Modal

The General Plan multi-modal goals include Goal M-1, M-2, and M-4, as well as associated policies relating to multi-modal transportation. These multimodal goals and policies emphasize that streets need to safely accommodate all users, including sensitive users, pedestrians, and cyclists. The changes to the roadway included in Alternative 2 would be the same as those included to the Project, which include the construction of a sidewalk along the Project frontage as well as roadway improvements along the Overhill Drive frontage consisting of a two-way left-turn lane. As with the Project, the transportation improvements included in Alternative 2 would be completed to accommodate all users, would be to County Standards (Los Angeles County 2000) and the sidewalk improvements would be ADA-compliant. Thus, Alternative 2 would be consistent with multi-modal goals and policies similar to the Project.

Roadway Facilities Operations

As detailed in Chapter 4, level of service (LOS) analysis methods for development Projects are no longer utilized to determine transportation impacts in CEQA analysis and associated traffic delay is not an environmental issue. While not a CEQA issue and not utilized to determine environmental impact significance, it is noted for informational purposes that Alternative 2 (either option) would result in an increase in trips generated relative to the Project (Table 6-2). In accordance with General Plan Policy M 4.6 and current CEQA analysis requirements, VMT analysis is currently used by the County instead of LOS and is discussed under VMT below.

Table 6-2. Alternative 2 Options Trip Generation

Use	Square Feet	Trip Generation[1]	Trips
Option A			
Retail	38,551	54.45 trips per TSF	2,099
Professional Office	38,550	10.84 trips per TSF	418
Total	**77,101**	**—**	**2,517**
Pass By Reduction[2]	—	varies	-356
Internal Trip Capture[3]	—	10%	-252
Total	**—**	**—**	**1,909**

Table 6-2. Alternative 2 Options Trip Generation

Use	Square Feet	Trip Generation[1]	Trips
Option B			
Grocery Store	42,000	93.84 trips per TSF	3,941
Retail	17,551	54.45 trips per TSF	956
Restaurant	17,550	107.20 trips per TSF	1,881
Total	**77,101**	**—**	**6,778**
Pass By Reduction[2]	—	varies	-1,448
Internal Trip Capture[3]	—	10%	-678
Total	**—**	**—**	**4,652**

Notes:
1 Based on trip rates from the Institute of Transportation Engineers (ITE), Trip Generation, 11th Edition, 2021.
2 Pass-by trip rates provided by the ITE Trip Generation, 11th Edition, 2021.
3 Internal trip capture estimated using the NCHRP 8-51 Internal Trip Capture Estimate Tool, developed by the Texas Transportation Institute.

Jurisdictional Coordination

The Project site is located in the vicinity of several other jurisdictions; however, none of the proposed improvements included in the Project or this alternative would require coordination with the adjacent communities. Thus, Alternative 2 would not conflict with Policies M 4.9, M 4.12 or M 4.13 similar to the Project.

Traffic Demand Management

Policy M 4.15, Policy M 4.16, Goal M-5, and Policies M 5.1 and M 5.2 are all related to traffic demand management, which are focused on reducing vehicle trips through reduced parking, transit pass subsidies, carpooling programs, telecommuting, pedestrian and transit-oriented design, and other methods to reduce dependency on vehicles. As discussed below in the VMT analysis, the Project site is located within ½ mile of a high-quality transit corridor and TPA. As such, Alternative 2 would provide for development in an area with adequate alternative modes of transportation and would not result in a substantial change in VMT. Further, the placement of the proposed commercial uses in proximity to existing residential uses would reduce vehicle miles traveled since those residents would have to travel fewer miles to purchase items or travel to work. As such, Alternative 2 would have a less than significant impact to VMT. This Alternative would not result in significant VMT and would not require additional traffic demand management measures to reduce related environmental impacts. Thus, it would not conflict with the goals and policies related to traffic demand management in a manner that would result in a significant environmental effect. Impacts related to traffic demand management conflicts would be less than significant similar to the Project.

VMT

As discussed in Chapter 4, a bus stop for Metro Route 212 is located less than 800 feet from the Project site, along Overhill Drive, and has 15 minute or less headways during the peak hours which qualifies as a high-quality transit corridor. A majority of the Project site is located within a Transit Priority Area (TPA) as defined by the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy. As such, the Project site is located within 1/2 mile of a high-quality transit corridor and TPA and therefore can be screened out of further analysis and presumed to have a less than significant impact to VMT. As Alternative 2 would utilize the same Project location, it would similarly be defined as

being located within a TPA and within a high-quality transit corridor. Thus, similar to the Project, it would have a less than significant impact to VMT. It is noted that Alternative 2 would place commercial uses in proximity to existing residential uses, which would reduce vehicle miles traveled considering residents would have to travel fewer miles to purchase items or travel to work. However, this reduction is not considered substantial given the location of other commercial uses approximately ½ mile to two miles away and the location of the site within a TPA.

Geometric Design Hazard and Emergency Access

Roadway improvements and changes to emergency access under Alternative 2 would be the same as the Project. As the Project impacts were determined to be less than significant, this Alternative 2 would similarly result in less than significant impacts related to roadway geometric design and emergency access. Refer to Chapter 4 for additional details.

Other Environmental Issues

As indicated in CEQA Guidelines section 15126.6 (d), if an alternative would cause one or more significant effects in addition to those that would be caused by the Project as proposed, the significant effects of the alternative shall be discussed. The Court identified that the County satisfied the requirements of CEQA in relation to all other environmental topics addressed in the MND (see Court Ruling dated June 27, 2019 as well as the Court Order dated October 10, 2019). Such environmental topics are also addressed in the Initial Study, included within this EIR as Appendix B. Nevertheless, it is noted for disclosure and informational purposes that Alternative 2 would not substantially reduce or increase other environmental impacts relative to the Project with the exception of air quality and greenhouse gas emissions. The 1,909 vehicular trips generated by Option A and 4,652 trips generated by Option B would generate more than double the mobile source emissions generated by the Project's 704 daily vehicle trips. In addition, construction emissions associated with Option B would likely be substantially increased given the significant increase in grading cuts and associated soil export needed to provide the additional parking necessary under this alternative. Alternative 2 would substantially increase the air quality and greenhouse gas emissions relative to the Project.

Relation to Project Objectives

As Alternative 2 would not include housing, it would not meet Project objectives 1 to 5. As this Alternative would include development on an infill site in a manner that reduces infrastructure improvements, avoids Significant Ecological Areas, avoids wildfire hazard areas, and reduced VMT, it would meet Project objective 6. However, the County would have to provide the additional housing units elsewhere to meet its housing goals so this alternative would not reduce urban sprawl to the extent of the Project. This alternative would not meet objective 7, as it would not provide a transition between commercial and single-family residences. Overall, this alternative would not meet the basic Project objectives as it would not meet 50% of the objectives.

6.5.3 Alternative 3: No Project/Mixed Use Development Alternative

Alternative Description

Alternative 3: No Project/Mixed Use Development Alternative is intended to represent buildout of the site with a mix of commercial and residential uses in accordance with the General Plan land use designation and zoning as well as the Project objectives. As discussed above, the site is designated as General Commercial and is zoned as C-1, Restricted Commercial and development is intended to include commercial, residential or mixed residential and commercial uses. This alternative would include a mix of residential and commercial uses. The development intensity allowed by the site's land use designation and zoning includes a maximum FAR of 1.0 for commercial and up to 17 dwelling unit per acre per County Zoning Code Section 22.140.360.[1] Considering the net site is 1.77 acres, this equates to an allowed square-footage of 77,101 square feet and 30 residential units. It is assumed that uses would consist of those allowed with a Ministerial Site Plan Review. In accordance with the performance standards for mixed use developments, Alternative 3 would include commercial uses (general retail stores and offices) on the lower level, with residential on the second and third floors. It is also assumed that the site design would comply with general Zoning Code requirements, including setbacks, height limits, and parking requirements. The roadway access improvements included in the Project are also included in Alternative 3. As shown in Table 6-3, parking would include 318 spaces. Grading would be increased relative to the Project due to the need for additional subsurface parking; however, it is assumed that the amount of grading per day would be similar to the Project. As such, the construction schedule of this alternative would be longer than the Project.

Table 6-3. Alternative 3

Use	Square Feet or Units	Parking Ratio	Parking Spaces
Retail	38,551 sf	1 space/ 250 sf[1]	154
Professional Office	38,550 sf	1 space / 400 sf[1]	96
Condominiums	30 Units	2.25 / unit	68
Total	—	—	**318[2]**

Notes:

1 Based on the County's Parking Standards for Commercial and Industrial Standards (Los Angeles County Department of Regional Planning n.d.).

2 Separate commercial and residential parking spaces must be provided in compliance with Chapter 22.112 (Parking). Spaces shall be separately designated by posting, pavement marking, and/or physical separation.

Comparison of Traffic and Circulation Impacts

Plan Conflicts

As detailed in Section 4.1.3, Relevant Plans, Policies, and Ordinances, the Los Angeles County's General Plan 2035 (Los Angeles County 2015) includes several mobility policies that would apply to this Alternative 3. The General Plan mobility goals and policies include multi-modal, roadway facility operations, jurisdictional coordination, and traffic demand management.

1 The General Plan land use designation of General Commercial allows for a mixed-use residential density of 20–50 dwelling units per net acre. Because the Zoning Code is slightly more restrictive, the Zoning Code limits were used for the purposes of developing Alternative 3.

Multi-Modal

The General Plan multi-modal goals include Goal M-1, M-2, and M-4, as well as associated policies relating to multi-modal transportation. These multimodal goals and policies emphasize that streets need to safely accommodate all users, including sensitive users, pedestrians, and cyclists. The changes to the roadway included in Alternative 3 would be the same as those included in the Project, which include the construction of a sidewalk along the Project frontage as well as roadway improvements along the Overhill Drive frontage consisting of a two-way left-turn lane. As with the Project, the transportation improvements included in Alternative 3 would be completed to accommodate all users, would be to County Standards (Los Angeles County 2000) and the sidewalk improvements would be ADA-compliant. Thus, Alternative 3 would be consistent with multi-modal goals and policies similar to the Project.

Roadway Facilities Operations

As detailed in Chapter 4 and mentioned above, LOS analysis methods for development Projects are no longer utilized to determine transportation impacts in CEQA analysis and associated traffic delay is not an environmental issue. While not a CEQA issue and not utilized to determine environmental impact significance, it is noted for informational purposes that Alternative 3 would result in an increase in trips generated relative to the Project (Table 6-4). In accordance with General Plan Policy M 4.6 and current CEQA analysis requirements, VMT analysis is currently used by the County instead of LOS and is discussed under VMT below.

Table 6-4. Alternative 3 Trip Generation

Use	Square Feet or Units	Trip Generation[1]	Trips
Retail	38,551 sf	54.45 trips per TSF	2,099
Professional Office	38,550 sf	10.84 trips per TSF	418
Condominiums	30 Units	8 trips per DU	240
Total	**—**	**—**	**2,757**
Pass By Reduction[2]	—	varies	-356
Internal Trip Capture[3]	—	8%	-221
Total	**—**	**—**	**2,180**

Notes:

1 Trip generation rates for retail and professional office are based on trip rates from the Institute of Transportation Engineers (ITE), Trip Generation, 11th Edition, 2021. The trip generation rate for condominiums is based on the Los Angeles County Department of Public Works' Traffic Impact Analysis Report Guidelines, 2013.

2 Pass-by trip rates provided by the ITE Trip Generation, 11th Edition, 2021.

3 Internal trip capture estimated using the NCHRP 8-51 Internal Trip Capture Estimate Tool, developed by the Texas Transportation Institute.

Jurisdictional Coordination

The Project site is located in the vicinity of several other jurisdictions; however, none of the proposed improvements included in the Project or this alternative would require coordination with the adjacent communities. Thus, Alternative 3 would not conflict with Policies M 4.9, M 4.12 or M 4.13 similar to the Project.

Traffic Demand Management

Policy M 4.15, Policy M 4.16, Goal M-5, and Policies M 5.1 and M 5.2 are all related to traffic demand management, which are focused on reducing vehicle trips through reduced parking, transit pass subsidies, carpooling programs, telecommuting, pedestrian and transit-oriented design, and other methods to reduce dependency on vehicles. As discussed below in the VMT analysis, the Project site is located within ½ mile of a high-quality transit corridor and TPA. As such, Alternative 3 would provide for development in an area with adequate alternative modes of transportation and would not result in a substantial change in VMT. Further, the placement of the proposed residential and commercial uses intermixed, as well as in proximity to other existing residential and commercial uses would reduce vehicle miles traveled since residents would have to travel fewer miles to purchase items or travel to work. As such, Alternative 3 would have a less than significant impact to VMT. This Alternative would not result in significant VMT and would not require additional traffic demand management measures to reduce related environmental impacts. Thus, it would not conflict with the goals and policies related to traffic demand management in a manner that would result in a significant environmental effect. Impacts related to traffic demand management conflicts would be less than significant similar to the Project.

VMT

As discussed above, the Project site is located within ½ mile of a high-quality transit corridor and TPA and therefore would have a less than significant impact to VMT. As Alternative 3 would utilize the same Project location, it would similarly be placing new uses within a TPA and within a high-quality transit corridor. Thus, it would have a less than significant impact to VMT similar to the Project. Further, Alternative 3 would include a mix of commercial and residential uses in an area that also contains a mix of uses which would further reduce vehicle miles travelled considering people would have to travel less distance to purchase items and to potential employment.

Geometric Design Hazard and Emergency Access

Roadway improvements and changes to emergency access under Alternative 3 would be the same as the Project. As the Project impacts were determined to be less than significant, this Alternative 3 would similarly result in less than significant impacts related to roadway geometric design and emergency access. Refer to Chapter 4 for additional details.

Other Environmental Issues

As indicated in CEQA Guidelines section 15126.6 (d), if an alternative would cause one or more significant effects in addition to those that would be caused by the Project as proposed, the significant effects of the alternative shall be discussed. The Court identified that the County satisfied the requirements of CEQA in relation to all other environmental topics addressed in the MND (see Court Ruling dated June 27, 2019, as well as the Court Order dated October 10, 2019). Such environmental topics are also addressed in the Initial Study, included within this EIR as Appendix B. Nevertheless, it is noted for disclosure and informational purposes that Alternative 3 would not substantially reduce or increase other environmental impacts relative to the Project with the exception of air quality and greenhouse gas emissions. Impacts related to this alternative are anticipated to be similar to the Project for all environmental topics, with the exception of an increase in air quality emissions and greenhouse gas emissions considering the increase in development intensity. The 2,180 vehicular trips generated by this alternative would generate over double the mobile source emissions generated by the Project's daily vehicular trips of 704 daily vehicle trips. Alternative 3 would substantially increase the air quality and greenhouse gas emissions relative to the Project.

Relation to Project Objectives

Alternative 3 would include large unit multi-family residential with open space amenities and would therefore meet objective 1. It would also include for-sale housing in accordance with objective 2, though to a lesser extent than the Project considering the reduction in units. Alternative 3 would not maximize the number of units and therefore would not meet objectives 3 or 5. This alternative would meet objectives 4 and 6, as the site consists of an underutilized site located centrally near transit and other employment opportunities. It would also be located near existing infrastructure, outside of any significant ecological areas and within an urban area. However, the County would have to provide the additional housing units elsewhere to meet its housing goals so urban sprawl would not be reduced to the extent achieved by the Project. The provision of a mixed-use project would provide a transition between the commercial and single-family residences, thereby meeting objective 7. Overall, Alternative 3 would meet the basic Project objectives considering it would meet five of the seven Project objectives.

6.5.4 Alternative 4: No Project/Reduced Mixed Use Development Alternative

Alternative Description

Alternative 4: No Project/Reduce Mixed Use Development Alternative is similar to Alternative 3; however, the intensity of development would be reduced. As discussed above, the site is designated as General Commercial and is zoned as C-1, Restricted Commercial and development is intended to include commercial, residential or mixed residential and commercial uses. This alternative would include a mix of residential and commercial uses. The development intensity allowed by the site's land use designation and zoning includes a maximum FAR of 1.0 for commercial and up to 17 dwelling unit per acre per County Zoning Code Section 22.140.360.[2] Considering the net site is 1.77 acres, this equates to an allowed square-footage of 77,101 square feet and 30 residential units; however, under Alternative 4, the square footage of commercial use would be reduced relative to the maximum allowable square footage. It is assumed that uses would consist of those allowed with a Ministerial Site Plan Review. In accordance with the performance standards for mixed use developments, Alternative 4 would include commercial uses (offices) on the lower level, with residential on the second and third floors. It is also assumed that the site design would comply with general Zoning Code requirements, including setbacks, height limits, and parking requirements. The roadway access improvements included in the Project are also included in Alternative 4. As shown in Table 6-5, parking would include 164 spaces. Grading would be reduced relative to the Project due to a reduction in subsurface parking levels; however, it is assumed that the amount of grading per day would be similar to the Project. As such, the construction schedule of this alternative would be slightly shorter than that of the Project.

[2] The General Plan land use designation of General Commercial allows for a mixed-use residential density of 20–50 dwelling units per net acre. Because the Zoning Code is slightly more restrictive, the Zoning Code limits were used for the purposes of developing Alternative 4.

Table 6-5. Alternative 4

Use	Square Feet or Units	Parking Ratio	Parking Spaces
Professional Office	38,550 sf	1 space / 400 sf[1]	96
Condominiums	30 Units	2.25 / unit	68
Total	—	—	**164[2]**

Notes:
1 Based on the County's Parking Standards for Commercial and Industrial Standards (Los Angeles County Department of Regional Planning n.d.).
2 Separate commercial and residential parking spaces must be provided in compliance with Chapter 22.112 (Parking). Spaces shall be separately designated by posting, pavement marking, and/or physical separation.

Comparison of Traffic and Circulation Impacts

Plan Conflicts

As detailed in Section 4.1.3, Relevant Plans, Policies, and Ordinances, the Los Angeles County's General Plan 2035 (Los Angeles County 2015) includes several mobility policies that would apply to this Alternative 4. The General Plan mobility goals and policies include multi-modal, roadway facility operations, jurisdictional coordination, and traffic demand management.

Multi-Modal

The General Plan multi-modal goals include Goal M-1, M-2, and M-4, as well as associated policies relating to multi-modal transportation. These multimodal goals and policies emphasize that streets need to safely accommodate all users, including sensitive users, pedestrians, and cyclists. The changes to the roadway included in Alternative 4 would be the same as those included in the Project, which include the construction of a sidewalk along the Project frontage as well as roadway improvements along the Overhill Drive frontage consisting of a two-way left-turn lane. As with the Project, the transportation improvements included in Alternative 4 would be completed to accommodate all users, would be to County Standards (Los Angeles County 2000) and the sidewalk improvements would be ADA-compliant. Thus, Alternative 4 would be consistent with multi-modal goals and policies similar to the Project.

Roadway Facilities Operations

As detailed in Chapter 4 and mentioned above, LOS analysis methods for development Projects are no longer utilized to determine transportation impacts in CEQA analysis and associated traffic delay is not an environmental issue. While not a CEQA issue and not utilized to determine environmental impact significance, it is noted for informational purposes that Alternative 4 would result in a reduction in trips generated relative to the Project (Table 6-6). In accordance with General Plan Policy M 4.6 and current CEQA analysis requirements, VMT analysis is currently used by the County instead of LOS and is discussed under VMT below.

Table 6-6. Alternative 4 Trip Generation

Use	Square Feet or Units	Trip Generation[1]	Trips
Professional Office	38,550 sf	10.84 trips per TSF	418
Condominiums	30 Units	8 trips per DU	240

Table 6-6. Alternative 4 Trip Generation

Use	Square Feet or Units	Trip Generation[1]	Trips
Total	**—**	**—**	**658**
Internal Trip Capture[2]	—	1%	-7
Total	**—**	**—**	**651**

Notes:
1 Trip generation rates for retail and professional office are based on trip rates from the Institute of Transportation Engineers (ITE), Trip Generation, 11th Edition, 2021. The trip generation rate for condominiums is based on the Los Angeles County Department of Public Works' Traffic Impact Analysis Report Guidelines, 2013.
2 Internal trip capture estimated using the NCHRP 8-51 Internal Trip Capture Estimate Tool, developed by the Texas Transportation Institute.

Jurisdictional Coordination

The Project site is located in the vicinity of several other jurisdictions; however, none of the proposed improvements included in the Project or this alternative would require coordination with the adjacent communities. Thus, Alternative 4 would not conflict with Policies M 4.9, M 4.12 or M 4.13 similar to the Project.

Traffic Demand Management

Policy M 4.15, Policy M 4.16, Goal M-5, and Policies M 5.1 and M 5.2 are all related to traffic demand management, which are focused on reducing vehicle trips through reduced parking, transit pass subsidies, carpooling programs, telecommuting, pedestrian and transit-oriented design, and other methods to reduce dependency on vehicles. As discussed below in the VMT analysis, the Project site is located within ½ mile of a high-quality transit corridor and TPA. As such, Alternative 4 would provide for development in an area with adequate alternative modes of transportation and would not result in a substantial change in VMT. Further, the placement of the proposed residential and commercial uses intermixed, as well as in proximity to other existing residential and commercial uses would reduce vehicle miles traveled since residents would have to travel fewer miles to work. As such, Alternative 4 would have a less than significant impact to VMT. This Alternative would not result in significant VMT and would not require additional traffic demand management measures to reduce related environmental impacts. Thus, it would not conflict with the goals and policies related to traffic demand management in a manner that would result in a significant environmental effect. Impacts related to traffic demand management conflicts would be less than significant similar to the Project.

VMT

As discussed above, the Project site is located within ½ mile of a high-quality transit corridor and TPA and therefore would have a less than significant impact to VMT. As Alternative 4 would utilize the same Project location, it would similarly be placing new uses within a TPA and within a high-quality transit corridor. Thus, it would have a less than significant impact to VMT similar to the Project. Further, Alternative 4 would include a mix of commercial and residential uses in an area that also contains a mix of uses which would further reduce vehicle miles travelled considering people would have to travel less distance to potential employment.

Geometric Design Hazard and Emergency Access

Roadway improvements and changes to emergency access under Alternative 4 would be the same as the Project. As the Project impacts were determined to be less than significant, this Alternative 4 would similarly result in less than significant impacts related to roadway geometric design and emergency access. Refer to Chapter 4 for additional details.

Other Environmental Issues

As indicated in CEQA Guidelines section 15126.6 (d), if an alternative would cause one or more significant effects in addition to those that would be caused by the Project as proposed, the significant effects of the alternative shall be discussed. The Court identified that the County satisfied the requirements of CEQA in relation to all other environmental topics addressed in the MND (see Court Ruling dated June 27, 2019, as well as the Court Order dated October 10, 2019). Such environmental topics are also addressed in the Initial Study, included within this EIR as Appendix B. Nevertheless, it is noted for disclosure and informational purposes that Alternative 4 would reduce other environmental impacts relative to the Project. Construction impacts would be reduced since less grading would be required. While daily construction intensity would remain the same, the overall construction duration would be reduced, which would reduce construction energy consumption and construction greenhouse gas emissions. While daily construction noise would be the same as the Project, the duration of construction noise generation would be reduced. Additionally, the likelihood of encountering unanticipated subterranean cultural or archaeological resources would be reduced due to the reduced depth of excavation. During operations, the reduced vehicle trips would lead to reductions in mobile source emissions, which would reduce impacts in the categories of air quality and greenhouse gas emissions. Impacts in other environmental categories would be similar to those of the Project.

Relation to Project Objectives

Alternative 4 would include large unit multi-family residential with open space amenities and would therefore meet objective 1. It would also include for-sale housing in accordance with objective 2, though to a lesser extent than the Project considering the significant reduction in units. Alternative 4 would not maximize the number of units and therefore would not meet objectives 3 or 5. This alternative would meet objectives 4 and 6, as the site consists of an underutilized site located centrally near transit and other employment opportunities. It would also be located near existing infrastructure, outside of any significant ecological areas and within an urban area. However, the County would have to provide the additional housing units elsewhere to meet its housing goals so urban sprawl would not be reduced to the extent achieved by the Project. The provision of a mixed-use project would provide a transition between the commercial and single-family residences, thereby meeting objective 7. Overall, Alternative 4 would meet the basic Project objectives considering it would meet five of the seven Project objectives.

6.6 Environmentally Superior Alternative

The No Project/No Build Alternative would result in no environmental impacts and due to no development occurring on the site, would be the environmentally superior alternative. However, it would not meet any of the Project objectives and Section 15126.6(e)(2) of the CEQA Guidelines states that if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior

alternative among the other alternatives. The purpose of this environmental document is to focus solely on traffic and circulation, and no potentially significant traffic or circulation impacts were identified. As such, no alternative to reduce significant traffic or circulation impacts is warranted. In addition, all other potential impacts of the Project would be less than significant with mitigation. Ultimately, the Project would be environmentally superior relative to the Alternative 2 (No Project/Commercial Development) and Alternative 3 (No Project/Mixed Use Development) considering those two alternatives do not substantially decrease any Project impacts yet would increase air quality and greenhouse gas impacts relative to the Project. Alternative 4 (No Project/Reduced Mixed Use Development Alternative) would result in reduced construction impacts, as well as reduced operational air quality and greenhouse gas impacts, relative to the Project. For these reasons, aside from the No Project/No Build Alternative, Alternative 4 would be considered an environmentally superior alternative. Alternative 4 is considered superior due to reductions in construction activities associated with a smaller subterranean parking garage and due to reductions in operational vehicle trips, leading to fewer air emissions and greenhouse gas emissions throughout the life of the project.

7 References

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Chapter 2: Environmental Setting

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8 List of Preparers

8.1 Los Angeles County

Joshua Huntington, AICP, Supervising Planner
Erica G. Aguirre, AICP, Principal Planner

8.2 Dudek

Carey Fernandes, AICP, Principal
Michele Finneyfrock, Project Manager
Dennis Pascua, Transportation Services Manager
Mladen Popovic, AICP, Transportation Planner
Brayden Dokkestul, GIS

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Appendix A

NOP and NOP Comments

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Amy J. Bodek, AICP
Director

NOTICE OF PREPARATION
OF A DRAFT ENVIRONMENTAL IMPACT REPORT
AND PUBLIC SCOPING MEETING

DATE: November 2, 2020

TO: State Clearinghouse, Responsible Agencies, Trustee Agencies, Organizations and Interested Parties

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report in Compliance with Title 14, Section 15082(a) of the California Code of Regulations

The County of Los Angeles ("County") is the lead agency pursuant to the California Environmental Quality Act ("CEQA") and intends to prepare an Environmental Impact Report ("EIR") for the proposed project identified below. The County has prepared this Notice of Preparation ("NOP") to provide Responsible Agencies and other interested parties with information describing the project and to identify its potential environmental effects pursuant to State requirements.

AGENCIES: The County requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed project, in accordance with Title 14, Section 15082(b) of the California Code of Regulations. Your agency will need to use the EIR prepared by the County when considering any permits that your agency must issue, or other approval for the project.

ORGANIZATIONS AND INTERESTED PARTIES: The County requests your comments and concerns regarding the environmental issues associated with construction and operation of the proposed project.

PROJECT & PERMIT(S): "The View," Project No. R2015-01232, Vesting Tentative Tract Map No. 073082, Conditional Use Permit No. 201500052, Environmental Assessment No. RENV 201500089

PROJECT APPLICANT: Peak Capital Investments, LLC

PROJECT LOCATION: APN: 5009-007-022, 5101 South Overhill Drive, Windsor Hills, California 90043

PROJECT DESCRIPTION: The Project consists of a vesting tentative tract map ("VTTM") to create one multi-family residence lot, a conditional use permit ("CUP") for development

of 88 attached residential condominium dwelling units, a yard modification for reduced front yard setbacks, and a request to exceed the maximum height within zone C-1 (Restricted Business) on 1.84 gross acres (1.76 net acres). The Project site is currently vacant and unimproved. Approximately 139,281 square feet of habitable living space and subterranean parking areas for 206 spaces used for vehicle parking are proposed to be contained within a five-story, 65-foot-high structure (see Figure 4, Site Plan). The Project involves movement of earth material, including 28,150 cubic yards of cut, 300 cubic yards of fill and 27,850 cubic yards of export to an approved landfill to be determined. 12,876 square feet of landscaping is proposed.

Project Background: On August 2, 2017, the Los Angeles County ("County") Regional Planning Commission approved The View Residential Project ("Project") (Project No. R2015-01232-(2)) and adopted the Mitigated Negative Declaration ("MND") and Mitigation Monitoring and Reporting Program ("MMRP") prepared by the County for the Project. Subsequent to these actions, the Regional Planning Commission's approval of the Project and adoption of the MND and MMRP was appealed to the Los Angeles County Board of Supervisors ("Board of Supervisors" or "Board"). The appeal was considered at the November 21, 2017, Board of Supervisors hearing, with the Board of Supervisors denying the appeal while upholding the Regional Planning Commission's previous approval of the Project and adoption of the MND and MMRP. After the Board of Supervisors' hearing, a Notice of Determination ("NOD") was filed with the Los Angeles County Clerk.

Following the Board's denial of the appeal and the filing of the NOD, a Petition for Writ of Mandate was filed by the petitioner in the Los Angeles County Superior Court ("Court"), which challenged the County's approval of the Project and adoption of the MND and MMRP on several grounds. The matter came on for hearing before the Court on June 14, 2019, with the Court issuing a Ruling on Submitted Matter on June 27, 2019, in which it adopted its oral tentative ruling. The Court found that although the MND did satisfy many requirements of CEQA, it did not fully satisfy the requirements of CEQA as to impacts to traffic and circulation, and as a result, the Court set aside the County's approval of the Project and adoption of the MND and MMRP.

The Court then issued a Court Order on October 10, 2019, to clarify the Court's finding that an EIR must be completed for the Project. The Court determined that the County shall prepared an EIR in full compliance with the requirements of CEQA as to traffic and circulation only; however, the Court did find that the County satisfied the requirements of CEQA in relation to the other environmental topics addressed in the MND, including the specific areas that the petitioner also challenged (aesthetics, air quality, greenhouse gas emissions, and land use and planning). The Court found that the EIR to be prepared need not include those issues (i.e., all topics other than traffic and circulation) for which the record justifies the County's actions and determinations. As such, based on direction from the Court, an EIR will be prepared to address the potential for the Project to result in traffic and circulation impacts.

The Project that is currently proposed has remained unchanged compared with the proposed development analyzed in the MND. Thus, the Project evaluated herein is the same as the previously contemplated development. In an abundance of caution, the County has decided to prepare an updated Environmental Checklist ("Initial Study") to confirm the findings of the previous MND, with the exception of traffic and circulation, which will be analyzed in a forthcoming EIR.

A copy of the previous MND is currently on file and available for review at County Regional Planning Department. Given that the mitigation measures outlined in that MMRP still apply to the Project, the previously adopted MMRP has been appended to this document as Appendix A.

POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT

Based on a preliminary review of the proposed project consistent with Section 15060 of the CEQA Guidelines, the County has determined that an EIR should be prepared for this proposed project. In addition, consistent with Section 15082 of the CEQA Guidelines, the County has identified the following probable environmental effects of the project, which will be addressed in the EIR for this project:

- Transportation and Traffic

The County and the Court has determined that there is not a likelihood of potentially significant effects related to the following environmental topics:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards/Hazardous Waste
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Tribal Cultural Resources
- Utilities/Service Systems
- Wildfire

The the EIR will indicate the reasons why these effects were determined not to be significant and are therefore not addressed in detail in the EIR.

NOTICE OF SCOPING MEETING: Due to the current COVID-19 pandemic, the County will conduct a virtual public scoping meeting for the purpose of soliciting oral and written comments from interested parties as to the appropriate scope and content of the EIR.

All interested parties are invited to attend the scoping meeting to assist in identifying issues to be addressed in the EIR. The scoping meeting will include a brief presentation of the project to be addressed in the EIR and will provide attendees with an opportunity to provide input to the scope of the EIR. The virtual scoping meeting will be held on Monday, November 30, 2020, at 6:00 p.m.

Interested parties may register to attend the vitual scoping meeting at: **https://rebrand.ly/TheViewScopingMeeting**. Once registered, you will receive a confirmation from Zoom with a link to access the public scoping meeting and information on how to acess the meeting either via computer/smartpone or a call-in phone number.

Translation of the scoping meeting presentation into other languages can be made available upon request. Please submit translation requests at least seven business days in advance of the scheduled meeting to sdjones@planning.lacounty.gov.

PUBLIC REVIEW PERIOD: The NOP will be available for a 45-day public review and comment period pursuant to Title 14, Section 15082(b) of the California Code of Regulations. The comment period for the NOP begins on November 4, 2020, and ends on December 18, 2020.

Any comments provided should identify specific topics of environmental concern and your reason for suggesting the study of these topics in the EIR.

Please direct all written comments by email or U.S. Mail to:

Steven Jones
County of Los Angeles
Department of Regional Planning
Land Divisions Section
320 West Temple Street, Room [1348]
Los Angeles, California 90012
Tel: (213) 974-6433
Fax: (213) 626-0434
sdjones@planning.lacounty.org

All written responses will be included as Appendices in the Draft EIR and their contents considered in accordance with State and County environmental guidelines.

DOCUMENT AVAILABILITY: Due to the current COVID-19 pandemic, County of Los Angeles offices and library branches are currently closed to the public. The public is encouraged to visit the Department of Regional Planning's website to review the initial study at:

http://planning.lacounty.gov/

and

http://planning.lacounty.gov/case/view/tr073082

Hard copies of the initial study can be made available and mailed upon request.

Thank you for your participation in the environmental review of this project.

NOP Comments Received

Name	Date
Individuals	
Allen, Dedra	12/18/2020
Barnes, Sharon	12/17/2020
Bernard, Chemin S.	12/23/2020
Bingham, Cheryl D	12/17/2020
Braxton-Owens, Hazel	12/18/2020
Brown, Charlie (Bedrock Real Estate Group)	12/17/2020
Bryant, Glenn	12/18/2020
Bryant, Michele	12/17/2020
Bryant, Neil	12/17/2020
Byers, Naimah	12/18/2020
Cadres, Gina	12/17/2020
Corbert, Jim	12/18/2020
Covington, Charles	12/18/2020
De Marks, Maxine	12/17/2020
Douthard, Davina	12/17/2020
Dove, Pastor Lawrence K. (Park Hills Community Church)	12/17/2020
Glasgow, Lori	12/2/2020
Glasgow, Lori	12/17/2020
Glenn, Myron	12/17/2020
Heath, John W. (United Homeowners' Association)	12/1/2020
Heath, John W. (United Homeowners' Association)	12/2/2020
Heath, John W. (United Homeowners' Association)	12/17/2020
Heath, John W. (United Homeowners' Association)	12/18/2020
Heath, Mae	12/18/2020
Izaguirre, Valentina	12/17/2020
Jackson, Belinda	12/17/2020
Kelley, Fedric	12/17/2020
Lake, Karen	12/16/2020
Matheney, Claudette	12/17/2020
McClendon, Dorothy	12/18/2020
McDonald-Tabor, Toni	12/17/2020
Molezion-Smith, Alecia	12/18/2020
Nance, Marissa	12/17/2020
Napue, Sandra	12/17/2020
Nicholas, V.	12/18/2020
Owens, Harold	12/18/2020
Pattillo, Dawn	12/18/2020
Powell, Sharyn	12/17/2020
Recasner, Fredericka	12/18/2020

NOP Comments Received

Name	Date
Reece, Cathy	12/17/2020
Reevers, Cathy	12/18/2020
Reevers, Cathy	12/18/2020
Rice, Kathleen	12/17/2020
Rice, Richard	12/17/2020
Sato, Glenn	12/17/2020
Settlage, Dorothy	12/17/2020
Settlage, Mabie	12/18/2020
Sheik, Angela	12/17/2020
Snead, Ellen	12/21/2020
Stallworth, D.	12/18/2020
Stewart, Irene	12/18/2020
Tamaki, Paul	12/17/2020
Tamakloe, Muata Afi	12/18/2020
Tate, Al	12/17/2020
Tellis, Ed	12/17/2020
Veals, Craig	12/18/2020
Vet, Shannon	12/18/2020
Vyas, Roshan	12/1/2020
Walker Jr, Charles	12/17/2020
Walker, Mark	12/18/2020
Ward, Flo	12/17/2020
Ward, Flo	12/17/2020
Williams, Hope	12/17/2020
Wilson, Jc	12/17/2020
Wood, Deborah	12/18/2020
Agencies	
Caltrans	12/3/2020
CDFW	12/16/2020
NAHC	11/5/2020

From: prayerdanser@gmail.com
Sent: Friday, December 18, 2020 2:13 PM
To: Lynda Hikichi
Subject: 88 Unit Condo Project at Overholl & Slauson

CAUTION: External Email. Proceed Responsibly.

Hello,

I am writing about the above named project & the EIR.

We residents of the surrounding neighborhood are concerned that the EIR should also include methane gas from the oil field, subsidence, & the potential impact on our electrical and water infrastructure. Please make sure the EIR includes a comprehensive analysis of ALL potential significant environmental impacts that may arise from this project.

Thank you for your attention to this matter.

Dedra F. Allen

From: Sharon Barnes <sharinbarnes@icloud.com>
Sent: Thursday, December 17, 2020 8:47 PM
To: Lynda Hikichi
Subject: Environmental Impact Study - UHA View Park 88-unit Condo Project

CAUTION: External Email. Proceed Responsibly.

Dear Ms. Hikichi,

I am a citizen in the area of this potential 88-unit condo project and was alarmed to learn that the EIR being prepared for the review may not include potential methane gas from the oil field, subsidence, potential impact on electrical and water infrastructure, and other local safety, health and environmental concerns. I join my neighbors in requesting that these critical concerns are addressed.

Respectfuly,

Sharon Barnes
4455 W. 62nd St.
Windsor Hills, CA 90043

From: Lynda Hikichi <lhikichi@planning.lacounty.gov>
Sent: Wednesday, December 23, 2020 4:26 PM
To: Collin Ramsey; Dawna Marshall
Subject: FW: "The View" condos

FYI...

From: Chemin S Bernard <cheminb@mac.com>
Sent: Wednesday, December 23, 2020 4:24 PM
To: Lynda Hikichi <lhikichi@planning.lacounty.gov>
Subject: "The View" condos

CAUTION: External Email. Proceed Responsibly.

Please make sure the EIR for the View includes a comprehensive analysis of all potential significant environmental impacts that may arise from this project, including traffic & circulation, methane gas from the oil field, subsidence and potential impacts to our electrical and water infrastructure.

All best,

Chemin 213-507-7400 cell

From: Cheryl D Bingham <binghamcheryl@aol.com>
Sent: Thursday, December 17, 2020 11:41 AM
To: Lynda Hikichi
Subject: The View project

CAUTION: External Email. Proceed Responsibly.

Please make sure the EIR for the View includes a comprehensive analysis of all potential significant environmental impacts that may arise from this project, including traffic & circulation, methane gas from the oil field, subsidence and potential impacts to our electrical and water infrastructure. Thanks so much.

Cheryl D Bingham
View Park resident since 1967

From: Hazel Owens <hazelowensmph@gmail.com>
Sent: Friday, December 18, 2020 4:27 PM
To: Lynda Hikichi
Subject: EIR Study for Project No. R2015-01232 (The View Condo Project)

CAUTION: External Email. Proceed Responsibly.

12-18-20; 4:30 pm

Dear Ms. Hikichi, I have lived in Windsor Hills, near Overhill/LaBrea and Slauson for the last four (4) years. I am writing to you as a concerned voter and resident of the historic Windsor Hills/View Park community. I believe that the proposed limited **EIR Study for Project No. R2015-01232 (The View Condo Project)** of traffic and circulation **alone** for the proposed 88 unit project is not enough. The study must be **comprehensive and expanded** to include readings for environmental irritants, such as methane gas, PM2.5, and smaller; moreover, we need information on the how this project will impact subsidence issues from being in an earthquake fault hazard zone and across from the Inglewood Oil Fields, as well as the potential impacts on our water and electrical infrastructure. I am concerned about the **negative health implications** on the elderly, immunocompromised and young people due to the increased environmental pollutants as a result of the construction and increased traffic on Northridge Drive. Unfortunately, my husband and I both have compromised immune systems, which make us more vulnerable to the respiratory irritants, so we and many of our elderly residents are affected directly. This expanded report is required so that the mitigations can be addressed thoroughly.

In addition to the environmental concerns and health concerns, I anticipate that the **high volume traffic** would travel onto Northridge Drive on the east and west at high speeds,resulting in the **higher potential for accidents**, which endangers our elderly, our children, our pets, and all of us who back out of our driveways to the street. I also request that you **delay** the EIR Study until the ***Stay at Home Directive*** issued by Governor Gavin Newsom is lifted. Currently, we are getting less traffic flow due to the lockdown, and an accurate account would not be captured.

What I have written reflects the thoughts of my neighbors as well, who may not have been contacted in time or are unable to write to you due to deaths(our next door neighbor) in the family, illness and other issues. Thank you so much for your attention to my concerns.

With much appreciation,
Hazel Braxton-Owens
4500 Block of Northridge
310-351-4611 (mobile)

From: Charlie Brown <cbaff3800@gmail.com>
Sent: Thursday, December 17, 2020 11:37 AM
To: Lynda Hikichi
Subject: The View Permit To Build on The Hill

CAUTION: External Email. Proceed Responsibly.

Please demand that ALL EIR mandates are followed to prevent harm to the environment as well as to the community.

Thank you,

Charlie Brown

--
Charlie Brown
Bedrock Real Estate Group
DRE 006692272
We love to serve you

From: Glenn Bryant <glenngfb1@gmail.com>
Sent: Friday, December 18, 2020 5:32 PM
To: Lynda Hikichi
Subject: View Project (La Bera & Stocker)

CAUTION: External Email. Proceed Responsibly.

To Whom It May Concern,

I've lived on Onacrest Dr. for over twenty years in the View Park community.

A project of the size proposed would cause undue hardship to the residents of the community. Traffic, water, electric, general environment, and oil field methane gas circulation would adversely impact this community. A mandatory comprehensive review and analysis must be performed to uncover the potential risk to our community.

Sincerely,

Glenn Bryant

From: Michele Bryant <michelebryant@ca.rr.com>
Sent: Thursday, December 17, 2020 11:07 AM
To: Lynda Hikichi
Subject: "The View" project in View Park

CAUTION: External Email. Proceed Responsibly.

Good morning,

Please, make sure the EIR for the View includes a comprehensive analysis of all potential significant environmental impacts that may arise from this project, including traffic & circulation, methane gas from the oil field, subsidence and potential impacts to our electrical and water infrastructure.

Thank you,
Michele Bryant
View Park

From: NEIL BRYANT <larnb@me.com>
Sent: Thursday, December 17, 2020 11:11 AM
To: Lynda Hikichi
Subject: "The View" project in View Park

CAUTION: External Email. Proceed Responsibly.

Good morning,

Please, make sure the EIR for the View includes a comprehensive analysis of all potential significant environmental impacts that may arise from this project, including traffic & circulation, methane gas from the oil field, subsidence and potential impacts to our electrical and water infrastructure.

Thank you,
Neil Bryant
View Park

Lilli Renier

From: Naimah Byers <naimah.byers@att.net>
Sent: Friday, December 18, 2020 3:16 PM
To: Lynda Hikichi
Cc: hollyjmitchell@bos.lacounty.gov
Subject: EIR -The View

CAUTION: External Email. Proceed Responsibly.

Hello,

I am writing to ask you to please make sure the EIR for the View includes a comprehensive analysis of all potential significant environmental impacts that may arise from this project, including traffic & circulation, methane gas from the oil field, subsidence and potential impacts to our electrical and water infrastructure.

This letter is to address my heartfelt concern as a longtime resident (60 + years) registered voter, and active participant in United Homeowners Association.

Sincerely,

Naimah D. Byers

From: Gina Cadres <ginacadres@gmail.com>
Sent: Thursday, December 17, 2020 4:42 PM
To: Lynda Hikichi
Subject: The View

CAUTION: External Email. Proceed Responsibly.

Dear Ms. Hikichi,

As a Windsor Hills homeowner, I am concerned with the potential development of The View project planned at Overhill and Stocker. I would like to request the county planners use the EIR process to include a comprehensive analysis of all potentially significant environmental impacts that may arise from the project. Specifically, traffic & circulation, methane gas from the oil field, subsidence, and potential implications to our electrical and water infrastructure.

I believe this project may be unsafe and harmful to our enviroment.

Thank you very much.
Gina Cadres

December 18, 2020

Dear Ms. Hikichi,

My name is Jim Corbert and I live at 5134 Onacrest Drive, Los Angeles, CA 90043. I am a senior citizen who has lived at this residence for over 55 years. I don't have an email address to send an urgent letter to you expressing my concerns and request that the View Project be held accountable and the LA County Regional Planning Office does the moral, ethical and right thing by requiring a comprehensive (not just traffic and circulation) Environmental Impact Report.

I've given my neighbor, Alecia Molezion-Smith, permission to transcribe my words into this composed letter.

To give you an historical frame of reference, we fought and won against this same development project nearly 20 years. I was involved with the United Homeowners Association who took this battle to County Supervisor Yvonne Braithwaite-Burke's office and successfully proved that this project was detrimental to our hillside community. The only thing that has changed today is that the situation has worsened not gotten better . . .

1. Today, the Bedford Group is asking approval to build 88 condo units, an increase of 16 more units than the plan two decades ago. Why? How? The lot hasn't changed in size. Now, they are looking at squeezing 38 more units in the same space that Supervisor Braithwaite-Burke agreed would not enhance our community but pose a danger to our Windsor Hills-View Park community.
2. The infra structure is worse today not better – it's older, it's strained and I've noticed more blackouts and electrical failures in recent years, not to mention water lines breaking throughout the neighborhood.
3. I'm a retired engineer. The seismic earthquake/fault line activity is real and serious in our neighborhood. Nearby oil field fracking and water pressure drilling over the past ten years have only worsened the seismic earth shifting situation leaving us with structural foundation damage and sizable cracks on Overhill Drive, just west of our local public elementary school. Deep digging to build a high rise condo complex including three levels down of underground parking would be a dangerous, destructive encroachment to our neighborhood and community.
4. The traffic congestion would be a nightmare to residents as well as parents dropping off their children to the neighborhood school – Windsor Hills Elementary School.

I ask you to take these issues and concerns seriously, fairly and openly as this project goes before the Regional Planning Office to develop an Environmental Impact Report.

I've lived in this community for half a century and I know when a disaster waiting to happen is on the horizon. That's exactly what this project is – a disaster and a threat to our community.

Sincerely,

Jim Corbert

From: charles covington <ckcchc2020@yahoo.com>
Sent: Friday, December 18, 2020 10:46 PM
To: Lynda Hikichi
Cc: latu2020@yahoo.com
Subject: The view EIR

CAUTION: External Email. Proceed Responsibly.

12/18/2020
To whom it may concern,

The proposed project "The view " at 5000 s la brea ave view park , ca 90043/ or 5101 Overhill dr view park ca 90043 (same undeveloped lot), is totally out of character for this neighborhood. There are so many reasons why this project should not be granted. The density/massing of this proposed building is way too high and bulky for that lot. The proposed building is way over the limited building height of this area , (35' being the max.) The proposed density/massing of this building destroys views of history and iconic landmarks located round Los Angeles from many homes in the neighborhood not just the six adjacent residents. This area and that property are very close to a large fault that runs through the ground and is adjacent to an active oil field. A building of that magnitude is bound to have an effect on the neighboring properties, sounds from airplanes at lax bouncing off and lights upsetting sight lines and views . The six or seven adjacent properties have been there since this area we developed early 40s , with one exception 5120 onacrest dr, which was built in the early 90s. My family has been living in this area for the past 55 years or so, Never believing such a building could be proposed, for one it wasn't zoned for that use , we always had a shortage of retail locations in this area , and now that one developer wants to change the character of our neighborhood, your organization sees fit to go against the majority of existing residents and it is a majority of current residence that do not want this project in our backyard and blocking our long existing views. That's truly not why governments and planning departments were created. Government agencies were created to protect residents against the absurdity and harmful developments that some developers try and build. Hopefully you will see this proposal with a different set of eyes , one with more knowledge and ability than the recent past. It's sad , I attended college partly due to the interesting homes built in this historic area , I have a degree in architecture, so I have an educated opinion on this proposed development ..... EIR is definitely a needed element of properly well developed projects that add to a community livability, not take away from a communities quality of life. That property and neighboring areas have been settling over the years especially with the current technic in oil capturing around and under this site , just look at the big line that runs across overhill and the neighboring onacrest street , at Least a two foot drop and in areas .... Some entity has been adding dirt to that proposed site for more than twenty years , I rode my bike on that lot when I was a child and it was never sloped as it is currently ,dirt trucked to the site by the developer and previous owner I imagine.... this has changed the natural lay of the land and ground movement is not easy to see but I'm sure it's there. Ive questions the allowance of developers or owners to add/remove dirt from a property without permits , something that's not allowed in most jurisdictions but seems to be a normal procedure in this jurisdiction , as evident by a multitude of sites around this area ... like I stated earlier my family has lived in this area for many years , we always have to make trips out of the area for shopping , groceries for a major one. Changing this propertys zoning to adding more residential units , 88 , as it is currently sits , would just add more residents that have to travel out of this area to shop for basic necessities! There is not a good plan to access this property without greatly impacting the trips that existing residents have to face in getting to retail sites in adjacent communities currently. Come to the intersection and try getting out on la brea ave at northridge drive , an already dangerous intersection , but add all the new traffic and it's going to become a deadly intersection ,this intersection is just southwest of the proposed site ,also the intersection just north of the proposed site la brea ave , stocker street and overhill drive (also know as five points)is also dangerous, with many accidents. Adding more confusion with a huge building is just not needed ! The only enter and exit point to this proposed site is at a blind crest on overhill drive, a major problem with this site and proposed development, (no good ingress and egress) ! These

are just a few of the major problems with this property and proposed development that shouldn't be overlooked , need to be studied and addressed.
Call me if you want to discuss more !
Sincerely,
Charles Covington
5157 brea crest drive
View park/ windsor hills , ca 90043
323-356-6012
Ckcchc2020@yahoo.com

Sent from my iPhone

From: Maxine De Marks <max1211@sbcglobal.net>
Sent: Thursday, December 17, 2020 1:37 PM
To: Lynda Hikichi
Subject: EIR "The View"

CAUTION: External Email. Proceed Responsibly.

Dear Ms Hikichi,

I am a resident of View Park, CA. My address is 4159 Fairway Blvd 90043. I am writing you due to my concern for our community and "The View" project which I thought was resolved. I am so disappointed that we are having to continue to fight for the well being of ourselves, family, friends and community in general again. I grew up in Windsor Hills and bought my current home in View Park in 1999. I ask that you consider the effects of the changes and impact on our environment with the "The View" project which is all about money. I've seen it over and over again over the years and now is certainly not the time for something like this which will effect traffic, increased methane gas from the oil fields and the electrical and water infrastructures which will effect our lives styles and health immensely. I'm a Registered Nurse and currently own a Home Health Agency for 20years so I am well aware of the negative effects of the environment in the world we live in and would like to keep at least our immediate living space as clean as possible. I beg you to keep this in mind when you are making your decisions. I hope you would do what's best for us as you would do for your loved ones. Please be safe and God Bless.

Warmly,

Maxine

From: Dina Ward <Dina@ddi-us.com>
Sent: Thursday, December 17, 2020 12:33 AM
To: Lynda Hikichi
Subject: THE VIEW

CAUTION: External Email. Proceed Responsibly.

Lynda Hikichi,

Here we are again with leaders making decisions about what goes on in our community without the respect to the concerns and input from those who worked hard to purchase their homes in this neighborhood and to continue to build this community.

This letter is to notify you of my desire and intention to make certain that the EIR for the View includes a comprehensive analysis of all potential significant environmental impacts that may arise from this project, including traffic & circulation, methane gas from the oil field, subsidence and potential impacts to our electrical and water infrastructure and to make sure that the County's planning staff conducts a thorough review of this project.

Respectfully submitted,

Davina Douthard

Sent from my iPhone

From: ldove@parkhillsrca.org
Sent: Thursday, December 17, 2020 12:44 PM
To: Lynda Hikichi
Subject: Voice of Concern - "The View" Proposal

CAUTION: External Email. Proceed Responsibly.

To Lynda Hikichi

Re: “The View” Condo Project

Mrs. Hikichi; as a resident within the ViewPark / Windsor Hills community I am requesting that your agency make sure the EIR for the View includes a comprehensive analysis of all potential significant environmental impacts that may arise from this project, including traffic & circulation, methane gas from the oil field, subsidence and potential impacts to our electrical and water infrastructure. As of now, I this project is unsafe and/or harmful to our environment and community as presently defined.

Thank you for your consideration.

Pastor Lawrence K. Dove
Park Hills Community Church

From: Lynda Hikichi <lhikichi@planning.lacounty.gov>
Sent: Wednesday, December 2, 2020 11:23 AM
To: Joshua Huntington; Collin Ramsey; Dana Link-Herrera
Subject: FW: Oppose 88 unit housing project on Overhill and Stocker

FYI…

From: Lori Glasgow <dctrglasgow@gmail.com>
Sent: Wednesday, December 2, 2020 11:17 AM
To: Lynda Hikichi <lhikichi@planning.lacounty.gov>
Subject: Oppose 88 unit housing project on Overhill and Stocker

CAUTION: External Email. Proceed Responsibly.

My email is about the project below. This project would destroy the single family nature of our neighborhood. It would increase traffic to unmanageable proportions. The View Park-Windsor Hills community is a single family neighborhood and approval of such a large project with no amenities would devastate us. It would turn Northridge into a major thoroughfare and completely change our neighborhood. Please do not approve this project

Depa

OF A DRA
AI

DATE: November 2, 2020

TO: State Clearinghouse, R
Interested Parties

SUBJECT: Notice of Prepar
with Title 14, Section 15082(

Sent from my iPhone

From: Lori Glasgow <dctrglasgow@gmail.com>
Sent: Thursday, December 17, 2020 10:10 AM
To: Lynda Hikichi
Subject: The View project on Overhill & Stocker

CAUTION: External Email. Proceed Responsibly.

Good morning

I'm sending you this email to request that you make sure that the EIR for the project in the subject line includes a comprehensive analysis of all potential significant environmental impacts that may arise from this project, including traffic & circulation, methane gas from the oil field, subsidence and potential impacts to our water and electric infrastructure.

Moreover, please include the impact of changing the neighborhood from a single family community to a neighborhood of multi-family units. View Park-Windsor Hills is an established historic community of single family homes and this project would undermine and completely deteriorate the culture of this neighborhood and should be considered.

Thank you

Sent from my iPhone

From: Glenn, Myron <MGlenn@cozen.com>
Sent: Thursday, December 17, 2020 9:10 AM
To: Lynda Hikichi
Subject: EIR - for "The View Project (located at Stocker & La Brea) - District 2

CAUTION: External Email. Proceed Responsibly.

Ms. Hikichi, I was informed that you are involved with the EIR for the above-referenced project which is in the area where my family and I reside. (If that is not true, please provide me with the name of the person that is preparing the EIR for this project.)

This communication requests that any EIR prepared for this project consider and evaluate all potential significant environmental impacts, **including but not limited to traffic & circulation, methane gas from the adjacent oil fields, subsidence and potential impacts to our electrical and water infrastructure.** In my opinion, these areas are of monumental importance when evaluating the environmental impact of the View project.

Thank you for your time and attention in this regard.

Myron Glenn
Second District Resident

Notice: This communication, including attachments, may contain information that is confidential and protected by the attorney/client or other privileges. It constitutes non-public information intended to be conveyed only to the designated recipient(s). If the reader or recipient of this communication is not the intended recipient, an employee or agent of the intended recipient who is responsible for delivering it to the intended recipient, or you believe that you have received this communication in error, please notify the sender immediately by return e-mail and promptly delete this e-mail, including attachments without reading or saving them in any manner. The unauthorized use, dissemination, distribution, or reproduction of this e-mail, including attachments, is prohibited and may be unlawful. Receipt by anyone other than the intended recipient(s) is not a waiver of any attorney/client or other privilege.

From: Lynda Hikichi <lhikichi@planning.lacounty.gov>
Sent: Tuesday, December 1, 2020 4:42 PM
To: Collin Ramsey; Dana Link-Herrera
Subject: FW: follow up to the EIR scoping meeting - Project No. R2015-01232 (The View condos)

Hello Collin and Dana,

FYI…

Lynda

From: John W. Heath <Jheath@uhawhvp.org>
Sent: Tuesday, December 1, 2020 1:06 PM
To: Lynda Hikichi <lhikichi@planning.lacounty.gov>
Cc: 'ttabor uhawhvp.org' <ttabor@uhawhvp.org>; 'Darryl Grayson' <dgrayson@uhawhvp.org>; jnnfountain@yahoo.com; amolezionsmith@ca.rr.com; 'Catherine E. Cottles' <ccnla@aol.com>; 'Araymond' <araymond@uhawhvp.org>; 'Helen Sellers' <drhelensellers@gmail.com>
Subject: follow up to the EIR scoping meeting - Project No. R2015-01232 (The View condos)

CAUTION: External Email. Proceed Responsibly.

Hello Lynda – we missed seeing you on the EIR scoping meeting last night, but your colleague Joshua Huntington mentioned that you are the newly appointed lead planner on the above-captioned project replacing our friend Steven Jones. Welcome!

We had a few questions that we would appreciate the chance to chat with you about for clarification prior to submitting our written comments on the NOP & EIR scope:

1. We saw that the motion to vacate the CUP & entitlements were on the BOS agenda last Tuesday but apparently the Board never took the matter up at that meeting. Please confirm whether the entitlements have been or will be vacated and that there will be a new public hearing to consider a new CUP, tract map and the EIR/MND at the appropriate time.

2. When was the decision made to empower the developer's consultant and attorney to prepare the NOP and run last night's scoping meeting?

3. We reviewed the initial study and supporting documentation closely and could find no indication that any consideration was provided to detection or collection of methane gas in the subterranean parking structure (located immediately adjacent to a methane hazard zone) – if that issue was not reviewed or considered at all in the initial study or the court's ruling, shouldn't that be included in the EIR scope?

4. One of the biggest traffic issues involves increased hazards created by vehicles turning left into and out of the two proposed driveways. We were not able to follow the developer's proposed traffic plan previously nor did we understand why it claimed Overhill Drive is 100 feet wide (it is not). Will the EIR scope include traffic safety on Overhill and look at specific measures that should be incorporated to minimize what will no doubt be an increased risk of serious accidents there?

5. We have no idea how this project will receive the huge amount of domestic and fire water service it will require, and we've heard a variety of rumors but thus far are aware of nothing more than a will-serve letter regarding water service in the prior project submittals. Do you have specific information about where the water service will come from and what potential significant impacts might arise during the construction and/or operation of the project?

Please share a direct contact number so we can reach you by phone – we have the generic land divisions number but can never reach a live human there. Thanks for your consideration and response!

John W. Heath, President
United Homeowners' Association II
4859 West Slauson Avenue, #333
Los Angeles, California 90056
(323) 299-8106 direct
Jheath@uhawhvp.org
"IN UNITY FOR OUR COMMUNITY"

Lilli Renier

From: Joshua Huntington <jhuntington@planning.lacounty.gov>
Sent: Wednesday, December 2, 2020 8:47 AM
To: Lynda Hikichi; Collin Ramsey; Dana Link-Herrera
Subject: FW: follow up to the EIR scoping meeting - Project No. R2015-01232 (The View condos)
Attachments: Overhill_Stocker_initial-study 2004 LA County.pdf; Filed Appeal of Aug 2 RPC approval of the View.pdf; Letter to Board for Hearing 11.24.20.pdf

Lynda's having tech. issues with forwarding email messages. The full message should be below:

From: John W. Heath <Jheath@uhawhvp.org>
Sent: Wednesday, December 2, 2020 12:19 AM
To: Lynda Hikichi <lhikichi@planning.lacounty.gov>; Joshua Huntington <jhuntington@planning.lacounty.gov>
Cc: 'ttabor uhawhvp.org' <ttabor@uhawhvp.org>; 'Darryl Grayson' <dgrayson@uhawhvp.org>; jnnfountain@yahoo.com; amolezionsmith@ca.rr.com; 'Catherine E. Cottles' <ccnla@aol.com>; 'Araymond' <araymond@uhawhvp.org>; 'Helen Sellers' <drhelensellers@gmail.com>; ricere2004@yahoo.com; mhudson@uhawhvp.org
Subject: RE: follow up to the EIR scoping meeting - Project No. R2015-01232 (The View condos)

CAUTION: External Email. Proceed Responsibly.

Hi there Lynda; thanks so much for responding and we certainly appreciate the fact that you are juggling multiple projects. As you come up to speed and review the project file, please consider the 2004 initial study prepared by DRP staff for a nearly identical project at the same site (72 condos with office space in a 5-story building) along with our 2017 appeal to BOS which also includes the 1999 study that resulted in the downzoning of all properties along the Stocker corridor (see attached pdfs). Also attached is our letter submitted last week in conjunction with the BOS motion to set aside the project's entitlements, which strangely was adopted last Tuesday but at last night's scoping meeting the presenters continued to refer to the same tract map and CUP as if they remain in full force and effect.

Thanks and we will reach out to Joshua later this week.

John W. Heath, President
United Homeowners' Association II

4859 West Slauson Avenue, #333
Los Angeles, California 90056
(323) 299-8106 direct
Jheath@uhawhvp.org
"IN UNITY FOR OUR COMMUNITY"

From: Lynda Hikichi <lhikichi@planning.lacounty.gov>
Sent: Tuesday, December 01, 2020 4:41 PM
To: Jheath@uhawhvp.org
Cc: 'ttabor uhawhvp.org' <ttabor@uhawhvp.org>; 'Darryl Grayson' <dgrayson@uhawhvp.org>; jnnfountain@yahoo.com; amolezionsmith@ca.rr.com; 'Catherine E. Cottles' <ccnla@aol.com>; 'Araymond' <araymond@uhawhvp.org>; 'Helen Sellers' <drhelensellers@gmail.com>; Joshua Huntington <jhuntington@planning.lacounty.gov>
Subject: RE: follow up to the EIR scoping meeting - Project No. R2015-01232 (The View condos)

Hello John,

Thank you for the welcome. I am in the middle of multiple projects. Please be patient as I try to get up to speed. I will work on your questions and provide a response soon. As for the contact number, I am available via email but you may reach my supervisor, Joshua Huntington, at 213-509-5415.

Best regards,

Lynda Hikichi, AICP
Land Divisions Section
Department of Regional Planning
(213) 974-6433

In response to the evolving coronavirus emergency, Los Angeles County facilities are closed to the public at this time. For the most current information about available services, public meeting schedules, and planning projects, please visit planning.lacounty.gov.

We Appreciate Your Feedback!
Please take a moment and fill out our EPIC-LA customer experience survey by clicking on the link below:
https://bit.ly/LACOCSSSurvey

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From: John W. Heath <Jheath@uhawhvp.org>
Sent: Tuesday, December 1, 2020 1:06 PM
To: Lynda Hikichi <lhikichi@planning.lacounty.gov>
Cc: 'ttabor uhawhvp.org' <ttabor@uhawhvp.org>; 'Darryl Grayson' <dgrayson@uhawhvp.org>; jnnfountain@yahoo.com; amolezionsmith@ca.rr.com; 'Catherine E. Cottles' <ccnla@aol.com>; 'Araymond' <araymond@uhawhvp.org>; 'Helen Sellers' <drhelensellers@gmail.com>
Subject: follow up to the EIR scoping meeting - Project No. R2015-01232 (The View condos)

CAUTION: External Email. Proceed Responsibly.

Hello Lynda – we missed seeing you on the EIR scoping meeting last night, but your colleague Joshua Huntington mentioned that you are the newly appointed lead planner on the above-captioned project replacing our friend Steven Jones. Welcome!

We had a few questions that we would appreciate the chance to chat with you about for clarification prior to submitting our written comments on the NOP & EIR scope:

1. We saw that the motion to vacate the CUP & entitlements were on the BOS agenda last Tuesday but apparently the Board never took the matter up at that meeting. Please confirm whether the entitlements have been or will be vacated and that there will be a new public hearing to consider a new CUP, tract map and the EIR/MND at the appropriate time.

2. When was the decision made to empower the developer's consultant and attorney to prepare the NOP and run last night's scoping meeting?

3. We reviewed the initial study and supporting documentation closely and could find no indication that any consideration was provided to detection or collection of methane gas in the subterranean parking structure (located immediately adjacent to a methane hazard zone) – if that issue was not reviewed or considered at all in the initial study or the court's ruling, shouldn't that be included in the EIR scope?

4. One of the biggest traffic issues involves increased hazards created by vehicles turning left into and out of the two proposed driveways. We were not able to follow the developer's proposed traffic plan previously nor did we understand why it claimed Overhill Drive is 100 feet wide (it is not). Will the EIR scope include traffic safety on Overhill and look at specific measures that should be incorporated to minimize what will no doubt be an increased risk of serious accidents there?

5. We have no idea how this project will receive the huge amount of domestic and fire water service it will require, and we've heard a variety of rumors but thus far are aware of nothing more than a will-serve letter regarding water service in the prior project submittals. Do you have specific information about where the water service will come

from and what potential significant impacts might arise during the construction and/or operation of the project?

Please share a direct contact number so we can reach you by phone – we have the generic land divisions number but can never reach a live human there. Thanks for your consideration and response!

John W. Heath, President
United Homeowners' Association II
4859 West Slauson Avenue, #333
Los Angeles, California 90056
(323) 299-8106 direct
Jheath@uhawhvp.org
"IN UNITY FOR OUR COMMUNITY"

From: John W. Heath <Jheath@uhawhvp.org>
Sent: Friday, December 18, 2020 11:34 AM
To: Amy Bodek; Joshua Huntington; Lynda Hikichi
Cc: HollyJMitchell@bos.lacounty.gov; ttabor@uhawhvp.org; 'dgrayson'; jnnfountain@yahoo.com; hsellers@uhawhvp.org; 'Araymond'; ricere2004@yahoo.com; mhudson@uhawhvp.org; 'Aleciamolezionsmith'; 'Catherine E. Cottles'; valentina.izaguirre@gmail.com; 'Hope Williams'; gjsato@yahoo.com; flvr6 @bellsouth.net; casei@ca.rr.com; 'Renee Campbell'; Tony Nicholas; caroljoshaw@gmail.com; latadee@me.com; 'Chandra Mosley'; 'Gailen Reevers'; 'Teresa Mack'; 'Sherri Reese'; 'sherri'; ruthoates@mac.com; 'Sharyn Powell'; Vanita Nicholas; bagthepi@aol.com; arti.bhimani@gmail.com; mikefri4@aol.com; 'mike estime'; tbacon4129@sbcglobal.net; linda1026@gmail.com; jalvain@aol.com
Subject: UHA Comments on NOP - Project No. R2015-01232 (Windsor Hills / View Park)
Attachments: Comment Letter to A Bodek re_The View 12.17.20.pdf; EXHIBIT A.pdf; EXHIBIT B.pdf; EXHIBIT C.pdf; EXHIBIT D.pdf; EXHIBIT E.pdf; EXHIBIT F.pdf; EXHIBIT G.pdf

CAUTION: External Email. Proceed Responsibly.

Director Bodek et al:

Transmitted herewith please find a letter from United Homeowners' Association (including several attachments) which includes our comments in connection with the NOP recently issued for a pending EIR on "The View" condo project. UHA and our entire community look forward to collaborating with DRP staff to ensure that this proposed project is consistent with all applicable law and conforms to the latest scientific research and smart land use policies. Happy holidays!

John W. Heath, President
United Homeowners' Association II
4859 West Slauson Avenue, #333
Los Angeles, California 90056
(323) 299-8106 direct
Jheath@uhawhvp.org
"IN UNITY FOR OUR COMMUNITY"

UNITED HOMEOWNERS ASSOCIATION II

UNITED HOMEOWNERS' ASSOCIATION II

4859 W. SLAUSON AVE #333

LOS ANGELES, CA 90056

WWW.UHAWHVP.ORG

INFO@UHAWHVP.ORG

323.248.1699

BOARD OF DIRECTORS

JO ANN FOUNTAIN

DARRYL GRAYSON

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DR. HELEN SELLERS

TONI McDONALD TABOR

December 17, 2020

Amy J. Bodek, AICP, Director
Los Angeles County Dept. of Regional Planning ("DRP")
320 West Temple Street
Los Angeles, California 90012

Director Bodek:

We write in response to DRP's request for public comments on the Notice of Preparation (the "NOP") of a Draft Environmental Impact Report ("EIR") and Public Scoping Meeting issued for Project No. R2015-01232-(2) (the "Project"), a proposed 88-unit luxury condominium project to be built at 5101 Overhill Drive in unincorporated Windsor Hills. UHA and its consultants have identified several serious environmental concerns associated with the Project in addition to increased traffic congestion and hazards, and each of these concerns should be studied in the EIR. Before touching on specific environmental concerns we refer you to Exhibit A hereto, the 2004 DRP initial study for a nearly identical project at the exact same site and its conclusion that an EIR would be required to address various significant environmental impacts: geotechnical (within the Newport-Inglewood fault zone), air quality (large soil excavation near a school site), visual qualities (5-story building out of scale with surrounding area), unmitigable cumulative traffic issues, and land use concerns (general plan amendment & zone change). How could DRP staff reasonably conclude that no EIR should be required for the Project in lieu of DRP's determinations in 2004? Why does DRP staff continue to insist to this day that the EIR should only focus on traffic and circulation when all the other environmental issues raised in 2004 remain potentially significant and unmitigated?

Starting in 2015, the Project's administrative record includes unproven assertions written by the developer (see Exhibit B) that all environmental concerns were mitigated, and also indicates that political considerations influenced decisions like the required flow pressure for the Project's fire service (see Exhibit C). Notably, the record

also reflects DRP staff's concerns in 2016 that the massive scale and height of the Project would make it incompatible with the adjacent single-family residential community (see Exhibit D). It is also very important to note that only certain select property owners (including the Project developer) were notified that the zoning and land use category for their properties would be changed as part of the General Plan 2035 update—no notification was provided by DRP to any surrounding community members despite the fact that DRP staff and the developer must have known that this action would be highly controversial (see Exhibit E). To add insult to injury, Exhibit E demonstrates how the developer relied on getting this zone change and plan amendment approved via the 2035 General Plan update to advance the Project's entitlement process, which implies that the County and the developer may have conspired to conceal the impact of these critical land use decisions from local community members who mistakenly believed that this site had been permanently downzoned years earlier by Supervisor Burke (see Exhibit F). DRP's notification policy continues to raise questions to this day, as many community members asked questions regarding who received a copy of the NOP and how that determination was made.

In short, the record indicates that the integrity of DRP's processes might be compromised by what appears to be an ongoing failure by DRP staff to apply consistent and transparent standards to identify, analyze and mitigate the Project's significant environmental concerns. UHA questions the wisdom of allowing anything to be built adjacent to an active earthquake fault (in violation of the 2035 General Plan Policy S 1.1), within a very high fire hazard severity zone (which violates Policy S 3.1 of the 2035 General Plan) and directly across the street from the Inglewood Oil Field without comprehensive and objective environmental assessment. The administrative record is devoid of any studies on the presence, detection or collection of methane gas, which is curious given the Project's planned inclusion of three levels of subterranean parking a few yards away from an active oil field. Subsidence was raised by one DRP Commissioner during the August 2017 public hearing when the architect admitted under oath that the Project's foundation would not be anchored by bedrock, and large cracks appear periodically on Overhill directly adjacent to the Project site yet both the record and the 2014 geologic study for the Project barely mention subsidence (the same phenomenon that caused the catastrophic collapse of the Baldwin Hills Reservoir, less than a mile north of the Project site—see Exhibit G). Notwithstanding the Court's ruling, UHA remains concerned about potential adverse health effects from exposing nearby residents and children at Windsor Hills Elementary School to fugitive dust from the export of over 27,000 cubic yards of dirt during construction that could be contaminated by hazardous substances from decades of nearby oil field operations. At a minimum, the presence of methane gas and potential for subsidence

should be analyzed in the forthcoming EIR as the administrative record includes sparse if any analysis of these potentially significant impacts. An updated seismic study and map of the Newport-Inglewood fault and its traces should also be completed in conformance with state guidelines to ensure that the Project is safe to build as contemplated.

Regarding the scope of traffic analysis that should be included in the EIR, please consider the potential impacts of bypass traffic on Northridge Drive between La Brea and Overhill and other nearby streets, as well as the impact on circulation with respect to vehicle ingress and egress to and from the elementary school and the various school buses that frequent the area during regular school days. The EIR should analyze the potential construction impacts on traffic of the developer's proposed plan to connect the Project to the local water distribution system. Speaking of infrastructure, the Windsor Hills / View Park community is plagued by a variety of issues associated with its water and electrical infrastructure (low water pressure, system failures/frequent outages under high demand, etc.) thus DRP should expand the scope of the EIR to include an analysis of the Project's impact on the water and electrical distribution systems (both of which would be significantly impacted by the addition of 88 new households). Finally, the initial study prepared by the developer errantly contends that Overhill Drive is 100 feet wide (it is not) and considering the high speeds of southbound vehicles and the history of severe accidents between Stocker and Northridge, DRP would be wise to ensure that the EIR closely scrutinizes the developer's plan to include a left turn lane in the middle of Overhill and the resulting increased risk of high speed accidents.

When we spoke with your colleague Joshua Huntington earlier this week, he promised to share a copy of the agreement between the County, the developer and the environmental consultant and to provide us with a copy of DRP's CEQA guidelines to help us understand the basis for DRP's analysis and conclusions. Considering the fact that the developer's attorney was invited to appear and comment on a contested legal issue during the November 30th EIR public scoping meeting and neither the County nor UHA nor the public were informed in advance of this attorney's appearance, UHA is very concerned that one or more ethical rules may have been breached. We recommend that DRP consider taking remedial action by extending the comment period and/or scheduling a follow up meeting to facilitate an unbiased exchange of ideas and public comments on this important issue.

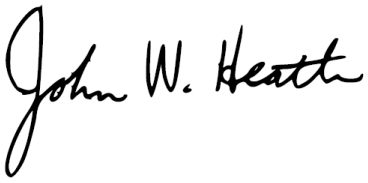
Contrary to comments made by a certain Supervisor during a 2018 public hearing, neither UHA nor the majority of our members is anti-development but we do require developers to adhere to our community standards (such as the 35-foot height limit) and all applicable laws (including

CEQA and all conditional use permit requirements) and we expect DRP and all other County agencies to ensure that land use decisions are made in an unbiased and transparent fashion based on scientific analysis and sound public policy. If we cannot rebuild the high degree of trust that must exist between DRP and its constituents that comprise our membership base, that would have very tragic and harmful long-term implications for this community. I hope that you will join me in encouraging your colleagues at DRP to begin treating UHA and its members as partners in the land use process rather than combatants and adopt an unbiased, objective and more collaborative approach when engaging with our community on these important issues. No one wants to see new development and economic opportunity come to our community more than UHA and its members, but we remain steadfast in our commitment to ensure that those who facilitate new development do so in conformance with all applicable laws and regulations and in an ethically correct manner.

We look forward to working with you and your colleagues at DRP as well as the developer and our fellow community members to ensure that this process results in a finished EIR that will be comprehensive, thorough, transparent and most of all effective at identifying and mitigating any and all potentially significant environmental impacts arising from the Project.

Thank you for your consideration and diligence.

Sincerely,



John W. Heath, Esq.
Board President

c: Supervisor Holly J. Mitchell
UHA Members

Attachments

From: mberthann@aol.com
Sent: Friday, December 18, 2020 5:06 PM
To: Lynda Hikichi
Subject: EIR FOR THE VIEW

CAUTION: External Email. Proceed Responsibly.

Dear Ms. Hikichi, RE: The View: Project No R 2015-01232-(2)

Urgent action and new, diligent research is needed! This is a terribly flawed and dangerous location for a proposed
88 Unit building and shopping area.

I urge you to assure the EIR for the View includes a comprehensive analysis of all potential significant environmental impacts
that may result from this Project.

A NEW SEISMIC STUDY is needed to assure this site meets and is in compliance with CALIFORNIA StateSeismic Regulations.

For the last EIR study old data that is not current was used. There have been more earthquakes and seismic booms since the
old study was conducted. Consequently, a new study is urgenty needed to determine current status and to make sure the site is safe for any proposed building projects.

An **active, earthquake fault** runs underneath the proposed site. The View project architect (under oath) at a County Supervisors' Hearing, said the foundation for this project would not be on bedrock!

In addition, the site is adjacent to the Inglewod Oil Fields where drilling for oil has occurred since 1924 (almost 100 Years).
96 years of consistent drilling has certainly impacted the underground geology. This coupled with the earthquake fault propels the need for diligent research.

There are many other factors, only one of which is the drain on our infrastructure. We bought our home in Windsor Hills in 1964.
Over 56 years ago, and we are now experiencing the impact of a drain on our Edison Electrical Power. We have experienced black
outs that are from overload and not those put in place to prevent fires. These are occurring because of the number of
already existing homes in Windsor Hills, View Park and View Heights. Many streets and yards have been dug up to repair
old water lines and underground water infrastructure. This shows the need for new water infrastructure and that additonal
structures would even more drastically disturb the existing systems.

Please **conduct traffic studies during peak traffic periods**: between 7 - 9:30 AM and 5:00 - 6:30 PM. This will give an accurate picture and demonstrate why many residents take more than a half hour to travel from the 405 and Marina freewayus just to get
to their homes in Windsor Hills, View Park and View Heights. (only a few miles from these freeways).

In conclusion we urge you to make sure all concerns impacting this development be investigated and studied to determine and
obtain current, key and relevant information.

Respectfully submitted,
Mae Berthann Heath

From: Valentina Izaguirre <valentina.izaguirre@gmail.com>
Sent: Thursday, December 17, 2020 3:25 PM
To: Lynda Hikichi
Subject: The View project on Windsor Hills

CAUTION: External Email. Proceed Responsibly.

Dear Regional Planner Hikichi, my name is Valentina Izaguirre, I'm a resident of Windsor Hills. I'm writing to you on the proposed project called The View. As a concerned neighbor I implore you to listen to the residents of this beautiful community and ask the developers for a comprehensive Environmental Impact Report including traffic & circulation, Methane gas from oil fields, impact on water and electrical infrastructure that is already at capacity.
Thank you very much for your time and consideration.
Truly yours,
Valentina Izaguirre.
5149 Brea Crest Drive, Los Angeles, CA 90043.

From: Belinda Jackson <bjonacrest28@gmail.com>
Sent: Thursday, December 17, 2020 5:37 PM
To: Lynda Hikichi
Subject: CONCERNS REGARDING THE PROPOSED PROJECT 'THE VIEW'

CAUTION: External Email. Proceed Responsibly.

Greetings Ms. Hikichi,
My name is Belinda Jackson and I live at 5124 Onacrest Drive in the View Park/Windsor area.
I live directly adjacent to the proposed project,"The View" at Overhill and Slauson. I have lived in my home since 1995.

As a long term resident of this neighborhood, I have some concerns how the 88 unit condo project will affect this area that I love.

I appreciate that the County will conduct an Environmental Impact Report regarding the impact this project will have on traffic. The additional cars will have a negative effect. Our area streets are already congested and we have a fast moving,heavily traveled and dangerous intersection at Overhill and Slauson.

However,while traffic is important, the effect this project will have on my family's health and safety is uppermost in my mind. Health issues,such as asthma ,are in every community,including this one. For this reason, I urge the County to conduct an environmental study exploring the release of methane gas and fugitive dust from this site and how it will affect the air we breathe.

How will this project affect our water and electrical infrastructure? This is a very old neighborhood. Can it accommodate additional stress caused by these many homes? This must be investigated and included in an EIR.

Located so close to the project ,I am concerned about subsidence and the impact on my property. Damage to our homes is of major concern.

I urge the County to conduct an Environmental Impact Report that not only reviews traffic concerns but that includes information about all of my aforementioned concerns.

As citizens, we expect our officials to perform all diligence on issues that can affect our lives individually and the life of this community for years to come.

Please feel free to contact me with any questions you may have.

Respectfully,

Belinda B. Jackson

From: Fedric Kelley <fkelley1005@gmail.com>
Sent: Thursday, December 17, 2020 12:13 PM
To: Lynda Hikichi
Subject: The View Condos

CAUTION: External Email. Proceed Responsibly.

Dear Lynda Hikichi,

I am a longtime resident of Windsor Hills and I have some concerns about the View Condos project. I wanted to ask you if you could ensure that the EIR for the View Condos included a comprehensive analysis of the environmental impacts of this project such as, traffic and circulation, methane gas from the oil field, subsidence and potential impacts to our electrical and water infrastructure. This information will be very useful and beneficial. Thank you for your .assistance

--
Thank you,
Fedric Kelley
H: 323-403-2218
C: 323-228-2901
https://www.linkedin.com/in/fedric-kelley-86a64543

From: Karen Lake <kdflake@gmail.com>
Sent: Wednesday, December 16, 2020 11:59 PM
To: Lynda Hikichi
Subject: The View - Condominiums

CAUTION: External Email. Proceed Responsibly.

Dear Ms. Hikichi,

I am a resident of View Park and have deep concerns about The View condo project. Please note that I am against the new construction for a number of reasons however, I would like to make sure that steps are being taken by Los Angeles country to provide its' constituents with the EIR for The View project which should include a comprehensive analysis of all potential significant environmental impacts that may arise from this project including, traffic and circulation, methane gas from the oil field, subsidence and potential impacts to our electrical and water infrastructure.

We look forward to noting the report soon.

Regards,
Karen Lake

From: Claudette Matheney <cmatheney@loeb.com>
Sent: Thursday, December 17, 2020 10:44 AM
To: Lynda Hikichi
Cc: 'cmatheney61@yahoo.com'
Subject: PLEASE HELP RE THE VIEW PROJECT

CAUTION: External Email. Proceed Responsibly.

Good Morning,

I am a longstanding resident of View Park.

We and I am asking that you make sure the EIR for the View includes a comprehensive analysis of all potential significant environmental impacts that may arise from this project, including traffic & circulation, methane gas from the oil field, subsidence and potential impacts to our electrical and water infrastructure.

We have been asking for these things to properly clear this project and have been met challenges. PLEASE HELP!!

Claudette D. Matheney
(310) 282-2078 DIRECT

Claudette Matheney
Manager, Administrative Services

10100 Santa Monica Blvd., Suite 2200 | Los Angeles, CA 90067
Direct Dial: 310.282.2078 | **Fax:** 310.919.3884 | **E-mail:** cmatheney@loeb.com
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December 18, 2020

Ms. Lynda Hikichi
Los Angeles County Regional Planning Office
320 West Temple Street
Los Angeles, CA 90012

Dear Ms. Hikichi,

My husband and I have lived on Onacrest Drive for over 40 years. Our home is located directly behind the empty lot owned by Peak Capital Investment. The lot was originally owned by the now developer, the Bedford Group. I am appealing and urging you as lead planner on this project to require a thorough Environmental Impact Report on this 88 condo project. While traffic is a huge issue that will impact the entire Windsor Hills/View Park/View Heights, Baldwin Hills and South Los Angeles neighborhoods and communities, it is certainly NOT THE ONLY ISSUE!

My husband, who has since passed way, actively and successfully fought this dangerous project almost 20 years ago through our United Homeowners' Association (UHA). UHA convinced then Supervisor Yvonne Braithwaite Burke and the LA County Regional Planning Department that the then proposed 72 unit project was oversized and dangerous especially since we live on an active fault line, across the street from an active oil field, across the street from our local public elementary school and at the apex of one of the most congested traffic intersections in South Los Angeles (Stocker, Overhill and LaBrea). Mrs. Braithwaite-Burke and Regional Planning agreed.

Now, almost twenty (20) years later, this project has reared its ugly head once again. This time attempting to squeeze 88 units with a three level deep underground parking structure uprooting God knows what underground. I'm a former pubic elementary school teacher. My heart breaks for the children who are bused daily to Windsor Hills Elementary School. They are primarily bussed from Hillcrest Elementary in Watts, up to nine buses a day. They disproportionately suffer from asthma and are vulnerable to the environmental impact of an active oil field and an earthquake finger fault that runs through Overhill and overlaps into their playground. In 2012, a huge seismic bump appeared on Overhill and spilled into the children's playground requiring LAUSD to remove two class bungalows located on the playground where they also discovered sink holes.

Ms. Hikichi, please don't make the same mistake that the regional planners involved in the Baldwin Hills Dam disaster did. That was a catastrophic failure that our South Los Angeles community witnessed and suffered from. I lived through that!

Sincerely,

Mrs. Dorothy J. McClendon

Dorothy McClendon

From: Toni Mc Donald <tmmtabor@gmail.com>
Sent: Thursday, December 17, 2020 3:05 PM
To: Lynda Hikichi
Subject: The View Project EIR

CAUTION: External Email. Proceed Responsibly.

Hello Ms. Hikichi,

As a resident of Windsor Hills who has opposed The View project and the past construction proposals on that lot, I am saddened to know, after countless meetings, hearings and relunctantly having to file a lawsuit, our community is now faced with concerns over the EIR.

I am fully aware of the Judge ruling in the community's favor by citing more analysis is needed for Traffic and Circulation, but I, along with several of my neighbors, were concerned after listening to the EIR Scoping meeting.

After recapping the meeting with several of my neighbors, we did not feel the EIR will include a comprehensive analysis of all the environmental issues associated with that site and possibly due to a misinterpretation of the traffic and circulation ruling.

We feel a more accurate interpretation should be to analyze the traffic and circulation as ruled by the Judge but the Judge did not rule out analyzing the other environmental hazards.

As we have mentioned previously, we have always relied on the County and namely, its elected officials. to protect us from harmful development projects and enforce our zoning laws..The issues surrounding the construction of a building on this site are hazardous and a serious risk to the safety and welfare of our families and community members at large.

We are imploring you to be mindful of each and every one of our community members health and safety while evaluating the need for a more comprehensive analysis to be included in the EIR.

Sincerely and Respectfully,

Toni Mc Donald-Tabor
Windsor Hills Resident - 55 years

From: amolezionsmith@ca.rr.com
Sent: Friday, December 18, 2020 5:28 PM
To: Lynda Hikichi
Subject: Public Comments on View Project - Project No. R2015-01232-(2)
Attachments: Jim Corbert - View Project letter to Lynda Hikichi - December 18, 2020.pdf; Dorothy McClendon - View Project letter to Lynda Hikichi - December 18, 2020.docx.pdf

CAUTION: External Email. Proceed Responsibly.

Dear Ms. Hikichi,

My husband and I live on Onacrest Drive and we, as well as our Windsor Hills, View Park, View Heights, Baldwin Hills and South Los Angeles community, are directly and adversely impacted by the proposed 88 condo View Project on Overhill Drive.

Attached please find two letters from our elderly neighbors, Jim Corbert and Dorothy McClendon, who both live on Onacrest Drive. They have asked that I submit their letters on their behalf.

My requests are three-fold . . .

1. **The regional planning office requires and conducts a comprehensive (not limited to traffic and circulation only) Environmental Impact Report for the following reasons –**

    - The project site is located across the street from an active oil field that been known to release methane gases.
    - We live on an active earthquake fault line
    - Our infrastructure is already strained and depleted including our water supply especially in the event of a disaster such as an earthquake or fire (please refer to the devastating Baldwin Hills fire of 1985 where three of our neighbors lost their lives).
    - Former Congresswoman Diane Watson went on record in sharing with our United Homeowners' Association (UHA II) President John Heath that there is a reason why nothing has been built and constructed on that lot for over 50 years. She was quoted in saying "people will die".

2. **The regional planning office commits to and carries out an open and tansparent process from start to finish**. For example, only a handful of homeowners on Onacrest Drive received letters regarding the zoom public scoping meeting held on November 30th.

    I, along with UHA II board members spoke to Joshua in your department via a phone conference and requested that the County expand its communication reach through letters or post cards to include our entire Windsor Hills/View Park/View Heights community. The vast majority of this community oppose the View Project in its current state as an unsafe development. Another concern I have regarding openness and transparency is the fact that the lead attorney for the Bedford Group was at the scoping meeting and on the agenda. I consider that to be not forthcoming and perhaps, even unethical, as residents were invited to attend the meeting to ask questions, but once at the zoom meeting, felt uneasy and on guard with the developer's attorney in attendance. Not sure why it was necessary for the

developer's attorney to be on hand. Had UHA II been aware, we would have had our lead attorney present at the meeting.

3. **The regional planning office conducts a fair, unbiased, no conflict of interest EIR process**. Unfortunately, that was not our experience from 2016 to 2019 when we were forced to file a lawsuit against the LA County Board of Supervisors, the Bedford Group and Peak Capital. Because of personal relationships between the then LA County Supervisor, Regional Planning and the Bedford Group, this project was rubber stamped with no EIR requirement. Lead planner Steven Jones signed off on the project not recommending an EIR as early as April, 2017 before community stakeholders and residents were able to submit comments, questions and concerns.

It is our community's sincere desire that these issues and areas of concern regarding this project be taken seriously and fairly by the regional planning office, putting public interest, safety and trust first.

Sincerely,

Alecia Molezion-Smith
amolezionsmith@ca.rr.com
323-839-1850

From: Marissa Nance <marissa@nativetonguecommunications.com>
Sent: Thursday, December 17, 2020 11:11 AM
To: Lynda Hikichi
Subject: Viewpark Requests.....

CAUTION: External Email. Proceed Responsibly.

Hello Lynda.

As a concerned citizen of VIewpark, I would ask that you please make sure the EIR for the View includes a comprehensive analysis of all potential significant environmental impacts that may arise from this project, including traffic & circulation, methane gas from the oil field, subsidence and potential impacts to our neighborhood electrical and water infrastructure.

Thank you.

Marissa Nance

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From: Sandra Napue <sandranapue@gmail.com>
Sent: Thursday, December 17, 2020 3:29 PM
To: Lynda Hikichi
Subject: The View Construction in View Park

CAUTION: External Email. Proceed Responsibly.

I am requesting a complete and thorough EIR analysis on this project as I do not feel it should be built due to traffic congestion, to close to oil field causing methane gas leak, wrong spot due to water and electrical interruption.

From: V. Nicholas <vnicholas2@gmail.com>
Sent: Friday, December 18, 2020 8:21 AM
To: Lynda Hikichi
Subject: OPPOSE The View Condos

CAUTION: External Email. Proceed Responsibly.

Hello,
I have lived within a mile of this proposed project since 1981. It is across the street from Windsor Hills Elementary School, an oil field, Kenneth Hahn Park and a thriving residential community with irreplaceable historic homes, residents and values.

I'm concerned about the quality of life for students, residents and the families who live nearby, pass by and who will be impacted by this 'too massive' proposed VIEW project.

Please make sure the EIR for the View includes a comprehensive analysis of all potential significant environmental impacts that may arise from this project, including traffic & circulation, methane gas from the oil field, subsidence and potential impacts to our electrical and water infrastructure.

Thank you very much. If you do your job with the local residents' interests at heart, you will scrutinize the EIR as if you lived in or near the Windsor HIlls-View Park area.

Sincerely,

Dr. V. Nicholas

From: Harold Owens <Harold.Owens@musicares.org>
Sent: Friday, December 18, 2020 5:00 PM
To: Lynda Hikichi
Cc: Amy Bodek
Subject: View Condo Project
Attachments: From.docx

CAUTION: External Email. Proceed Responsibly.

Dear Amy,
As lifelong resident of this neighborhood, I oppose this project for multiple reasons, not to mention it will have devastating consequences on this historic community, including traffic conditions (which during normal business hours have increasingly gotten worse with every year) as discussed in the attached letter.

Sincerely,

Harold Owens

Harold Owens
Senior Director
p 310.581.1258 **f** 310.392.2187

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3030 Olympic Blvd., Santa Monica, CA 90404
recordingacademy.com

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From: Dawn Pattillo <depattillo99@gmail.com>
Sent: Friday, December 18, 2020 1:49 PM
To: Lynda Hikichi
Subject: The View Project

CAUTION: External Email. Proceed Responsibly.

Hello Ms. Hikichi,
I hope you and your family are well. I wanted write to join the voices of others in my community concerned about The View project in Windsor Hills. I am urging your office to please conduct a thorough EIR considering all aspects this project's scope. I am personally concerned with how much more traffic congestion it will create as I live just a quarter of a mile from the site and in normal times the traffic at that intersection and reaching onto Overhill is extremely heavy. Living on Northridge Drive, we receive all the cars trying to escape and find shortcuts. Speed bumps were installed recently due to all of those speeding through and I hate the idea of making things even worse. I am not opposed to developing that space, just not something so large and I do not believe the developer is taking the feelings and concerns of residents into consideration as much as his own profit.

Thank you very much,
Dawn Pattillo

Sent from my iPad

From: sharynp@att.net
Sent: Thursday, December 17, 2020 12:38 PM
To: Lynda Hikichi
Cc: HollyJMitchell@bos.lacounty.gov; Amy Bodek; Jheath@uhawhvp.org
Subject: URGENT - The View Condo Project at 5101 S. Overhill Drive

Importance: High

CAUTION: External Email. Proceed Responsibly.

Dear Ms. Hikichi,

I am writing you to provide my disagreement with the plans for the View Condo project. As a member of the United Homeowners Association II, we have been providing our collective input about this project and how its development is out of scale for our community. The footprint for the project is a larger development than what should be built on this small parcel of land. I walk daily on the pedestrian pathway on Overhill and I am constantly dreading the traffic and the speed in which cars zoom up and down the Overhill West/East corridor. The View project will increase the traffic exponentially, which negatively impacts our community. I have seen cars travelling north on Overhill, abruptly stop in the five-way intersection at the top of this hill to illegally turn left onto the Stocker West street, where a “no turn” sign is prominently posted. Although cars behind them continuously honk, obstinate drivers making this illegal turn will still proceed with their plans. Also, cars turning right onto Stocker East from Overhill will speed down this end of the corridor at such velocity that I have stopped in amazement to video the traffic and these drivers disregard for pedestrians walking up and down Stocker East. I have noticed that this insolence happens more so in the morning hours between 8 am to 10 am and around 3:00 pm and 5:00 pm. Visitors to the area who have walked with me are appalled at the traffic and speed at which they are traveling on this two-lane street. I have mentioned this to the Highway Patrol representatives who attend some of our homeowners’ meetings but have not seen any patrol cars or motorcycles present while I am walking.

Ms. Hikichi, I am asking you to please make sure the EIR for the View project includes a comprehensive analysis of all potential significant environmental impacts that may arise from this project, including traffic & circulation, methane gas from the oil field, subsidence, and potential impacts to our electrical and water infrastructure. I am quite fearful that this over-scaled project could negatively affect the land around us and cause a rippling effect of disastrous circumstances, akin to the Baldwin Hills dam fiasco of 1963.

Our Windsor Hills/View Park/View Heights communities are not opposed to developments in our areas. We just want well thought-out and sensibly scaled developments that will not overshadow the reasons we have lived in this area for many years. There is plenty of land outside of residential communities where these greedy and thought-less developers can exude their corporate prominence. We are asking those of you who are holding County oversight positions to keep your citizens in the forefront of your decisions. Please do not throw us “under the bus” and instead focus on the useless proposals of materialistic developers who promise their support of communities like ours through boosting economies, but in the end do nothing for the communities they propose to help. They build these monstrous developments and walk away leaving us with egregious problems.

Last, there were certain determinations made between 2004 and 2017 that disallowed and stopped the building of overscale developments on this same parcel of land at 5101 S. Overhill Drive. I am asking everyone on this thread to carefully review prior records to see who in the County government determined that prior restrictions were now acceptable. We would like a full investigation and reporting on what we feel may be some wrongdoing.

Respectfully,

Sharyn Powell
213.999.6612

From: Fredricka Recasner <msfredricka@hotmail.com>
Sent: Friday, December 18, 2020 3:41 PM
To: Lynda Hikichi; Amy Bodek
Subject: CONCERNS ABOUT "THE VIEW"CONDO PROJECT- EIR for Project No. R2015-01232

CAUTION: External Email. Proceed Responsibly.

Ms. Lynda Hikichi,

I am contacting you regarding “The View” project located in the Baldwin Hills/Windsor Hill area. It is important to me that the Regional Planning includes a thorough analysis of all potential significant environmental impacts in the EIR for this project. I am requesting the report include Traffic and Circulation, Methane gas detection and collection, Subsidence issues from being in an earthquake fault hazard zone and across from the oil field and Potential impacts on our water and electrical infrastructure. The issues listed above were not analyzed previously and the judges order does not restrict the EIR to just Traffic & Circulation.

Thank you for your consideration to this matter.

Fredricka Recasner
Windsor Hill Resident
323-313-8164

From: Cathy Reece <cathy.reece1@gmail.com>
Sent: Thursday, December 17, 2020 4:01 PM
To: Lynda Hikichi
Subject: project No. R2015-01232-(2) (the "Project")

CAUTION: External Email. Proceed Responsibly.

To whom it may concern:

I am writing to express my concerns related to the proposed project No. R2015-01232-(2) (the "Project") proposed to be built near the Stocker corridor.

I urge your Board to require the Department of Regional Planning (DRP) to thoroughly review and consider all of the Project's potential harmful impacts on our community's health and safety, and ensure that the necessary project modifications are implemented as required to mitigate these impacts.

To note just a few of the impacts this proposed project will cause include but are not limited to the following: Increased traffic congestion and the fact that this project is to be built adjacent to an active earthquake fault within a very high fire hazard severity zone and directly across the street from the Inglewood Oil Field. Most importantly, the building of this project will potentially expose its future occupants and current residents of View Park, View Heights, and Windsor Hills to methane and other hazardous emissions. It will expose children at Windsor Hills Elementary School across the street as well as parents and families who engage in sports activities at the Ladera Little League baseball and nearby soccer fields to dust from construction that may include hazardous substances from the oil field. Many members of the community walk daily at the Rueben Ingold Park on Mount Vernon and hike in the adjacent Kenneth Hahn Park and they too will be impacted by the hazards this project will expose them to.

We encourage you to consider the overall community and its residents regarding this project. If a project of this magnitude is as harmful to our neighborhood environment as we believe a thorough review will demonstrate, it should not be built as proposed.

Cathy Waller-Reece
Resident, Windsor Hills

From: Cathy Reevers <reevers@me.com>
Sent: Friday, December 18, 2020 9:50 AM
To: Amy Bodek
Subject: Concerns about the View Condo Project/R2015-01232

CAUTION: External Email. Proceed Responsibly.

Ms. Bodek
As residents of View Park, for over 25 years, we love the area, and want it to continue to develop responsibly; however we believe the EIR for project no. R2015-01232 should address other significant environmental issues. We believe that Methane gas & subsidence were not analyzed by your staff previously. In addition, the judge's order does not restrict the EIR to just traffic & Circulation. We appreciate your consideration of these issues.
Thank you
Cathy Reevers
Gailen Reevers
4957 Orinda Avenue
View Park, Ca
90043

Sent from my iPad

From: Cathy Reevers <reevers@me.com>
Sent: Friday, December 18, 2020 8:49 AM
To: Lynda Hikichi
Subject: View Condo Project Concerns

CAUTION: External Email. Proceed Responsibly.

Ms. Hikichi
As residents of View Park for over 25 years, we have some specific concerns about the View Condo Project. We are not against development; however We want responsible development. We would ask that a thorough analysis is conducted regarding, significant environmental impacts in the EIR, traffic & circulation, methane gas detection & collection, subsidence issues from being in an earthquake fault hazard zone and across from the oil field, and potential impacts on our water and electrical infrastructure. We want to keep our area safe, and minimize any additional traffic burdens that this project may cause in the area.
Thank you for your consideration of the residents concerns.

Cathy Reevers
Gailen Reevers
4957 Orinda Avenue
View Park, Ca 90043

From: KATHLEEN RICE <ricekk2003@yahoo.com>
Sent: Thursday, December 17, 2020 11:41 PM
To: Amy Bodek; Lynda Hikichi
Subject: Fw: The View Project

CAUTION: External Email. Proceed Responsibly.

Dear LA Co Planning Department Members,

I am a 50 year resident of View Park and a member of the United Homeowners Association. The purpose of this e-mail is to request that the Los Angeles County Regional Planning Department require the EIR for the above-referenced Project include a comprehensive scope of potential environmental impacts, including those recommended in the EIR in 2004 for a very similar project.

As you know this matter was reviewed in Los Angeles Superior Court, and even though the Judge singled out the need for further traffic and circulation analysis, the ruling did not exclude the inclusion of other highly pertinent environmental impacts to the surrounding area. Methane gas detection and collection; subsidence issues from the near-by earthquake fault; and the adjacent oil field are additional areas which the EIR should analysis for potential harm to our community.

Kindly review this matter and inform United Homeowners on what we should do to make sure the EIR addresses all the environmental concerns. Otherwise, we will take the matter up with the Board of Supervisors.

Kathleen Rice

3671 Aureola Blvd
Los Angeles CA, 90008

From: RICHARD RICE <ricere2004@yahoo.com>
Sent: Thursday, December 17, 2020 11:34 PM
To: Amy Bodek; Lynda Hikichi
Subject: The View Project

CAUTION: External Email. Proceed Responsibly.

Dear LA Co Planning Department Members,

I am a 50 year resident of View Park and a member of the United Homeowners Association. The purpose of this e-mail is to request that the Los Angeles County Regional Planning Department require the EIR for the above-referenced Project include a comprehensive scope of potential environmental impacts, including those recommended in the EIR in 2004 for a very similar project.

As you know this matter was reviewed in Los Angeles Superior Court, and even though the Judge singled out the need for further traffic and circulation analysis, the ruling did not exclude the inclusion of other highly pertinent environmental impacts to the surrounding area. Methane gas detection and collection; subsidence issues from the near-by earthquake fault; and the adjacent oil field are additional areas which the EIR should analysis for potential harm to our community.

Kindly review this matter and inform United Homeowners on what we should do to make sure the EIR addresses all the environmental concerns. Otherwise, we will take the matter up with the Board of Supervisors.

Richard Rice
3671 Aureola Blvd
Los Angeles CA, 90008

From: G Sato <gjsato@yahoo.com>
Sent: Thursday, December 17, 2020 8:48 AM
To: Lynda Hikichi
Subject: "The View" Condominium Project - E.I.R. for Project No. R2015-01232

CAUTION: External Email. Proceed Responsibly.

Ms. Hikichi,

Please make sure the E.I.R. for the View includes a comprehensive analysis of all potential significant environmental impacts that may arise from this project, including traffic & circulation, methane gas from the oil field, subsidence and potential impacts to our electrical and water infrastructure.

I strongly believe that if this project is unsafe and/or harmful to our environment then it should not be built as proposed.

Thank you,

Glenn Sato
5556 Onacrest Drive
Windsor Hills, CA 90043

From: Dorothy Herrera Settlage <dorothysettlage@gmail.com>
Sent: Thursday, December 17, 2020 5:37 PM
To: Lynda Hikichi
Subject: The View Project and EIR for the View

CAUTION: External Email. Proceed Responsibly.

Dear Ms. Hikichi:

I am a 20 year plus resident and homeowner in View Park. I been following the evolution of the View Condominiums and recently participated in a meeting discussing the pending EIR on this project. I am very concerned with what I believe are lapses in the necessary thoroughness of the study and ultimate report. The EIR needs to provide a thorough and comprehensive analysis of the any and all potential impacts from traffic, oil field methane releases, soil and ground subsidence and impacts that could affect our electrical and water infrastructures, and other significant environmental issues. This project is on the edge of and in the center of a very busy traffic corridor...5 very busy traffic streams, which includes a regular emergency vehicle route(s). It is an area of complex and mixed use with well established single family dwellings, multi-unit, schools, small businesses, public walkways and parks, and oil fields...major well traveled boulevards. The impact of this project will be very significant and a complete, intelligent, honest assessment of it's impact is vital to the surrounding communities and inhabitants.

Please make certain that the View EIR is completed in the manner that is comprehensive and includes a thorough examination of all environmental issues which relate to this site and to the proposed building and use of The View.

Thank you for your attention to these concerns.

Dorothy Herrera Settlage

5035 Valley Ridge Avenue

Los Angeles/View Park, CA 90043

323 292-1967 (homeline)

From: Mabie Settlage <mabiemaat99@gmail.com>
Sent: Friday, December 18, 2020 1:31 PM
To: Lynda Hikichi
Subject: The View

CAUTION: External Email. Proceed Responsibly.

Dear Ms. Hikichi, I am writing in regard to the project called the View. Please make sure that the EIR includes analysis of impacts from the oilfields, electric and water infrastructure, and importantly, traffic. The intersection where The View is being considered is already problematic as it is always busy and due to the number of streets, potentially dangerous. I have personally seen two bad traffic accidents, and driven by more right after the fact. It is hard to imagine something being placed there that would include residents pulling out int traffic. Please look carefully at this site, I really believe it is not a good idea to put condos on this location. I live in Widsor Hills, and this is very important to us.
Sincerely,
Mabie Settlage
5035 Valley Ridge Ave.

From: Angela Sheik <angelasheik@gmail.com>
Sent: Thursday, December 17, 2020 11:18 AM
To: Lynda Hikichi
Subject: The View EIR request

CAUTION: External Email. Proceed Responsibly.

Hello Lynda,

I am a homeowner in View Park. I am writing because I have concerns about the building of 'The View' in our area and would like to ask that you make sure the EIR for the View includes a comprehensive analysis of all potential significant environmental impacts that may arise from this project, including traffic & circulation, methane gas from the oil field, subsidence and potential impacts to our electrical and water infrastructure. I strongly believe that if this project is unsafe and/or harmful to our environment then it should not be built as proposed.

Thank you,
Angela Sheik
5111 Onacrest Drive, Los Angeles

From: ellensnead@netzero.net
Sent: Monday, December 21, 2020 2:51 AM
To: Lynda Hikichi
Subject: THE VIEW: CONDOS

CAUTION: External Email. Proceed Responsibly.

THE VIEW: Condos.
ffic is bsacked up all afternoon at Stocker and La Brea. We residents are blocked from traffic and fumes from cars. Oil wells and earth Quake make our community impossible to live in healthy. THANK YOU, ELLEN SNEAD.

From: dottis07 <dottis07@att.net>
Sent: Friday, December 18, 2020 4:30 PM
To: Lynda Hikichi
Subject: EIR for The View

CAUTION: External Email. Proceed Responsibly.

Dear Lynda Hikichi,
Please make sure the EIR for the View includes a comprehensive analysis of all potential significant environmental impacts that may arise from this project, including traffic and circulation, methane from oil fields, substance and potential impacts to our electrical and water infrastructure.
Thank you.
D. Stallworth

Sent from my Verizon, Samsung Galaxy smartphone

From: Irene Stewart <iherrerastewart@gmail.com>
Sent: Friday, December 18, 2020 4:15 PM
To: Lynda Hikichi
Subject: The View - View Park

CAUTION: External Email. Proceed Responsibly.

Ms. Hicki,

I am. writing as a residence of View Park for over 40 years. I love and value my community. There are few communities in California that value and embrace our culture. This culture is what we are fighting to maintain. The construction of these condos will change our entire community, our quality of life, our history. Please we are asking you to support us in opposing The View.

Irene Herrera Stewart
(310) 920-7101

From: Paul Tamaki <ptamaki@yahoo.com>
Sent: Thursday, December 17, 2020 4:01 PM
To: Lynda Hikichi
Subject: The View Condo Development 90043

CAUTION: External Email. Proceed Responsibly.

Dear Ms. Hikichi,

Can you please help our community defeat this condominium development called "The View" at the corner of S. La Brea Blvd. and Overhill Dr.? (Project no. R2015-01232)
Thank you!

Paul F. Tamaki
4536 Mount Vernon Drive
View Park, Ca 90043
tel. 323-945-4329
Email: ptamaki@yahoo.com

From: Muata Afi Tamakloe <matamakloe@gmail.com>
Sent: Friday, December 18, 2020 10:42 AM
To: Lynda Hikichi
Subject: The Condo's at View Park/Windsor Hills

CAUTION: External Email. Proceed Responsibly.

Please make sure the EIR for the View includes a comprehensive analysis of all potential significant environmental impacts that may arise from this project, including traffic & circulation, methane gas from the oil field, subsidence and potential impacts to our electrical and water infrastructure.

Thank you,
M. Afi Tamakloe
4653 Mioland Dr
LA, CA 90043
323 293 0060

From: al tate <atatehill@sbcglobal.net>
Sent: Thursday, December 17, 2020 4:01 PM
To: Lynda Hikichi
Subject: EIR STUDY ON THE VIEW PROJECT

CAUTION: External Email. Proceed Responsibly.

I am a resident the Windsor Hills, View Park community, The community is deeply concerned about the construction of the project referred as The View, The last EIR was done several years ago, there must be a current comprehensive environmental impact report to to address multiple issues regarding methane gas from the Inglewood oil fields, increased traffic congestion, water and air pollution, noise pollution and the increased load on the electrical infrastructure.

Lynda Hikichi thank you for your time.

AL Tate phone: 2135031247

From: Ed Tellis <tellislv@yahoo.com>
Sent: Thursday, December 17, 2020 3:09 AM
To: Lynda Hikichi
Subject: The View condos

CAUTION: External Email. Proceed Responsibly.

Hi Lynda,
I am a resident of Windsor Hills and am concerned that the EIR for The View off Stocker, Overhill, and La Brea is not being thoroughly completed.

I am especially concerned about traffic safety to enter and exit any proposed development.

You will be hearing from our community if this project is not being watched closely. Thanks.

Ed Tellis
5636 Heatherdale Dr.
LA CA 90043
310-200-7185

Lilli Renier

From: tisc001@aol.com
Sent: Thursday, December 17, 2020 2:48 PM
To: Lynda Hikichi
Subject: The View Condominiums

CAUTION: External Email. Proceed Responsibly.

Ms Hikichi,

I'm writing to express my opposition for the proposed condominium development, but specifically, the environmental analysis that is being conducted. In addition to analyzing traffic, methane gas, or subsistence, I suggest that the analysis include a careful review of the bulk, mass and scale of the project as compared to the surrounding single family residences. The analysis should include a review of the project's impact on the prevailing height in the area and the project's impact on the integrity of the county's existing height regulations.

From: Craig <vealsc@aol.com>
Sent: Friday, December 18, 2020 8:02 PM
To: Lynda Hikichi
Cc: Craig Veals
Subject: "The View" Construction Project

CAUTION: External Email. Proceed Responsibly.

I reside on Northridge Drive one block from the project site. I am gravely concerned about the negative environmental impact the project will very undoubtedly cause and write to urge that you thoroughly investigate and consider this as you determine whether the project should be allowed to go forward. The inevitable significant increase in traffic alone should justify significant curtailment if not outright abandonment of the project, which is the preferred outcome. Thank you for your consideration of my request.

Sent from my iPhone

From: vet_shannon <vet_shannon@yahoo.com>
Sent: Friday, December 18, 2020 7:01 AM
To: Lynda Hikichi
Subject: The View Traffic

CAUTION: External Email. Proceed Responsibly.

Hi. Note to remind you to include the potential environmental impact this will be on the neighborhood including the traffic.

Sent from my Verizon, Samsung Galaxy smartphone

From: viv83 <viv83@ca.rr.com>
Sent: Friday, December 18, 2020 9:43 AM
To: Lynda Hikichi
Subject: no

CAUTION: External Email. Proceed Responsibly.

Sent from my T-Mobile 4G LTE Device

From: viv83 <viv83@ca.rr.com>
Sent: Friday, December 18, 2020 3:51 PM
To: Lynda Hikichi
Subject: please. make sure a comprehensive report. i am sure yiuwill today. thanks

CAUTION: External Email. Proceed Responsibly.

Sent from my T-Mobile 4G LTE Device

From: Lynda Hikichi <lhikichi@planning.lacounty.gov>
Sent: Tuesday, December 1, 2020 11:54 AM
To: Collin Ramsey; Dana Link-Herrera
Subject: FW: Feedback on Project No. R2015-01232-(2) / Tentative Tract Map 073082

Hello Collin and Dana,

FYI…

Lynda

From: Roshan Vyas <roshanvyas@gmail.com>
Sent: Tuesday, December 1, 2020 11:14 AM
To: Lynda Hikichi <lhikichi@planning.lacounty.gov>
Subject: Feedback on Project No. R2015-01232-(2) / Tentative Tract Map 073082

CAUTION: External Email. Proceed Responsibly.

Hi Lynda,

I wanted to provide feedback on Project No. R2015-01232-(2), also known as The View condo project. As a nearby homeowner, I am fully supportive of this project and think it should proceed without any delays.

The project will provide much needed housing to this area on a plot of land that is currently being underutilized. These are 88 homes that families could already have been living in if it weren't delayed.

I walk through this area often on the way to the parks, and the increased population will provide for more safety and visibility.

I know there are issues with traffic and safety, but think those should be mitigated with better design of the nearby intersection and roads, including decreasing the speed limit, adding traffic/speed calming measures, and improving public transit options nearby. It shouldn't be up to the housing developer to solve these issues, and we shouldn't let nearby homeowners use this as a veto reason to further delay or cancel this project.

My only concern with this project is that it includes 200+ parking spots, and it appears they are required to include 2 spots per unit. This is way too high and will encourage more driving. If they were able to include 1 spot per unit, that extra space could be used for more housing, retail, or other amenities. In addition, that would reduce the cost of the project and potentially reduce the cost to live here.

Thank you,

From: Charles Walker Jr <deaconblue222@gmail.com>
Sent: Thursday, December 17, 2020 9:41 PM
To: Lynda Hikichi
Cc: HollyJMitchell@bos.lacounty.gov; Amy Bodek
Subject: The View Condominium Project View Park and Environmental Impact Report

CAUTION: External Email. Proceed Responsibly.

Good Day Ms. Hikichi

I write to express my concerns about The View Condominium Project in my neighborhood, View Park.

I support the concerns outlined by my homeowner's association, the United Homeowners Association.

In addition to their concerns, the condominium's ingress and egress increases the amount of traffic and places the safety of myself and family in more danger as we enter and leave our neighborhood. Are the streets designed to support this additional traffic? I think not.
I am concerned that the project will obstruct the views for which we in this neighborhood covet! The view of the Pacific Ocean are spectacular on clear days. I want to preserve this simple as I walk in the walking park in the neighborhood.

Finally, I ask that the environmental impact report address this and all other issues presented by the United Homeowners Association. They have my full support in this matter.

Best Regards,
Charles Walker, Jr.
3620 Fairway Blvd
View Park CA 90043

From: Mark Walker <jaynaghib@yahoo.com>
Sent: Friday, December 18, 2020 4:02 PM
To: Lynda Hikichi
Subject: View Condo - EIR

CAUTION: External Email. Proceed Responsibly.

Ms. Hikichi,

I am writing to you in response to my concerns of the View Condominium project located on Over Hill Drive in Windsor Hills. I believe the upmost care is needed for a comprehensive review of environmental impacts of this project. This project is located in sensitive area due to traffic flows, pedestrian access, limited parking due to three adjacent parks, proximity to an elementary school, and nearby oil fields

In addition, the negative impacts on the quality of life for single family residents by such a large project.

Thank you for your consideration.

Mark Walker
Resident
Tel: 323-304-3390

From: Flo Ward <ward_florence@yahoo.com>
Sent: Thursday, December 17, 2020 8:40 AM
To: Lynda Hikichi
Subject: The View Project

CAUTION: External Email. Proceed Responsibly.

Reference the View Project, please make sure the project includes the following:
That the EIR for the View includes a comprehensive analysis of ALL potential significant environmental impacts that may arise from this
Project, including traffic & circulation, methane gas from the oil field, subsidence and potential impacts to our electrical and water infrastructure.

Appreciate your assistance
Florence Ward

Sent from my iPhone
Flo Ward

From: Flo Ward <ward_florence@yahoo.com>
Sent: Thursday, December 17, 2020 8:28 AM
To: Lynda Hikichi
Subject: The View Project

CAUTION: External Email. Proceed Responsibly.

We are asking that the County's planning Staff conducts a through review of the View Project.

Thx
Flo Ward

Sent from my iPhone
Flo Ward

From: Hope Williams <fhlu2018@gmail.com>
Sent: Thursday, December 17, 2020 1:25 PM
To: Lynda Hikichi
Subject: The View Project

CAUTION: External Email. Proceed Responsibly.

Hello Lynda Hikichi, Regional Planner.

My name is Hope Williams and I live at 5130 Onacrest Dr. Los Angeles CA 90043. My Backyard is adjacent to the project called "The View". I find it interesting that it is named "The View" because during the hearing the Bedford Group said we didn't have a view.

Here are my concerns.
1. Have you taken into consideration was the digging is going to the property on Onacrest Dr. the buts to the Project? Is there going to be any financial compensation to the property owners for any damage to their property?
2. I didn't understand why the Bedford Group's lawyer was on the call but UHAII lawyer was not.
3. I'm surprised that Environmental Impact Studies is not done by a impartial company, not a company that is being paid by the Bedford Group.
4. There seems to be a conflict of interest.
5. Increase of traffic on Overhill that will bleed on to Northridge in both directions is going to be very hazardous to View Park/Windsor Hills community.

Thanks for your consideration. I hope to hear from you.

Concerned Property Owner,
Hope Williams

From: J Wilson <jwilson.realtor@yahoo.com>
Sent: Thursday, December 17, 2020 6:10 PM
To: Lynda Hikichi
Subject: The View complex concern

CAUTION: External Email. Proceed Responsibly.

Hello Ms. Hikichi,

Please make sure the EIR for the View includes a comprehensive analysis of all potential significant environmental impacts that may arise from this project.

Thank you from concerned citizens.

J. Wilson and family.
Sent from Yahoo Mail on Android

From: Debi Wood <dwood91951@aol.com>
Sent: Friday, December 18, 2020 7:41 PM
To: Lynda Hikichi
Cc: hollyjmitchell@bos.lacounty.org
Subject: Comment on the Proposed "The View" Project

CAUTION: External Email. Proceed Responsibly.

Dear Ms. Hikichi,

I am Deborah Wood. My family has resided in the Windsor Hills community since the early 1960s. The View would have a decided and significant negative impact on our neighborhood and community. Our home is on Northridge Drive between Overhill Drive and LaBrea Avenue. My family and I are vehemently opposed to The View as it would end our peaceful enjoyment of our property and neighborhood. Peaceful enjoyment means living with increased air pollution and the resulting health problems caused by the significant increase in traffic on our street. This is not an opinion but a statement of fact, given what happens when there is an accident or street paving projects on LaBrea Avenue or Overhill Drive.

Consequently, it is critically important that you carefully conduct your review of the Environmental Impact Report for The View. I and my family ask that you do so through the lens of neighborhood environmental impacts and environmental justice. Not least would be the significant and quite negative impacts of increased traffic through quiet, narrow residential streets unable to accommodate the greater traffic congestion and circulation--and the resulting air pollution--created by the additional cars and trucks caused by the increased number of people living in, and working at, and doing business with The View. Northridge Drive, between Overhill Drive and LA Brea Avenue, is a quiet residential street that cannot accommodate the exponentially greater traffic congestion, both during rush-hours and during non-peak times of day, that is sure to ensue due to the proposed development, as residents of The View, its commercial vendors, and regular commuters attempt to navigate to and around The View. This is an ill-conceived project that puts public health, safety, and good planning at risk.

A review of the Court decision in favor of the United Homeowners Association will clearly tell you, that this project is inconsistent with all good and reasonable environmental standards in the state of California. It makes no sense, and is dangerous to the surrounding residents. The better and more reasonable use for this small tract of land (too small for such a massive development) would be an extension of the County or State park systems thereby contributing to cleaner air, no negative health risks to residents, and no traffic congestion on our neighborhood streets. The developers will tell you that housing is needed in Los Angeles; however, this is not the right project to help fill that need.

Please ensure that your review includes a comprehensive analysis of all the significant, environmental impacts to our community that will arise from The View.

Sincerely,
Deborah M. Wood

4575 Northridge Drive
Los Angeles, California 90043
202.210.1036

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-8391
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

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Governor's Office of Planning & Research

Dec 01 2020

STATE CLEARINGHOUSE

December 3, 2020

Mr. Steven Jones
Los Angeles County
320 West Temple Street
Los Angeles, CA 90012

RE: The View-88 Condo Units
Vic. LA-405/PM 23.941
SCH # 2017041016
GTS # LA-2020-03411AL-NOP

Dear Mr. Jones:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project consists of a vesting tentative tract map to create one multi-family residence lot, a conditional use permit for development of 88 attached residential condominium dwelling units.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Senate Bill 743 (2013) has been codified into CEQA law. It mandates that CEQA review of transportation impacts of proposed developments be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts. As a reminder, Vehicle Miles Traveled (VMT) will be the standard transportation analysis metric in CEQA for land use projects after the July 1, 2020 statewide implementation date. You may reference The Governor's Office of Planning and Research (OPR) website for more information.

http://opr.ca.gov/ceqa/updates/guidelines/

This development should incorporate multi-modal and complete streets transportation elements if possible that will actively promote alternatives to car use for employees and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing.

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared in July 2020.

https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/sb-743

Overall, the environmental report should include a Transportation Impact Study (TIS) to ensure all modes are well served by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). This reference is available online at:

http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # LA-2020-03411AL-NOP.

Sincerely,

Miya Edmonson

MIYA EDMONSON
IGR/CEQA Branch Chief

email: Scott Morgan, State Clearinghouse

DocuSign Envelope ID: A8166947-96BA-429A-86CB-89E1E80412A3

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

December 16, 2020

Governor's Office of Planning & Research

Dec 16 2020

STATE CLEARINGHOUSE

Steven Jones
Los Angeles County
320 West Temple Street
Los Angeles, CA 90012
sdjones@planning.lacounty.gov

Subject: Comments on the Notice of Preparation of a Draft Environmental Impact Report for the The View Project (Project No. R2015-01232/ Vesting Tentative Tract Map No. 073082/ Conditional Use Permit N. 201500052/ Environmental Assessment No. RENV 201500089), SCH #2017041016, Los Angeles County

Dear Mr. Jones:

The California Department of Fish and Wildlife (CDFW) has reviewed the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) from the County of Los Angeles (County; Lead Agency) for The View Project (Project).

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW's Role

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State [Fish & Game Code, §§ 711.7, subdivision (a) & 1802; Public Resources Code, § 21070; California Environmental Quality Act (CEQA) Guidelines, § 15386, subdivision (a)]. CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect State fish and wildlife resources.

CDFW is also submitting comments as a Responsible Agency under CEQA (Public Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code, including lake and streambed alteration regulatory authority (Fish & Game Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" (see Fish & Game Code, § 2050) of any species protected under the California Endangered Species Act (CESA; Fish & Game Code, § 2050 et seq.) or the Native Plant Protection Act (NPPA; Fish & Game Code, §1900 et seq.), CDFW recommends the Project proponent obtain appropriate authorization under the Fish and Game Code.

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Project Location: The Project site is located at 5101 South Overhill Drive, Windsor Hills; Assessor's Parcel Number 5009-007-022. The property is surrounded by commercial uses to the north, single family residence homes to the south, an elementary school to the east, and commercial and oil fields to the west. The 1.84-acre triangular-shaped property is approximately 425 feet south of the City of Los Angeles jurisdictional boundary, east of La Brea, west of Overhill Drive and 425 feet south of Stocker Street.

Project Description/Objectives: The Project consists of a vesting tentative tract map to create one multi-family residence lot and a conditional use permit for development of 88 attached residential condominium dwelling units. In addition, the Project will also include a yard modification for reduced front yard setbacks and a request to exceed the maximum height within zone C-1 (Restricted Business) on 1.84 acres. The Project site is currently vacant and unimproved. Living space and subterranean parking for 206 spaces are proposed to be contained within a five-story, 65-foot height structure. The Project proposes movement of earth material including 28,150 cubic yards of cut; 300 cubic yards of fill; and 27,850 cubic yards of export to an approved landfill to be determined. Finally, 12,876 square feet of landscaping is proposed.

COMMENTS AND RECOMMENDATIONS

CDFW offers the following comments and recommendations to assist the County in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources.

Specific Comments

1) Bat Species. A review of California Natural Diversity Database (CNDDB) indicates occurrences of several bat species within three miles of the Project vicinity. These species include western mastiff bat (*Eumops perotis californicus*), hoary bat (*Lasiurus cinereus*), and pallid bat (*Antrozous pallidus*). The western and pallid bat species are designated California Species of Special Concern. Despite the high diversity and sensitivity of bats in Southern California, numerous bat species are known to roost in trees and structures throughout Los Angeles County. As the Project site is surrounded by urban development structures and ornamental trees that may provide roosting habitat for bats, Project activities may have the potential to adversely impact foraging bat populations within the vicinity.

    a) Bats are considered non-game mammals and are afforded protection by State law from take and/or harassment (Fish and Game Code, § 4150, California Code of Regulations, § 251.1). The DEIR should provide a thorough discussion of potential impacts to bats from construction and operation of the Project to adequately disclose potential impacts and to identify appropriate avoidance and mitigation measures. The DEIR should describe feasible measures which could minimize significant adverse impacts (CEQA Guidelines, §15126.4[a][1]).

2) Mammal Species. A review of CNDDB indicates occurrences of south coast marsh vole (*Microtis californicus stephensi*), a designated California Species of Concern, within a half mile of the Project vicinity. Project ground disturbing activities such as grading and grubbing may result in habitat destruction, causing the death or injury of adults or juveniles. In addition, the Project may remove habitat by eliminating vegetation that may support essential foraging and breeding habitat.

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a) CEQA provides protection not only for State and federally listed species, but for any species including, but not limited to, California Species of Special Concern which can be shown to meet the criteria for State listing. These Species of Special Concern meet the CEQA definition of rare, threatened, or endangered species (CEQA Guidelines, § 15065). Take of Species of Special Concern could require a mandatory finding of significance by the Lead Agency (CEQA Guidelines, § 15065).

b) CDFW recommends a qualified biologist familiar with the mammal species behavior and life history conduct specialized surveys prior to vegetation removal and/or grading to determine the presence/absence of Species of Special Concern. Surveys should be conducted during active season when the mammal species is most likely to be detected.

c) CDFW recommends that a qualified biological monitor be on site during ground and habitat disturbing activities to move out of harm's way special status species that would be injured or killed by these Project-related activities. It should be noted that the temporary relocation of on-site wildlife does not constitute effective mitigation for the purposes of offsetting Project impacts associated with habitat loss.

d) Effective mitigation should be considered to compensate for the temporal or permanent loss of occupied habitat within the Project site. Replacement or restored habitat should be considered for impacts to occupied habitat. This mitigation would require structurally (e.g., ground cover, subshrubs, shrubs, and trees) and species diverse vegetation as part of habitat restoration. Depending on the status of the mammal species impacted, replacement habitat acreage should increase with the occurrence of a California Species of Special Concern. Replacement habitat acres should further increase with the occurrence of a CESA-listed threatened or endangered species.

e) CDFW has the authority to issue permits for the take or possession of wildlife, including mammals; birds, nests, and eggs; reptiles, amphibians, fish, plants; and invertebrates (Fish & G. Code, §§ 1002, 1002.5, 1003). Effective October 1, 2018, a Scientific Collecting Permit is required to monitor project impacts on wildlife resources, as required by environmental documents, permits, or other legal authorizations; and, to capture, temporarily possess, and relocate wildlife to avoid harm or mortality in connection with otherwise lawful activities (Cal. Code Regs., tit. 14, § 650). Please visit CDFW's Scientific Collection Permits webpage for information (CDFW 2020a). Pursuant to the California Code of Regulations, title 14, section 650, the County/qualified biologist must obtain appropriate handling permits to capture, temporarily possess, and relocate wildlife to avoid harm or mortality in connection with Project construction and activities.

3) Nesting Birds. The Initial Study states, "due to the presence of trees on-site, there is a potential for nesting habitat for bird species that are afforded protection under the Migratory Bird Treaty Act (MBTA). Vegetation on site may provide suitable nesting sites for birds. A report should provide recommendations for the avoidance of nesting birds during construction activities at the site." CDFW recommends that measures be taken to avoid Project impacts to nesting birds.

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a) Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Code of Federal Regulations, Title 50, § 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).

b) Proposed Project activities including (but not limited to) staging and disturbances to native and nonnative vegetation and substrates should occur outside of the avian breeding season which generally runs from February 15 through August 31 (as early as January 1 for some raptors) to avoid take of birds or their eggs.

c) If impacts to nesting birds and raptors cannot be avoided, CDFW recommends the DEIR include measures to mitigate for impacts. CDFW recommends surveys by a qualified biologist with experience conducting breeding bird and raptor surveys. Surveys are needed to detect protected native birds and raptors occurring in suitable nesting habitat that may be disturbed and any other such habitat within 300 feet of the Project disturbance area, to the extent allowable and accessible. For raptors, this radius should be expanded to 500 feet and 0.5 mile for special status species. Project personnel, including all contractors working on site, should be instructed on the sensitivity of the area. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.

d) CDFW recommends the DEIR provide an analysis of the expected increase in human presence and any subsequent change in traffic, noise level and frequency, and artificial lighting relative to a no build alternative. Using these expected elevated levels of human-driven disturbances, further consideration should be given to potential impacts to birds and raptors nesting within and adjacent to the Project site.

e) It should be noted that the temporary exclusion of Project activities within nesting buffers during nesting season may not constitute effective mitigation for the purposes of offsetting Project impacts associated with the loss of breeding and nesting habitat. Effective mitigation for impacts to nesting habitat for birds and raptors requires structurally (e.g., ground cover, subshrubs, shrubs, and trees) and species diverse vegetation as part of habitat restoration.

   Additional mitigation, separate from impacts to vegetation communities, should be considered to compensate for the temporal or permanent loss of occupied nesting habitat within the Project site. Depending on the status of the bird or raptor species impacted, replacement habitat acres should increase with the occurrence of a California Species of Special Concern. Replacement habitat acres should further increase with the occurrence of a CESA-listed threatened or endangered species.

4) Landscaping. The Initial Study states, “12,876 square feet of landscaping is proposed.” CDFW recommends the DEIR provide the Project’s landscaping plant palette and replacement tree species list. CDFW also recommends using native, locally appropriate plant species for landscaping on the Project site. CDFW recommends invasive/exotic plants, including pepper trees (*Schinus* genus) and fountain grasses (*Pennisetum* genus), be restricted from use in landscape plans for this Project. A list of invasive/exotic plants that

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should be avoided as well as suggestions for better landscape plants can be found at California Invasive Plant Species Council website (Cal-IPC, 2020).

5) Tree Replacement. The Initial Study indicates the presence of trees on site; however, it does not indicate the species or whether they will be removed during vegetation removal and grading activities. To compensate for any loss of trees, CDFW recommends replacing all non-native trees removed as a result of the proposed work activities at least a 1:1 ratio with native trees. CDFW recommends replacing native trees at least a 3:1 ratio with a combination of native trees and/or appropriate understory and lower canopy plantings. CDFW recommends that any loss of oaks should be replanted at a minimum 10:1 ratio. Replacement oaks should come from nursery stock grown from locally sourced acorns, or from acorns gathered locally, preferably from the same watershed in which they were planted.

General Comments

1) Disclosure. A DEIR should provide an adequate, complete, and detailed disclosure about the effect which a proposed project is likely to have on the environment (Pub. Resources Code, § 20161; CEQA Guidelines, §15151). Adequate disclosure is necessary so CDFW may provide comments on the adequacy of proposed avoidance, minimization, or mitigation measures, as well as to assess the significance of the specific impact relative to the species (e.g., current range, distribution, population trends, and connectivity).

2) Mitigation Measures. Public agencies have a duty under CEQA to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures [CEQA Guidelines, §§ 15002(a)(3), 15021]. Pursuant to CEQA Guidelines section 15126.4, an environmental impact report shall describe feasible measures which could mitigate for impacts below a significant level under CEQA.

    a) Level of Detail. Mitigation measures must be feasible, effective, implemented, and fully enforceable/imposed by the lead agency through permit conditions, agreements, or other legally binding instruments (Pub. Resources Code, § 21081.6(b); CEQA Guidelines, §§ 15126.4, 15041). A public agency shall provide the measures that are fully enforceable through permit conditions, agreements, or other measures (Pub. Resources Code, § 21081.6). CDFW recommends that the County prepare mitigation measures that are specific, detailed (i.e., responsible party, timing, specific actions, location), and clear in order for a measure to be fully enforceable and implemented successfully via a mitigation monitoring and/or reporting program (CEQA Guidelines, § 15097; Pub. Resources Code, § 21081.6). Adequate disclosure is necessary so CDFW may provide comments on the adequacy and feasibility of proposed mitigation measures.

    b) Disclosure of Impacts. If a proposed mitigation measure would cause one or more significant effects, in addition to impacts caused by the Project as proposed, the environmental document should include a discussion of the effects of proposed mitigation measures [CEQA Guidelines, § 15126.4(a)(1)]. In that regard, the environmental document should provide an adequate, complete, and detailed disclosure about a project's proposed mitigation measure(s). Adequate

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disclosure is necessary so CDFW may assess the potential impacts of proposed mitigation measures.

3) Biological Baseline Assessment and Impact Analysis. CDFW recommends providing a complete assessment and impact analysis of the flora and fauna within and adjacent to the Project area, with emphasis upon identifying endangered, threatened, sensitive, regionally and locally unique species, and sensitive habitats. Impact analysis will aid in determining any direct, indirect, and cumulative biological impacts, as well as specific mitigation or avoidance measures necessary to offset those impacts, as referred in General Comment 6. CDFW recommends avoiding any sensitive natural communities found on or adjacent to the Project. CDFW also considers impacts to Species of Special Concern a significant direct and cumulative adverse effect without implementing appropriate avoid and/or mitigation measures. The DEIR should include the following information:

   a) Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region [CEQA Guidelines, § 15125(c)]. The DEIR should include measures to fully avoid and otherwise protect Sensitive Natural Communities from Project-related impacts. Project implementation may result in impacts to rare or endangered plants or plant communities that have been recorded adjacent to the Project vicinity. CDFW considers these communities as threatened habitats having both regional and local significance. Plant communities, alliances, and associations with a State-wide ranking of S1, S2, S3 and S4 should be considered sensitive and declining at the local and regional level (CDFWb 2020).

   b) A thorough, recent, floristic-based assessment of special status plants and natural communities, following CDFW's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFW 2018);

   c) Floristic, alliance- and/or association-based mapping and vegetation impact assessments conducted at the Project site and within the neighboring vicinity. The Manual of California Vegetation, second edition, should also be used to inform this mapping and assessment (Sawyer, 2008). Adjoining habitat areas should be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions;

   d) A complete, recent, assessment of the biological resources associated with each habitat type on site and within adjacent areas that could also be affected by the Project. CDFW's California Natural Diversity Data Base (CNDDB) should be contacted to obtain current information on any previously reported sensitive species and habitat. CDFW recommends that CNDDB Field Survey Forms be completed and submitted to CNDDB to document survey results (CDFWc 2020).

   e) A complete, recent, assessment of rare, threatened, and endangered, and other sensitive species on site and within the area of potential effect, including California Species of Special Concern and California Fully Protected Species (Fish & Game Code, §§ 3511, 4700, 5050 and 5515). Species to be addressed should include all those which meet the CEQA definition of endangered, rare or threatened species (CEQA Guidelines, § 15380). Seasonal variations in use of the Project area should

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also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with CDFW and the USFWS; and,

f) A recent, wildlife and rare plant survey. CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if build out could occur over a protracted time frame, or in phases.

4) Project Description and Alternatives. To enable CDFW to adequately review and comment on the proposed Project from the standpoint of the protection of plants, fish, and wildlife, we recommend the following information be included in the DEIR:

a) A complete discussion of the purpose and need for, and description of, the proposed Project, including all staging areas and access routes to the construction and staging areas; and,

b) A range of feasible alternatives to Project component location and design features to ensure that alternatives to the proposed Project are fully considered and evaluated. The alternatives should avoid or otherwise minimize direct and indirect impacts to sensitive biological resources and wildlife movement areas.

5) CESA. CDFW considers adverse impacts to a species protected by CESA to be significant without mitigation under CEQA. As to CESA, take of any endangered, threatened, candidate species, or State-listed rare plant species that results from the Project is prohibited, except as authorized by state law (Fish and Game Code, §§ 2080, 2085; Cal. Code Regs., tit. 14, § 786.9). Consequently, if the Project, Project construction, or any Project-related activity during the life of the Project will result in take of a species designated as endangered or threatened, or a candidate for listing under CESA, CDFW recommends that the Project proponent seek appropriate take authorization under CESA prior to implementing the Project. Appropriate authorization from CDFW may include an Incidental Take Permit (ITP) or a consistency determination in certain circumstances, among other options [Fish & Game Code, §§ 2080.1, 2081, subds. (b) and (c)]. Early consultation is encouraged, as significant modification to a Project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that CDFW issue a separate CEQA document for the issuance of an ITP unless the Project CEQA document addresses all Project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP.

6) Biological Direct, Indirect, and Cumulative Impacts. To provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, the following should be addressed in the DEIR:

a) A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage. The latter subject should address Project-related changes on

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drainage patterns and downstream of the Project site; the volume, velocity, and frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and, post-Project fate of runoff from the Project site. The discussion should also address the proximity of the extraction activities to the water table, whether dewatering would be necessary and the potential resulting impacts on the habitat (if any) supported by the groundwater. Mitigation measures proposed to alleviate such Project impacts should be included;

b) A discussion regarding indirect Project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a Natural Community Conservation Plan (NCCP, Fish & Game Code, § 2800 et. seq.). Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the DEIR;

c) An analysis of impacts from land use designations and zoning located nearby or adjacent to natural areas that may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the DEIR; and,

d) A cumulative effects analysis, as described under CEQA Guidelines section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

7) Compensatory Mitigation. The DEIR should include mitigation measures for adverse Project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of Project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed. Areas proposed as mitigation lands should be protected in perpetuity with a conservation easement, financial assurance and dedicated to a qualified entity for long-term management and monitoring. Under Government Code section 65967, the lead agency must exercise due diligence in reviewing the qualifications of a governmental entity, special district, or nonprofit organization to effectively manage and steward land, water, or natural resources on mitigation lands it approves.

8) Long-term Management of Mitigation Lands. For proposed preservation and/or restoration, the DEIR should include measures to protect the targeted habitat values from direct and indirect negative impacts in perpetuity. The objective should be to offset the Project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include (but are not limited to) restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, and increased human intrusion. An appropriate non-wasting endowment should be set aside to provide for long-term management of mitigation lands.

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9) Moving out of Harm's Way. The proposed Project may result in impacting natural habitats on and/or adjacent to the Project site that may support species of wildlife. To avoid direct mortality, we recommend that a qualified biological monitor approved by CDFW be on-site prior to and during ground and habitat disturbing activities to move out of harm's way special status species or other wildlife of low mobility that would be injured or killed by grubbing or Project-related construction activities. It should be noted that the temporary relocation of on-site wildlife does not constitute effective mitigation for the purposes of offsetting Project impacts associated with habitat loss. If the Project requires species to be removed, disturbed, or otherwise handled, we recommend that the DEIR clearly identify that the designated entity shall obtain all appropriate State and federal permits.

CONCLUSION

CDFW appreciates the opportunity to comment on the NOP to assist the County in identifying and mitigating Project impacts on biological resources. If you have any questions or comments regarding this letter, please contact Felicia Silva, Environmental Scientist, at (562) 430-0098 or by email at Felicia.Silva@wildlife.ca.gov.

Sincerely,

DocuSigned by:
Erinn Wilson-Olgin
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Erinn Wilson-Olgin
Environmental Program Manager I
South Coast Region

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State Clearinghouse, Sacramento – State.Clearinghouse@opr.ca.gov

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NATIVE AMERICAN HERITAGE COMMISSION

Governor's Office of Planning & Research

Nov 06 2020

STATE CLEARINGHOUSE

November 5, 2020

Steven Jones
Los Angeles County
320 West Temple Street
Los Angeles, CA 90012

Re: 2017041016, "The View"/ Project No. R2015-01232 / Vesting Tentative Tract Map No. 073082/Conditional Use Permit No. 201500052/Environmental Assessment No. RENV 201500089 Project, Los Angeles County

Dear Mr. Jones:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements**. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

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AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:

a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.

b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.

b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.

c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse

Appendix B

Initial Study

Environmental Checklist Form (Initial Study)

County of Los Angeles, Department of Regional Planning

Project title: "The View"/ Project No. R2015-01232 / Vesting Tentative Tract Map No. 073082/Conditional Use Permit No. 201500052/Environmental Assessment No. RENV 201500089

Lead agency name and address: Los Angeles County, 320 West Temple Street, Los Angeles, CA 90012

Contact Person and phone number: Steven Jones / (213) 974-6433

Project sponsor's name and address: Peak Capital Investments, LLC, 9061 Bolsa Avenue, #205, Westminster, CA 92683

Project location: 5101 South Overhill Drive, Windsor Hills (see Figure 1, Project Location)
APN: 5009-007-022 *USGS Quad*: Inglewood

Gross Acreage: 1.84

General plan designation: CG (General Commercial) (see Figure 2, Land Use)

Community/Area wide Plan designation: N/A

Zoning: C-1 (Restricted Business Zone) (see Figure 3, Zoning)

Description of project:

Project Background: On August 2, 2017, the Los Angeles County (County) Regional Planning Commission approved The View Residential Project (Project) (Project No. R2015-01232-(2)) and adopted the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP) prepared by the County for the Project. Subsequent to these actions, the Regional Planning Commission's approval of the Project and adoption of the MND and MMRP was appealed to the Los Angeles County Board of Supervisors ("Board of Supervisors" or "Board"). The appeal was considered at the November 21, 2017 Board of Supervisors hearing, with the Board of Supervisors denying the appeal while upholding the Regional Planning Commission's previous approval of the Project and adoption of the MND and MMRP. After the Board of Supervisor's hearing, a Notice of Determination (NOD) was filed with the Los Angeles County Clerk.

Following the Board's denial of the appeal and the filing of the NOD, a Petition for Writ of Mandate was filed by the petitioner, United Homeowner's Association ("UHA") in the Los Angeles County Superior Court (Court), Case No. BS172990. In it, UHA challenged the County's approval of the Project and adoption of the MND and MMRP on several grounds. The matter came on for hearing before the Court on June 14, 2019, with the Court issuing a Ruling on Submitted Matter on June 27, 2019, in which it adopted its oral tentative ruling. The Court found that although the MND did satisfy many requirements of CEQA, it did not fully satisfy the requirements of CEQA as to impacts to traffic and circulation, and as a result, the Court set aside the County's approval of the Project and adoption of the MND and MMRP.

The Court then issued a Court Order on October 10, 2019 to clarify the Court's finding that an Environmental Impact Report (EIR) must be completed for the Project. The Court determined that the County shall prepared an EIR in full compliance with the requirements of CEQA as to traffic and circulation only; however, the Court did find that the County satisfied the requirements of CEQA in relation to the other environmental topics addressed in the MND, including the specific areas that the petitioner also challenged (aesthetics, air quality, greenhouse gas emissions, and land use and planning). The Court found that the EIR to be prepared need not include those issues (i.e., all topics other than traffic and circulation) for which the record justifies the County's actions and determinations. As such, based on direction from the Court, an EIR will be prepared to address the potential for the Project to result in traffic and circulation impacts.

The Project that is currently proposed has remained unchanged compared with the proposed development analyzed in the MND. Thus, the Project evaluated herein is same as the previously contemplated development. In an abundance of caution, the County has decided to prepare an updated Environmental Checklist (Initial Study) to confirm the findings of the previous MND, with the exception of traffic and circulation, which will be analyzed in a forthcoming EIR.

A copy of the previous MND is currently on file and available for review at County Regional Planning Department. Given that the mitigation measures outlined in that MMRP still apply to the Project, the previously adopted MMRP has been appended to this document as Appendix A.

Description of the Project: The Project consists of a vesting tentative tract map ("VTTM") to create one multi-family residence lot, a conditional use permit ("CUP") for development of 88 attached residential condominium dwelling units, a yard modification for reduced front yard setbacks and a request to exceed the maximum height within zone C-1 (Restricted Business) on 1.84 gross acres (1.76 net acres). The Project site is currently vacant and unimproved. Approximately 139,281 square feet of habitable living space and surface and subterranean parking areas for 194 spaces used for vehicle parking are proposed to be contained within a five-story, 65 foot height structure (see Figure 4, Site Plan). The Project proposes movement of earth material including 28,150 cubic yards of cut, 300 cubic yards of fill and 27,850 cubic yards of export to an approved landfill to be determined. 12,876 square feet of landscaping is proposed.

The actions and/or approvals that the County considered for the Project include, but are not limited to, the following:

- **Conditional Use Permit (CUP) No. 201501232.** Per Section 22.20.030, Table 22.20.030-B, of the County Municipal Code, multi-family residential projects are allowed in zone C-1 with a CUP. A CUP is needed for the development of 88 attached residential condominium dwelling units on the Project site.
- Per Section 22.20.040 of the County Municipal Code, the maximum allowable height in the C-1 zone is 35 feet. The Project, which is proposed to be 65 feet in height; therefore, a CUP is required.
- Per Section 22.44.1350, all property containing any area with a slope of 15 percent or more is subject to the Hillside Management Ordinance. The project site contains slopes of 25% or greater, and therefore, is subject to the Hillside Management Ordinance.
- Per Section 22.20.050 of the County Municipal Code, the minimum front or corner side yard depths for zone C-1 are: twenty feet where a lot fronts on a road classified as a major highway, secondary highway, or parkway; or equal to the front or corner side yard depth required on any contiguous Residential or Agricultural Zone where property adjoins a street. A CUP for a yard modification for reduced front yard setbacks would be required.

Surrounding land uses and setting: The property is surrounded by commercial uses to the north, single-family residence homes to the south, an elementary school to the east, and commercial and oil fields to the west. The 1.84-acre triangular-shaped property is approximately 425 feet south of the City of Los Angeles jurisdictional boundary, east of La Brea, west of Overhill Drive and 425 feet south of Stocker Street. Properties in the City of Los Angeles are developed with a public city park (Norman O Houston Park) multi- and single-family residential uses within the larger, densely urbanized area.

A large portion of the Windsor Hills area to the north and west of the Project site consists of the still productive Inglewood Oil Field. Portions of that oil field have been reclaimed for open space/park purposes and are now part of the Kenneth Hahn State Recreation Area.

No active oil fields are within 100 feet of the Project site.

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code § 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Refer to Section 18, Tribal Cultural Resources.

Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

Public Agency	*Approval Required*
Department of Public Works	Final Map
Department of Public Works	Building Permit

Major projects in the area:

No.	Project Location	Description/Size
	Los Angeles County	
1	4609 W Slauson Av.	Site plan to establish a 2,400 sq ft automatic car wash with 20 parking/vacuum stations, office, vending and computer room.
2	5538 S La Brea Av.	To create 3 multi-family residence lots developed with 31 townhouse-style residential condominium units within Zone R-3 on 2.78 acres.
	City of Los Angeles	
3	6855 S La Cienega Bl.	Smart & Final supermarket, 22,590 sf.
4	5208 W Centinela Av.	Chick-fil-A drive through fast food restaurant, 4,642 sf.
5	3130 W Slauson Av.	783 apartments.
6	4252 S Crenshaw Bl.	111 apartments.
7	5400 S Crenshaw Bl.	60,000 sf retail.
8	3900 W MLK Jr. Bl.	50,000 office, 200 condos, 3600 student college.
9	3650 W MLK Jr. Bl.	Baldwin Hills/Crenshaw plaza mixed-use development consisting of 410 apartments, 551 condos, 400 hotel rooms, 2,823 seat cinema, 198,000 sf office.
10	4018 S Buckingham Rd.	130 senior housing units.
11	3831 W Stocker St.	127 apartments.
	City of Inglewood	
12	333 N Prairie Av.	310 townhome units.

No.	Project Location	Description/Size
13	408 E Warren Ln.	2,542 commercial building.
14	La Brea Av/Florence Av.	241 multi-family units and 40,000 sf retail.
15	1050 S Prairie Av.	80,000-seat stadium, 6,000-seat performance venue, 2,500 multi-family, 890,000 sf retail, 780,000 sf office, 120,000 sf casino, 300-room hotel, 25 acres open space, 4 acre civic site.
16	417-433 Centinela Av.	116 multi-family units.
17	614 E Hyde Park Bl.	18-bed congregate living facility.
18	912 N Edgewood St.	38 multi-family units.
19	113-133 Plymouth St.	20 townhome units.
20	101-150 Market St.	40,000 sf retail.
21	411 E Hazel St.	18 multi-family units.
22	943-959 W Hyde Park Bl.	5 story self-storage facility.
23	1500 N La Brea Av.	Service station with alcohol convenience store.
24	423 E Warren Ln.	44 multi-family units.
25	3820 W 102nd St.	300 room hotel.
26	1001 N Welton Wy.	11 multi-family units.
27	408 E Warren Ln.	2-story commercial office/warehouse.
28	527 E Hyde Park Bl.	21 multi-family units.

Reviewing Agencies:

Responsible Agencies

- ☒ None
- Regional Water Quality Control Board:
  - ☒ Los Angeles Region
  - ☐ Lahontan Region
- ☐ Coastal Commission
- ☐ Army Corps of Engineers
- ☐ LAFCO

Special Reviewing Agencies

- ☒ None
- ☐ Santa Monica Mountains Conservancy
- ☐ National Parks
- ☐ National Forest
- ☐ Edwards Air Force Base
- ☐ Resource Conservation District of Santa Monica Mountains Area
- ☐

Regional Significance

- ☐ None
- ☒ SCAG Criteria
- ☒ Air Quality
- ☐ Water Resources
- ☐ Santa Monica Mtns. Area
- ☐

Trustee Agencies

- ☐ None
- ☒ State Dept. of Fish and Wildlife
- ☐ State Dept. of Parks and Recreation
- ☐ State Lands Commission
- ☐ University of California (Natural Land and Water Reserves System)

County Reviewing Agencies

- ☒ DPW
- ☒ Fire Department
  - Forestry, Environmental Division
  - Planning Division
  - Land Development Unit
  - Health Hazmat
- ☒ Sanitation District
- ☒ Public Health/Environmental Health Division: Land Use Program (OWTS), Drinking Water Program (Private Wells), Toxics Epidemiology Program (Noise)
- ☒ Sheriff Department
- ☒ Parks and Recreation
- ☒ Subdivision Committee
- ☒ Library

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially significant impacts affected by this project.

☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Public Services
☐ Agriculture/Forestry	☐ Hazards/Hazardous Materials	☐ Recreation
☐ Air Quality	☐ Hydrology/Water Quality	☒ Transportation
☐ Biological Resources	☐ Land Use/Planning	☐ Tribal Cultural Resources
☐ Cultural Resources	☐ Mineral Resources	☐ Utilities/Services
☐ Energy	☐ Noise	☐ Wildfire
☐ Geology/Soils	☐ Population/Housing	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Department.)
On the basis of this initial evaluation:

☐ I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☒ I find that the Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Project, nothing further is required.

_____ _____

Signature (Prepared by) Date

_____ _____

Signature (Approved by) Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the Lead Department cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the Lead Department has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. (State CEQA Guidelines § 15063(c)(3)(D).) In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significant. Sources of thresholds include the County General Plan, other County planning documents, and County ordinances. Some thresholds are unique to geographical locations.

1. AESTHETICS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒

No impact.

A scenic vista is defined as a viewpoint that provides expansion views of a highly valued landscape for the benefit of the general public. Aesthetic components of a scenic vista generally include (1) scenic quality, (2) sensitivity level, and (3) view access. No scenic resources exist on the Project site or in the surrounding area, therefore, the Project will not impact those resources. The Project is located entirely within the jurisdiction of the County of Los Angeles within an established urbanized community and will not affect any scenic resource in the nearby City of Los Angeles. The Project will not obstruct views to or from any scenic resource, degrade the character of a scenic highway, or disrupt a scenic vista. There are no significant ridgelines located on or near the Project property. In addition:

- There are no designated scenic highways adjacent to or in proximity to the Project site as identified by the State of California Caltrans Scenic Highway Mapping System (Updated 9/7/2011): http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm;
- There are no scenic highways, corridors, and resources designated by the County General Plan or in the County GIS-NET Scenic Highways layer (in the "Transportation" folder) and Significant Ridgelines layer (in the "Administrative Layers & Districts" folder);
- There are no borders of the subject property with cities adjacent to or near the Project site;and
- No significant ridgelines are on or near the subject property identified in the County GIS-NET Topography layer.

This issue will not be further analyzed in the EIR.

b) Be visible from or obstruct views from a regional riding, hiking, or multi-use trail?	☐	☐	☒	☐

Less Than Significant.

There are no riding or hiking trails on the property site. There is a Class 2 bicycle route located along Overhill Drive. The Project will be visible from the route but will not obstruct any existing views. The Park to Playa Trail is located approximately 325 feet to the north of the Project site. The proposed development will be visible from the hiking trail, however, the site's topography and existing grade sits above that of the existing street and does not offer any views from Overhill Drive. The Project will not obstruct any views.
This issue will not be further analyzed in the EIR.

c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ☐ ☐ ☐ ☒

No Impact.

The Project site is not located near and cannot be viewed from any scenic highways, ridgelines, or view sheds. The site is vacant and contains no trees, rock outcroppings, or historic buildings. Removal of the low-lying vegetation would have no noticeable visual impact considered damaging to views currently enjoyed. While the nearby View Park Conservancy has applied to be considered as the View Park Historic District under the United States Department of the Interior, National Park Service, the subject parcel is not found on any lists of Historic resources or points of interest designated by the State of California in unincorporated Los Angeles County, within the State Office of Historic Preservation, on the National Register of Historic Places, or on the State Register of Historic Places. Therefore, no impacts related to state scenic highway would occur.

This issue will not be further analyzed in the EIR.

d) Substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features and/or conflict with applicable zoning and other regulations governing scenic quality? (Public views are those that are experienced from publicly accessible vantage point). ☐ ☐ ☒ ☐

Less Than Significant.

Development of the Project would result in the construction of 88 attached residential condominium units including private open space and surface and subterranean parking connecting from Overhill Drive. The Project will vary in height between 58 feet to 65 feet in height. The property slopes up from South La Brea Avenue to Overhill Drive. The building design sets back the proposed structure from the existing residential properties by 37 feet at the southeast part of the structure.

The Project site is a vacant lot and a transition point from commercial establishments to single family homes, which are located to the south of the Project site. Land to the southwest is developed with oil fields. The surrounding homes are largely single- and two-story Spanish Colonial and Mediterranean styles. The Project will be required to include a number of trees along La Brea Avenue, Overhill Drive and as a buffer between the existing single-family residences to the south of the site. The Project will introduce distinctive building elements to the area including modern construction to moderate visual impacts expected by the new development. Nonetheless, per Section 22.150.040, Application and Review Procedures of the County's Municipal Code, the Project would undergo evaluation by the County, which will ensure compatibility with the surrounding visual character.

The project site is located within an urbanized area. Thus, the project would be required to comply with all applicable zoning and land use regulations of the County. The County's Municipal Code does not identify

zoning regulations governing scenic quality for the C-1 zone. Upon approval of a CUP for development of 88 attached residential condominium dwelling units, a yard modification for reduced front yard setbacks, and a request to exceed the maximum height within zone C-1, the project would be in compliance with height and design regulations governing the zoning and land use designation for the project site. Therefore, impacts related to scenic quality and character would be less than significant.

This issue will not be further analyzed in the EIR.

e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area? ☐ ☒ ☐ ☐

Less Than Significant Impact with Mitigation Incorporated.

The proposed Project would introduce nighttime lighting to the Project site. Project lighting may include lighting along walkway paths, landscape lighting, low exterior residential lighting at entrances and exits, and street lighting along the street, La Brea Avenue and Overhill Drive. All lighting would be hooded or shielded to focus the light downward and to prevent light spillage onto adjacent properties. The Project site could potentially be illuminated from sunset to sunrise, and the Project lighting could be similar to, or slightly greater in intensity, character and coverage than existing light sources in the surrounding residential neighborhoods surrounding the sites.

The building design of the Project includes non-reflective, textured surfaces on the building as permitted by the Los Angeles County Code and most windows are recessed. Glare generation can occur from sunlight reflected from glass and reflective materials utilized on buildings. Any glare experienced as a result of sunlight reflecting off buildings would be temporary, changing with the movement of the sun throughout the course of the day and the seasons of the year. Glare associated with the proposed Project would be minimal and no more than that typically associated with existing residential use in the surrounding area. The Project landscaping would reduce the effect of any glare by screening glare sources such as windows. Therefore, potential glare impacts would be less than significant.

No extraordinary lighting is proposed that would impact nighttime views. Mitigation Measure MM-1 requires the Project applicant to prepare a site lighting plan. This measure is *intended* to minimize impacts of new sources of light and glare to adjacent land uses, limit nighttime lighting to that necessary for security, and ensure that lighting is shielded to reduce glare and spill lighting effects. Implementation of this mitigation measure would reduce potential impacts related to new lighting to a less than significant level.

Mitigation Measure:

MM-1: *Prior to issuance of any building permit, the Project applicant shall prepare a site lighting plan for review and approval by the County of Los Angeles Director of Regional Planning, or designee. The lighting plan shall be prepared by a licensed electrical engineer and shall be in compliance with applicable standards of the Los Angeles County Code. The lighting plan shall demonstrate that all exterior lighting has been designed and located so that all direct rays are confined to the property in a manner meeting the approval of the Director of Regional Planning, or designee.*

This issue will not be further analyzed in the EIR.

2. AGRICULTURE / FOREST

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	***Less Than Significant Impact with Mitigation Incorporated***	***Less Than Significant Impact***	***No Impact***
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒

No Impact.

The Project site is not comprised of any farmland. The property is a vacant, un-improved lot in an established urbanized area. The Project will not result in the conversion of Prime Farmland, Unique Farmland, or any other types of farmland (Source: Farmland Mapping and Monitoring Program, California Department of Conservation.)

This issue will not be further analyzed in the EIR.

b) Conflict with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract?	☐	☐	☐	☒

No impact.

The property is zoned C-1 (Restricted Business Zone) and within an established urbanized area. The Project site is not designated as an Agricultural Opportunity Area. The site is not used for agricultural production and is not protected by or eligible for, a Williamson Act contract. No impacts to agricultural resources would occur, and no mitigation is required.

This issue will not be further analyzed in the EIR.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)), timberland (as defined in Public Resources Code § 4526), or timberland zoned Timberland Production (as defined in Government Code § 51104(g))?	☐	☐	☐	☒

No impact.

There is no forest land or timberland zoned Timberland Production within the Project site or vicinity.

This issue will not be further analyzed in the EIR.

d) Result in the loss of forest land or conversion of forest land to non-forest use? ☐ ☐ ☐ ☒

No Impact.

There Project site is not comprised of forest land and there is no forest land within the vicinity of the Project site.

This issue will not be further analyzed in the EIR.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? ☐ ☐ ☐ ☒

No Impact.

The Project site is currently zoned C-1 which requires a conditional use permit for single-family residence use. The site is not located in a forest and does not have a land use designation or zoning as forest. It is also not used for agricultural production. The proposed Project would not convert farmland to a nonagricultural use. Likewise, the Project site would not contribute to environmental changes that would indirectly result in conversion of farmland to nonagricultural use. No impacts to agricultural resources would occur, and no mitigation is required.

This issue will not be further analyzed in the EIR.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?	☐	☐	☒	☐

Less Than Significant Impact.

The proposed Project entails developing 88 residential condominium units on an area of land within zone C- 1 of the unincorporated County of Los Angeles. The Project conforms to the underlying County of Los Angeles General Plan Land Use Element designation for the Project site. Therefore, the Project would not interfere with the implementation of any air quality plans, with which the General Plan is required to be consistent.

The Baldwin Hills oil fields are located southwest of the Project site. The Baldwin Hills Community Standards District requires an Air Monitoring Plan for the oil fields to ensure compliance with applicable air quality regulation. The proposed Project would not obstruct the implementation of that plan.

The proposed Project will not have development density or produce trip generation that is substantially greater than what was anticipated in the General Plan that was used to create the SCAQMD Air Quality Management Plan (AQMP). Therefore, the proposed Project would be consistent with the assumptions in the AQMP, and the Project would not conflict with SCAQMD's attainment plans.

The SCAQMD Governing Board adopted an updated 2012 Air Quality Management Plan (AQMP) on February 1, 2013 (SCAQMD 2013). The purpose of the 2012 AQMP is to set forth a comprehensive program that will lead the region into compliance with federal air quality standards for 8-hour ozone (O_3) and fine particulate matter with a diameter of 2.5 microns or less (PM2.5). The 2012 AQMP is designed to accommodate expected future population, housing, and employment growth and is based on the Southern California Association of Governments' (SCAG's) 2012 regional population, housing and employment projections contained in their 2012 Regional Transportation Plan (RTP).

Projects such as the proposed "The View" residential Project do not directly relate to the AQMP in that there are no specific air quality programs or regulations governing general development. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which impact significance of planned growth is determined. The change to regional air quality from the proposed action is immeasurably small due to the size of the Project relative to the air quality basin and because the Project does not exceed air quality standards. Therefore, the Project is considered consistent with the region's AQMP.

Impacts would be less than significant and no mitigation is required.

Based on Pomeroy Environmental Service's Air Quality Greenhouse Gas initial study Technical Report dated March 2017, this issue will not be further analyzed in the EIR.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? ☐ ☐ ☒ ☐

Less Than Significant Impact.

The State's criterion for regional significance is 500 dwelling units for residential uses. The proposed Project entails the subdivision and construction of 88 attached residential condominium units located within one building to be used as single-family residences and common space. The Project will not violate any applicable federal or state air quality standard or projected air quality violation or contribute substantially to a projected air quality violation.

The proposed Project is consistent with the underlying land use designation in the General Plan. No mitigation is needed.

Based on Pomeroy Environmental Service's Air Quality Greenhouse Gas initial study Technical Report dated March 2017, this issue will not be further analyzed in the EIR.

c) Expose sensitive receptors to substantial pollutant concentrations? ☐ ☐ ☒ ☐

Less Than Significant Impact.

The Project would not result in a cumulatively considerable net increase of non-attainment criteria pollutants. The Project is a residential subdivision that will create 88 residential condominium units. The Project, individually or cumulatively, will not exceed the SCAQMD Air Quality Significant Thresholds as the proposed density is in keeping with the density set forth in the underlying land use plan.

The 1-hour maximum carbon monoxide (CO) levels at the nearest SCAQMD air monitoring station are 7 parts per million (ppm), well below the State standard of 20 ppm. Project-related CO impacts are estimated to be below the +0.1 dB significant increase threshold contained in SCAQMD Rule 1303. The Project will not measurably increase CO levels.

The Project will not exceed the SCAQMD Air Quality Significant Thresholds.

Construction activity air quality impacts occur mainly in close proximity to individual disturbance areas. There may, however, be some "spill-over" into the surrounding community through vehicles entering, leaving or passing the site.

Construction also entails use of internal combustion engines to power on-road trucks and off-road mobile, semi-mobile and semi-stationary equipment. Such sources are mainly diesel-powered and are poorly regulated in terms of allowable emission levels. Equipment exhaust emissions would not exceed the SCAQMD threshold. Construction emissions would be less than the thresholds allowed with code compliance.

Based on Pomeroy Environmental Service's Air Quality Greenhouse Gas initial study Technical Report dated March 2017, this issue will not be further analyzed in the EIR.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? ☐ ☒ ☐ ☐

Less Than Significant Impact With Mitigation Incorporated.

Sensitive receptors are adjacent to and within a ¼ mile to approximately ¾ mile of the property identified as playgrounds, schools, day care facilities and other residential neighborhoods. There would be a less than significant impact with code compliance and mitigation. Construction of the Project may expose surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, exhaust emissions associated with construction of a project this size are typically below SCQAMD CEQA thresholds during construction and construction contractors would be required to implement measures to reduce or eliminate emissions by following SCAQMD standard construction practices.

Sensitive receptors could potentially be exposed to adverse effects from ultra-small diameter particulate matter comprised of chemically reactive pollutants such as sulfates, nitrates or organic material. A national clean air standard for particulate matter of 2.5 microns or smaller in diameter known as PM-2.5 was adopted in 1997. Very little construction activity particulate matter is in the PM-2.5 range Soil dust is also more chemically benign than typical urban atmospheric PM-2.5. Impacts if any would be less than significant as long as mitigation measures are implemented.

In addition to fine particles that remain suspended in the atmosphere semi-indefinitely, construction activities generate many larger particles with shorter atmospheric residence times. This dust is comprised mainly of large diameter inert silicates that are chemically non-reactive and are further readily filtered out by human breathing passages.

The Project involves movement of earth material to include excavation, filling, grading, loading, and hauling from the site. The Project engineer estimates that 27,000 cubic yards of excess fill will be generated.

Fugitive dust particles are nuisances as they settle on parked cars, outdoor furniture, or landscape foliage. Dust deposition normally occurs in close proximity to the source. The average travel distance of heavier dust particles is 50 feet from the source (USEPA, AP-42). Some particles will, however, escape the construction site. The Windsor Hills Elementary School is directly downwind of any construction soil disturbance. The proposed Project's impact to air quality will be less than significant with mitigation measures incorporated by governing agencies.

Mitigation Measure MM-3 requires the Project applicant to provide a power wash to remove soil from the school building and school equipment. This measure is *intended* to minimize impacts of prolonged exposure to pollutant concentrations. Implementation of this mitigation measure would reduce potential impacts related to exposure to sensitive receptors to a less than significant level.

Mitigation Measures:

MM-3: *Prior to issuance of any grading permit the applicant shall prepare a grading plan for review and approval by the County of Los Angeles Director of Regional Planning, or designee, that includes a note indicating that at the conclusion movement of any earth material of 10,000 cubic yards or the authorized volume, whichever is greater, the Project applicant shall perform power washing to the Windsor Hills Elementary School building(s) and playground equipment. The grading plan shall be prepared by a licensed civil engineer and shall be in compliance with applicable standards of the Los Angeles County Code. The grading plan shall further demonstrate that all construction vehicle wheels shall be water sprayed and/or washed, in a manner meeting the approval of the Director of Regional Planning, or designee, to limit dust traveling offsite.*

MM-3.1: *Prior to issuance of any grading permit the applicant shall implement a dust suppression program to prevent the migration of dust particles to the adjacent residential area. Fugitive dust emission reduction shall be demonstrated in a manner meeting the approval of the Director of Public Health.*

MM-3.2: *Prior to issuance of any grading permit the applicant shall prepare and submit to the Director of Public Health an air quality assessment verifying that the future occupants of the project will not be exposed to significant air toxics, fumes and other hazards associated with fires and the proximity to the Baldwin Hills Oil Fields.*

Based on Pomeroy Environmental Service's Air Quality Greenhouse Gas initial study Technical Report dated March 2017, this issue will not be further analyzed in the EIR.

4. BIOLOGICAL RESOURCES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	☐	☐	☒	☐

Less Than Significant Impact.

This is an urban site. A nesting bird survey should be prepared prior to construction.

Biological resources are identified and protected through various federal, state, regional, and local laws and ordinances. The federal Endangered Species Act and the California Endangered Species Act (CESA) state that animals and plants that are threatened with extinction or are in a significant decline will be protected and preserved. The State Department of Fish and Wildlife created the California Natural Diversity Database (CNDDB), which is a program that inventories the status and locations of rare plants and animals in California.

This issue will not be further analyzed in the EIR.

b) Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?	☐	☐	☐	☒

No Impact.

The County's primary mechanism to conserve biological diversity is an identification tool and planning overlay called Significant Ecological Areas (SEA). SEAs are ecologically important land and water systems that are valuable as plant and/or animal communities, often integral to the preservation of threatened or endangered species, and conservation of biological diversity in the County. These areas also include nearly all of the wildlife corridors in the County, as well as oak woodlands and other unique and/or native trees.

The Project site is not located in or near an SEA or regional or local habitat conservation plan as designated by the state or County. The Project would not have any impact on identified sensitive natural communities.

This issue will not be further analyzed in the EIR.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means? ☐ ☐ ☐ ☒

No Impact.

Section 404 of the Clean Water Act defines wetlands as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas."

The Project site is not located on or near any federally or State protected wetlands. Accordingly, the Project would have no impact on wetlands or waters of the U.S.

This issue will not be further analyzed in the EIR.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? ☐ ☒ ☐ ☐

Less Than Significant Impact with Mitigation Incorporated.

The Project site is not located near any designated wildlife or migratory corridors. However, due to the presence of trees on-site, there is a potential for nesting habitat for birds species that are afforded protection under the Migratory Bird Treaty Act (MBTA). Vegetation on site may provide suitable nesting sites for birds. A report should provide recommendations for the avoidance of nesting birds during construction activities at the site.

Mitigation Measure:

> MM-4: *Within five (5) days prior to land-clearing activities between February 1 through August 31, a qualified biologist shall conduct a nesting survey to identify any direct or indirect impacts to actively nesting birds. If direct or indirect impacts are identified, the biologist shall specify the appropriate mitigation measure(s) for these impacts. Such measures may include avoidance of occupied nests, staging work areas outside an established buffer area, modified scheduling of grading and clearing and monitoring of active nests during construction.*

With incorporation of Mitigation Measure MM-4, project impacts would be less than significant.

This issue will not be further analyzed in the EIR.

e) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or ☐ ☐ ☐ ☒

other unique native woodlands (juniper, Joshua, southern California black walnut, etc.)?
No Impact.

There are no oak trees, oak woodlands, Joshuas, or Junipers on the subject property.

This issue will not be further analyzed in the EIR.

f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, Ch. 102), Specific Plans (L.A. County Code, Title 22, Ch. 22.46), Community Standards Districts (L.A. County Code, Title 22, Ch. 22.300 et seq.), and/or Coastal Resource Areas (L.A. County General Plan, Figure 9.3)? ☐ ☐ ☐ ☒
No Impact.

There are no Wildflower Reserve Areas on the subject property. Since there are no oak trees or oak woodlands on the subject property, there is no conflict with the Los Angeles County Oak Tree Ordinance.

This issue will not be further analyzed in the EIR.

g) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional, or local habitat conservation plan? ☐ ☐ ☐ ☒
No Impact.

The Project does not conflict with any adopted State, regional, or local Habitat Conservation Plan.

This issue will not be further analyzed in the EIR.

5. CULTURAL RESOURCES

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5? ☐ ☐ ☐ ☒

No Impact.

CEQA defines a "historical resource" as a resource that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources (California Register); (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by a project's Lead Agency (PRC Section 21084.1 and State CEQA Guidelines Section 15064.5(a)).

There are no features on the subject property considered eligible under any of the four criteria for listing on the California Register. There are no historical resources present on site. In addition, based on the age of the surrounding residential homes, none of the adjacent structures would be eligible for listing in the California Register, and none is listed in a local register of historic places, identified, or determined to be a historic resource by the County. Therefore, the proposed Project would not cause a substantial adverse change in the significance of a historical resource, and no mitigation is required.

This issue will not be further analyzed in the EIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5? ☐ ☒ ☐ ☐

Less Than Significant Impact With Mitigation Incorporated.

A review was conducted of the National Register, the California Register, and the California Office of Historic Preservation. Additionally, further research was conducted through the Los Angeles County Assessor's office and through various internet resources. The searches revealed no cultural resources within one-half mile of the Project site boundaries.

Ground disturbing activities always have the potential to reveal buried deposits not observed on the surface during previous archaeological surveys. Prior to the initiation of ground-disturbing activities, field personnel should be alerted to the possibility of buried prehistoric or historic cultural deposits. As such, Mitigation Measure MM-5 is provided.

Mitigation Measure:

MM-5: *Prior to the issuance of any grading permit, applicants shall provide written evidence to the County of Los Angles that a County certified archaeologist has been retained to observe grading activities greater than six feet in depth and salvage and catalogue archaeological resources as necessary. The archaeologist shall be present at the pre-grade conference, shall establish procedures for archaeological resource surveillance, and shall establish, in cooperation with the applicant, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts as appropriate. If the archaeological resources are found to be significant, the archaeological observer shall*

determine appropriate actions, in cooperation with the project applicant, for exploration and/or salvage. Prior to the release of the grading bond the applicant shall obtain approval of the archaeologist's follow-up report from the County. The report shall include the period of inspection, an analysis of any artifacts found and the present repository of the artifacts. Applicant shall prepare excavated material to the point of identification. Applicant shall offer excavated finds for curatorial purposes to the County of Los Angeles, or its designee, on a first refusal basis. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the County. Applicant shall pay curatorial fees if an applicable fee program has been adopted by the Board of Supervisors, and such fee program is in effect at the time of presentation of the materials to the County or its designee, all in a manner meeting the approval of the County. Unanticipated discoveries shall be evaluated for significance by a County-certified archaeologist. If the archaeological resources are found to be significant, then the Project Applicant shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the County of Los Angeles, or its designee, on a first refusal basis; and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable).

This issue will not be further analyzed in the EIR.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ☐ ☒ ☐ ☐

Less than Significant Impact with Mitigation Incorporated.

Paleontological sensitivity is a measure of the potential for the discovery of significant fossils during development of an area. Sensitivity levels are predicated primarily for the underlying geological formations. The project may require excavations that penetrate through alluvial soils and into bedrock formations since there are levels of subterranean parking proposed; however, since the region is sensitive for paleontological resources, unknown significant paleontological resources could be disturbed if excavations penetrate the bedrock formations in the Project site. If excavations penetrate the bedrock formations in the Project site, the applicant is required to retain a qualified paleontologist to monitor these excavations. The paleontologist would ensure any collected specimens be prepared, identified, cataloged, and donated to an accredited repository, pursuant to pursuant to mitigation identified in the previous MND (MM-5.1). Therefore, impacts related to paleontological resources would be less than significant.

Mitigation Measures:

MM-5.1: *Prior to the issuance of any grading permit, applicants shall provide written evidence to the County of Los Angles that a County certified paleontologist has been retained to observe grading activities greater than six feet in depth and salvage and catalogue paleontological resources as necessary. The paleontologist shall be present at the pre-grade conference, shall establish procedures for paleontologist resource surveillance, and shall establish, in cooperation with the applicant, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts as appropriate. If the paleontological resources are found to be significant, the paleontologist observer shall determine appropriate actions, in cooperation with the project applicant, for exploration and/or salvage. Prior to the release of the grading bond the applicant shall obtain approval of the paleontologist's follow-up report from the County. The report shall include the period of inspection, an analysis of any artifacts found and the present repository of the artifacts. Applicant shall prepare excavated material to the point of identification. Applicant shall offer excavated finds for curatorial purposes to the County of Los Angeles, or its designee, on a first refusal basis. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the County. Applicant shall pay curatorial fees if an applicable fee program has been*

adopted by the Board of Supervisors, and such fee program is in effect at the time of presentation of the materials to the County or its designee, all in a manner meeting the approval of the County. Unanticipated discoveries shall be evaluated for significance by a County- certified a paleontologist. If the paleontological resources are found to be significant, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the County of Los Angeles, or its designee, on a first refusal basis; and provide a comprehensive final report including appropriate
records for the California Department of Parks and Recreation.

This issue will not be further analyzed in the EIR.

d) Disturb any human remains, including those interred outside of dedicated cemeteries? ☐ ☒ ☐ ☐
Less Than Significant Impact with Mitigation Incorporated.

The Project site is not a formal cemetery and is not adjacent to a formal cemetery. The Project site is not known to contain human remains interred outside formal cemeteries, nor is it known to be located on a burial ground. The Project would involve ground disturbance during construction. It is highly unlikely that the proposed Project would disturb any human remains during construction; however, should human remains be uncovered during construction, mitigation measure MM-5.4 would apply.

Mitigation Measure:

MM-5.2: *If human remains are encountered during excavation activities, all work shall halt and the County Coroner shall be notified (California Public Resources Code §5097.98). The Coroner will determine whether the remains are of forensic interest. If the Coroner, with the aid of the County-approved Archaeologist, determines that the remains are prehistoric, s/he will contact the Native American Heritage Commission (NAHC). The NAHC shall be responsible for designating the most likely descendant (MLD), who will be responsible for the ultimate disposition of the remains, as required by Section 7050.5 of the California Health and Safety Code. The MLD shall make his/her recommendation within 48 hours of being granted access to the site. The MLD's recommendation shall be followed if feasible, and may include scientific removal and non-destructive analysis of the human remains and any items associated with Native American burials (California Health and Safety Code §7050.5). If the landowner rejects the MLD's recommendations, the landowner shall rebury the remains with appropriate dignity on the property in a location that will not be subject to further subsurface disturbance (California Public Resources Code §5097.98).*

This issue will not be further analyzed in the EIR.

6. ENERGY

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐

Less Than Significant Impact.

The new structures would be built to comply with all current building codes, including the requirements of California Title 24, Part 11 Energy Efficiency Standards for Residential and Nonresidential Buildings and the Title 31 California Green Building Standards. Impacts would be less than significant and no mitigation is required.

This issue will not be further analyzed in the EIR

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Less Than Significant Impact.

The Project does not involve any processes or features requiring excessive amounts of energy as compared to other residential uses throughout the County. Moreover, compliance with all pertinent State and local building codes for the conservation of energy resources would ensure that the proposed residential are more energy-efficient than older residential construction.

Since the Project is required to comply with the LA County Green Building Standards Code related to construction and Appendix F, Section 1 of the CEQA Guidelines requires evaluation of energy efficiency only for Environmental Impact Reports, impacts would be less than significant and no mitigation is required.

This issue will not be further analyzed in the EIR.

7. GEOLOGY AND SOILS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known active fault trace? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐

Less Than Significant Impact.

The Project site is located within an Alquist-Priolo Earthquake Fault Zone. Fault trace are located approximately 50 feet to the south east and south west of the Project site and approximately 100 feet to the northwest of the property. Earth cracks have been identified within the southeast portion of the property during prior fault trenching on site. The primary active or potentially active fault zone that would have the maximum potential impact on the site is the Newport Inglewood. A maximum probable earthquake of magnitude 7.2 and a slip rate of 1 mm/year have been assigned to this fault zone.

A Geotechnical Report, prepared by Hetherington Engineering, Inc. and dated November 11, 2014, was reviewed by the Department of Public Works and the Project has been cleared. The report found that the Project is feasible from a geotechnical standpoint. It recommends setbacks from identified earth cracks, which are included within the Project design. There are additional recommendations regarding grading, foundation, and slab design. Recommendations include setting building footings back one-third of the height of the slope, with a minimum of five feet and a maximum of 40 feet, and one half of the height of the slope, with a maximum of 15 feet for the ascending slope. Additionally, a minimum 15-foot setback from any surface ground fracture shall be maintained.

With adherence to County Code requirements, the impact is less than significant.

- A Construction Project Site Review and Well Abandonment process should occur in coordination with the Division of Oil, Gas and Geothermal Resources (DOGGR) staff prior to development and approval of final building plans and construction.
- Structural design of the Project shall meet or exceed the Uniform Building Code (UBC) requirements for seismic design, under the provisions of the County of Los Angeles Building Code.
- The proposed Project shall comply with all state and County of Los Angeles building and seismic

regulations to minimize danger and losses that may result from ground shaking/seismic activity.

- All grading shall be accomplished under the discretion of the Project geotechnical engineer in accordance with the requirements of the County of Los Angeles.

This issue will not be further analyzed in the EIR.

ii) Strong seismic ground shaking? ☐ ☐ ☒ ☐
Less Than Significant Impact.

The Project site is located on a through-lot with frontages along both La Brea Avenue and Overhill Drive in the unincorporated area of the Ladera Heights/View Park – Windsor Hills area. The site lies approximately within an Alquist-Priolo Fault Zone of the Newport-Inglewood Fault. The mapped trace of the fault traverses the along the La Brea Avenue portion of the site. The earth cracks were observed at the southeast portion of the site.

Strong seismic ground shaking at the Project site is correlated with the proximity to an active fault line that triggers an earthquake. The proposed Project would subject people or structures to strong seismic ground shaking.

Approximately 20 notable earthquakes (with a magnitude (M) of 6.0 or greater on the Richter Scale) were recorded in Southern California during the years 1769 to 1999. The two largest earthquakes in the Los Angeles Basin during recent times are the January 1994 M6.7 Northridge and February 1971 M6.6 San Fernando (also commonly known as the Sylmar) earthquakes. Destructive compressional earthquakes, such as the 1971 San Fernando, the 1989 Whittier, and the 1994 Northridge earthquakes, along with numerous smaller compressional events, are reminders that active reverse and thrust faulting activity continues.

The Project would likely experience moderate to intense seismic ground shaking during its design life also because of regional seismicity. The estimated design peak horizontal ground acceleration per the 2010 California Building Code (CBC) is 0.49g. With adherence to County Code requirements, the impact is less than significant.

This issue will not be further analyzed in the EIR.

iii) Seismic-related ground failure, including liquefaction and lateral spreading? ☐ ☐ ☒ ☐
Less Than Significant Impact.

The Project site is not located within a liquefaction zone. The approved Geotechnical report prepared by Hetherington Engineering, Inc. and dated November 11, 2014 found the threat of liquefaction to be insignificant due to the lack of groundwater in the upper 51-feet and the presence of dense alluvial soils.

This issue will not be further analyzed in the EIR.

iv) Landslides? ☐ ☐ ☒ ☐
Less Than Significant Impact.

The Project site is not located within a designated landslide area (Source: GISNET3). The geotechnical report prepared by Hetherington Engineering, Inc. and dated November 21, 2014 found that the property is susceptible to seismic induced land sliding. The geotechnical report has been reviewed and approved by the Department of Public Works. The risk of seismically induced land sliding is considered to be low provided the site is graded in accordance with the grading recommendations.

This issue will not be further analyzed in the EIR.

b) Result in substantial soil erosion or the loss of topsoil? ☐ ☐ ☒ ☐

Less Than Significant Impact.

The Project site is located in an urbanized and developed area. 19,000 cubic yards of cut and 200 cubic yard of fill grading is proposed. The approved geotechnical report for the Project found undocumented fill material unsuitable for the proposed Project, which must be removed to reach the older alluvium soil, which is suitable for the proposed construction. Construction will be subject to grading and/or site drainage review and have to comply with the County's Low Impact Development (LID) Ordinance. LID sets forth requirements to manage storm water runoff and lessen the potential for erosion resulting from storm water runoff. Thus, the proposed Project should not cause substantial soil erosion or the loss of topsoil.

This issue will not be further analyzed in the EIR.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? ☐ ☐ ☒ ☐

Less Than Significant Impact.

The approved geotechnical report prepared by Hetherington Engineering Inc., dated November 21, 2014 found undocumented fill of silty sand unsuitable for the proposed Project. Older Alluvium can be found at 3-12 feet under the undocumented fill. The alluvium soil is suitable for the proposed Project. Project site requirements for stability would involve the removal of the undocumented fill where construction is proposed, if not already removed by proposed grading. Removal depths will be determined by a geotechnical consultant in the field during grading as outline in the report. All report recommendations would be implemented, consistent with the County Code. With adherence to County Code requirements, the impact is expected to be less than significant.

This issue will not be further analyzed in the EIR.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? ☐ ☐ ☒ ☐

Less Than Significant Impact.

Expansive soils can undergo shrinkage during drying, and swelling during the rainy winter season, or when irrigation is resumed resulting in distress to building structures and hardscape improvements. Expansive soils are those that change their volume depending on the presence and extent of water saturated in the soil.

Based on the prior field exploration conducted by Hetherington Engineering, the subject site is underlain by undocumented fill and older alluvium. The property is mantled by a variable thickness of undocumented fill consisting of damp to moist, loose to medium dense, brown and dark brown silty sand. The undocumented fill material is not considered suitable for the support of the proposed structure or compacted fill in its existing condition. Older alluvium underlies the fill at depths up to 10 feet below existing site grades and consists generally of orange brown silty sand and gravel which is damp to moist, and medium dense to dense.

The Project site is not located on soil identified as expansive. The proposed Project would be required to comply with Los Angeles County building codes, which includes construction and engineering standards, as well as any recommendations developed in tandem with a soils or geology report resulting in less than significant impact.

This issue will not be further analyzed in the EIR.

e) Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater? ☐ ☐ ☐ ☒

No Impact.

Public sewers are available for the disposal of wastewater. The residential subdivision project will utilize public sewer for the disposal of waste water. No impacts to soils would occur as a result of onsite wastewater treatment.

This issue will not be further analyzed in the EIR.

f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch.22.104)? ☐ ☐ ☒ ☐

Less Than Significant Impact

The property site contains slopes of 25% or greater and is, therefore, subject to the Hillside Management Ordinance. A Hillside Management Conditional Use Permit is required and has been applied for concurrently with the subdivision. Urban Hillside Management Areas are required to provide 25% open space (improved or natural) as well as implement design guidelines as part of the Project. The Project will provide at least 25% of improved open space and incorporate design guidelines and, therefore, will not conflict with the Hillside Management Ordinance.

This issue will not be further analyzed in the EIR.

8. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐

Less Than Significant Impact.

GHGs, as defined under California's Assembly Bill 32 (AB 32) (California Health and Safety Code §38505), include carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6). GHGs vary widely in the power of their climatic effects; therefore, climate scientists have established a unit called global warming potential (GWP). The GWP of a gas is a measure of both potency and lifespan in the atmosphere as compared to CO2. For example, since CH4 and N2O are approximately 21 and 310 times more powerful than CO2, respectively, in their ability to trap heat in the atmosphere, they have GWPs of 21 and 310, respectively (CO2 has a GWP of 1). Carbon dioxide equivalent (CO2e) is a quantity that enables all GHG emissions to be considered as a group despite their varying GWP. The GWP of each GHG is multiplied by the prevalence of that gas to produce CO2.

The Project site is currently undeveloped. The residential sector of total GHGs equals approximately 18 percent. Within that sector, typical annual CO2 emissions account for over 98 percent of GHGs and those emissions are all energy-related. Energy-related GHG emissions can be reduced by both constructing the building with energy- and water-saving features and by encouraging residents to walk or bicycle to public transportation, shopping, and services.

The Project includes the creation of one multi-family lot developed with 88 attached, single-family residential condominium units. Construction activities are short term and cease to emit greenhouse gases upon completion. Considering requirements of the County's Green Building Ordinance, it is not expected that the Project will generate GHGs that would have a significant impact on the environment.

Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006 (California Health and Safety Code §38501), recognizes that California is the source of substantial amounts of GHG emissions. The statute states that:

> Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

In order to avert these consequences, AB 32 establishes a State goal of reducing GHG emissions to 1990 levels by the year 2020, which is a reduction of approximately 16 percent from forecasted emission levels. The County of Los Angeles has set a target to reduce GHG emissions by at least 11% below 2010 levels by 2020 as reflected

in the County's Community Climate Action Plan (CCAP). The CCAP is a component of the Los Angeles County General Plan.

The CCAP includes goals and strategies for individual project level incentives for compliance with State and local actions to reduce GHG emissions within the unincorporated areas. The State actions considered in the CCAP include Titles 24 and 31 with regard to building energy reductions and green building design.

The County determined, pursuant to the discretion afforded by Sections 15064.4(a) and 15064.4(b) of the CEQA Guidelines, that the Project shall be evaluated by the regulations and requirements adopted to implement the local CCAP for the reduction or mitigation of greenhouse gas emissions.

Construction Activity GHG Emissions

Construction GHG emissions are generated by vehicle engine exhaust from construction equipment, on-road hauling trucks, vendor trips, and worker commuting trips. Because impacts from construction activities occur over a relatively short period of time, they contribute a relatively small portion of the overall lifetime project GHG emissions. In addition, GHG emission reduction measures for construction equipment are relatively limited. Therefore, SCAQMD staff recommends that construction emissions be amortized over a 30-year project lifetime, so that GHG reduction measures address construction GHG emissions as part of the operational GHG reduction strategies (SCAQMD 2008).

Project Operational GHG Emissions

Proposed Project activities will result in continuous greenhouse gas emissions from mobile, area, and operational sources. Mobile sources, including vehicle trips to and from the Project site, will result primarily in emissions of CO2 with minor emissions of methane (CH4) and nitrous oxide (N2O). The most significant GHG emission from natural gas usage will be methane. Electricity usage by the Project and indirect usage of electricity for water and wastewater conveyance will result primarily in emissions of CO2. Disposal of solid waste will result in emissions of methane from the decomposition of waste at landfills coupled with CO2 emission from the handling and transport of solid waste. These sources combine to define the long-term greenhouse gas emissions inventory for the build-out of the proposed Project.

A numerical threshold for determining the significance of greenhouse gas emissions in the South Coast Air Basin (Basin) has not officially been adopted by the SCAQMD. As an interim threshold based on guidance provided in the CAPCOA *CEQA and Climate Change* white paper, a non-zero threshold based on Approach 2 of the handbook will be used. Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development. The latest threshold developed by SCAQMD using this method is 3,000 metric tons carbon dioxide equivalent (MTCO2E) per year for residential and commercial projects. This threshold is based on the review of 711 CEQA projects.

Greenhouse gas emissions associated with the proposed Project is not expected to exceed the 3,000 MTCO2E threshold based on assumptions for projects similar in size; therefore, impacts will be less than significant and no mitigation is required.

Based on Pomeroy Environmental Service's Air Quality Greenhouse Gas initial study Technical Report dated March 2017, this issue will not be further analyzed in the EIR.

b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? ☐ ☐ ☒ ☐

No Impact.

The County has adopted the 2013 edition of the California Building Code (County Code Title 26 (Building Code), including the California Green Building Standards Code (County Code Title 31 (Green Building Standards Code). The Project would be subject to the California Green Building Standards Code, which requires new buildings to reduce water consumption, employ building commissioning to increase building system efficiencies for large buildings, divert construction waste from landfills, and install low pollutant- emitting finish materials.

The Project design incorporates energy efficient design practices where feasible. The Project does not include any feature (i.e. substantially altered energy demands) that would interfere with implementation of these state and County codes and plans. No impact will occur.

Based on Pomeroy Environmental Service's Air Quality Greenhouse Gas initial study Technical Report dated March 2017, this issue will not be further analyzed in the EIR.

9. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?	☐	☐	☒	☐

Less Than Significant Impact.

A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that a business or the local implementing agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the environment.

The proposed project involves construction of new residential units, which would require grading, installation of infrastructure to connect to existing power, water and sewer lines, and other construction associated with erecting the residential structures. The residential subdivision Project does not include the routine transportation, storage, production, use, or disposal of hazardous materials, or the use of pressurized tanks. During the construction phase of the Project, the Project may include minimal use of hazardous materials, such as solvents, cleaning agents, paints, pesticides, batteries, aerosol cans, chlorine, paints, lubricants, and oils. The project is subject to current local, state, and Federal laws relating to the use, storage, and disposal of these materials. Hazardous materials that are used during construction would be transported, used, stored, and disposed of according to County, State, and federal regulations. Operation of the proposed Project would not involve the use, transport, or disposal of hazardous materials, nor would it result in generation of hazardous emissions, materials, or wastes. No mitigation measures would be required.

This issue will not be further analyzed in the EIR.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment?	☐	☐	☒	☐

Less Than Significant Impact.

The proposed residential Project does not include the release of hazardous materials or waste into the environment. The construction of the condominiums may include minimal use of hazardous materials, such as solvents, paints, lubricants, and oils, which would not create a significant hazard to the public or the environment, or result in any accidental condition that could affect the public or the environment.

While construction related spills of hazardous materials are not uncommon, the enforcement of construction and demolition standards, including BMPs by appropriate local and state agencies, would minimize the potential for an accidental release of petroleum products and/or hazardous materials during construction.

Federal, state, and local regulations would be followed by the construction contractor to reduce the effects of potential hazardous materials spills. Therefore, impacts relating to construction-related spills would be less than significant.

This issue will not be further analyzed in the EIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses? ☐ ☐ ☒ ☐
Less Than Significant Impact.

The development of residential condominium units will not generate hazardous emissions or results in the handling of acutely hazardous materials, substances or waste. The construction phase of the Project could include the minimal use of hazardous materials such as solvents, paints, lubricants, and oils. However, current local, state, and Federal laws relating to the use, storage, and disposal of these materials make it unlikely that the Project would have a significant effect on the residences located near the Project site.

This issue will not be further analyzed in the EIR.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment? ☐ ☐ ☐ ☒
No Impact.

The Project site is not included on the California Department of Toxic Substances Control EnviroStor database of clean-up sites and hazardous waste permitted facilities (Source: http://www.envirostor.dtsc.ca.gov/public/).

This issue will not be further analyzed in the EIR

e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? ☐ ☐ ☐ ☒
No Impact.

The project site is not located within an airport land use plan or within two miles of a public airport or public use airport.

This issue will not be further analyzed in the EIR.

f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? ☐ ☐ ☒ ☐

Less Than Significant Impact.

The development of residential condominium units in a residentially developed area will not impair implementation of, or physically interfere, with an adopted emergency response plan or emergency evacuation plan. While La Brea Avenue is a designated highway disaster response route (Figure 12.6, General Plan 2035), the proposed Project would not interfere with the use of the route as direct access to the site is provided via Overhill Drive.

This issue will not be further analyzed in the EIR.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving fires, because the project is located:

i) within a high fire hazard area with inadequate access? ☐ ☐ ☒ ☐

Less Than Significant Impact

The Project site is fronted by two public streets, Overhill Drive and La Brea Avenue. The proposed Project will also have a driveway that will serve as a fire lane. Los Angeles County Fire Department has reviewed and cleared the proposed Project.

This issue will not be further analyzed in the EIR.

ii) within an area with inadequate water and pressure to meet fire flow standards? ☐ ☐ ☐ ☒

No Impact.

The Fire Department has determined that the existing water pressure would be adequate to meet fire flow standards for the proposed development.

This issue will not be further analyzed in the EIR.

iii) within proximity to land uses that have the potential for dangerous fire hazard? ☐ ☐ ☒ ☐

Less Than Significant Impact.

The Project site is located next to single-family residential use to the south, an elementary school to the east and commercial to the north. The Baldwin Hills Oilfields are located towards the southwest. The oilfields are not expected to pose any type of hazard to the proposed Project. The oilfield is required to comply with the Fire Protection and Emergency Response provisions of the Baldwin Hills CSD, which require a Community Alert Notification System and Emergency Response Plan.

This issue will not be further analyzed in the EIR.

h) Does the proposed use constitute a potentially dangerous fire hazard? ☐ ☐ ☒ ☐

Less Than Significant Impact.

The proposed residential use does not constitute a potentially dangerous fire hazard. The 88 attached residential condominium units do not entail the use of large amounts of hazardous or highly flammable materials or substances.

This issue will not be further analyzed in the EIR.

10. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐

Less Than Significant Impact.

Los Angeles County is split between two water quality regions: Los Angeles Region and the Lahontan Region. The proposed Project is located under the Los Angeles Region Regional Water Quality Control Board's (RWQCB) jurisdiction.

Each regional board prepares and maintains a Basin Plan, which identifies water quality objectives to protect all beneficial uses of the waters of that region. The objectives are detailed in the Basin Plan. The water quality objectives are achieved by employing three strategies for addressing water quality issues: control of point source pollutants, control of nonpoint source pollutants, and remediation of existing contamination.

The Project site will be connected to an existing municipal wastewater system. In unincorporated Los Angeles County, the proposed Project would be required to comply with the requirements of the Low-Impact Development Ordinance, as well as the requirements of the County's MS4 Permit (Municipal Separate Storm Sewer System), in order to control and minimize potentially polluted runoff. Because all projects are required to comply with these requirements in order to obtain construction permits and certificates of occupancy, the proposed Project would not impact any nonpoint source requirements.

The proposed Project would be required to remediate any contamination emanating from the Project site prior to project development, therefore, the proposed Project will be compliant with the applicable remediation requirements.

The Project site will connect to an existing municipal wastewater system. A sewer area study was approved by the Department of Public Works for the proposed residential condominium units. In unincorporated Los Angeles County, the Project would be required to comply with the requirements of the Low-Impact Development Ordinance, in order to control and minimize potentially polluted runoff. Compliance with these standards should prevent the violation of any water quality or waste discharge requirements.

This issue will not be further analyzed in the EIR.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒

No Impact.

The Project site will be served by a public water system and will not make use of local groundwater.

This issue will not be further analyzed in the EIR.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of a Federal 100-year flood hazard area or County Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces, in a manner which would: ☐ ☐ ☒ ☐

Less Than Significant Impact.

The Project site is currently vacant. The Project of 88 residential condominium units will increase the amount of impervious area. However, the Project is required to submit an approved drainage plan and comply with LID requirements. Therefore, the proposed 88 attached residential condominium units would not result in substantial on or off-site erosion or siltation. There are no streams or rivers on the subject property or within the immediate vicinity of the proposed development.

This issue will not be further analyzed in the EIR.

(i) Result in substantial erosion or siltation on- or off-site? ☐ ☐ ☒ ☐

Less Than Significant Impact.

The Project site is vacant; thus, the Project would increase the amount of impervious area on-site. As previously discussed, the Project would comply with LID requirements, which would ensure any surface flows are directed into appropriate drainage facilities and would not result in flooding on- or off-site. Additionally, there are no streams or rivers that run through the Project site. Therefore, impacts related to the existing drainage pattern of the site, the generation of stormwater runoff, the impendence or redirecting of flood flows would be less than significant.

This issue will not be further analyzed in the EIR.

(ii) Substantially increase the rate, amount, or depth of surface runoff in a manner which would result in flooding on- or offsite?' ☐ ☐ ☒ ☐

Less Than Significant Impact.

Any run-off from the Project site will discharged into a public storm drain system. The proposed Project is subject to the County's Low-Impact Development Ordinance, adherence to the requirements should prevent any substantial amount of nonpoint sources of pollutants. The Project site is not located in the vicinity of a State Water Resources Control Board ("SWRCB")-designated Area of Special Biological Significance identified on the SCRCB website (Source: http://www.waterboards.ca.gov/water_issues/programs/ocean/docs/asbs/asbs_areas/asbs_swqpa_public ation03.pdf).

This issue will not be further analyzed in the EIR.

(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? ☐ ☐ ☒ ☐

Less Than Significant Impact.

The Project will be required to comply with the National Pollution Discharge Elimination System ("NPDES") requirements and any future construction of residences will be subject to the County's Low Impact Development to minimize or reduce runoff. These collective measures should prevent violation of applicable storm water permits and negative impacts to surface waters or groundwater quality.

This issue will not be further analyzed in the EIR.

(iv) Impede or redirect flood flows which would expose existing housing or other insurable structures in a Federal 100-year flood hazard area or County Capital Flood floodplain to a significant risk of loss or damage involving flooding?	☐	☐	☐	☒

No Impact.

The Project site is not located within a 100-year flood hazard area as mapped by a Federal Emergency Management Agency ("FEMA") Flood Insurance Rate Map ("FIRM"). The Project site is not located within a dam inundation area, as identified by the Los Angeles County CEO/ITS Emergency Management Systems.

This issue will not be further analyzed in the EIR.

d) Otherwise place structures in Federal 100-year flood hazard or County Capital Flood floodplain areas which would require additional flood proofing and flood insurance requirements?	☐	☐	☐	☒

No Impact.

The Project site is not located within a 100-year flood hazard area as mapped by a Federal Emergency Management Agency ("FEMA") Flood Insurance Rate Map ("FIRM"). The Project site is not located within a dam inundation area, as identified by the Los Angeles County CEO/ITS Emergency Management Systems.

This issue will not be further analyzed in the EIR.

e) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84)?	☐	☐	☒	☐

Less Than Significant Impact

The Project will be required to comply with the Los Angeles County Low-Impact Development Ordinance.

This issue will not be further analyzed in the EIR.

f) Use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water	☐	☐	☐	☒

(including, but not limited to, streams, lakes, and drainage course)?
No Impact.

The proposed Project does not entail the use of onsite wastewater treatment systems.

This issue will not be further analyzed in the EIR.

g) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? ☐ ☐ ☐ ☒
No Impact.

The Project site is not located within a flood zone, dam inundation area, landslide zone, or potential tsunami inundation zone. As such, the Project would not release pollutants due to project inundation. Therefore, no impacts related to flood hazard, tsunami, or seiche zones would occur.

This issue will not be further analyzed in the EIR.

h) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? ☐ ☐ ☐ ☒
No Impact.

The Project would comply with regional and local regulations related to water quality control plans, and would not conflict nor obstruct with any existing water quality control or sustainable groundwater management plans. Additionally, as discussed no groundwater was encountered during exploration. As such, the Project site is not considered a significant groundwater recharge area. Therefore, impacts related to conflict with a water quality control plan or sustainable groundwater management plan would be less than significant.

This issue will not be further analyzed in the EIR.

11. LAND USE AND PLANNING

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Physically divide an established community?	☐	☐	☒	☐

Less Than Significant Impact.

The proposed Project entails a subdivision to develop eighty-eight residential condominium units. The Project site is a vacant lot, with existing single-family residences to the south and commercial development to the north. A public school is to the east and oilfields to the west. The proposed Project would not physically divide an established community as it will conform to the existing street grid and development pattern for the area, and is on the outskirt of the residential neighborhood located to the south, which it abuts.

This issue will not be further analyzed in the EIR.

b) Cause a significant environmental impact due to a conflict with any County land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

No Impact.

The Project site is subject to the policy and regulation of the 2035 General Plan. The land use designation for the property is CG (General Commercial). The General Plan allows residential uses within the CG land use designation at a density of 0-50 du/net acre. Based on an area of 1.7 net acres, the maximum number of units allowed would be eighty-eight. The proposed eighty-eight-unit residential condominium units is consistent with the CG land use category of the General Plan.

The Project site is zoned C-1 (Restricted Business Zone). Residential condominium projects are allowed in zone C-1 with a Conditional Use Permit (CUP). A CUP was filed to permit residential development on the parcel in conjunction with the subdivision request.

This issue will not be further analyzed in the EIR.

c) Conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas?	☐	☐	☒	☐

Less Than Significant Impact.

The Project site contains slopes of 25% or greater and, therefore, subject to the Hillside Management Ordinance. The Ordinance requires a CUP for development, 25% of improved open space and the implementation of design measures outlined from the Ordinance into the Project design. The proposed Project includes a Hillside Management CUP and will include 25% of open space, including pedestrian paseos, a pool area, and common area for residents of the condominium. The Hillside Management Ordinance

outlines five design measures (Site Planning, Grading and Facilities, Road Circulation, Building Design, and Landscaping). While no set number of measures is required, one from each category is preferred. The proposed Project incorporates two from Site Planning, seven from Grading and Facilities, one from Road Circulation, four from building design, and eight from landscaping. The proposed Project is, therefore, consistent with the policy and regulation of the Hillside Management Ordinance. The Project site is not located within a Significant Ecological Area.

This issue will not be further analyzed in the EIR.

12. MINERAL RESOURCES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒

No Impact.

The Project will not result in the loss of availability of a known mineral resource, as the Project site is not identified as a mineral resource area on the Los Angeles County Natural Resource Areas map.

This issue will not be further analyzed in the EIR.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

No Impact.

The Project would not result in the loss of availability of a locally-important mineral resource recovery site, as the Project site is not identified as a mineral resource area on the Los Angeles County Natural Resource Areas map, or any local general plan, specific plan or land use plan.

This issue will not be further analyzed in the EIR.

13. NOISE

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?	☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporated.

The Project entails the subdivision, construction, and operation of one multi-family lot developed with 88 attached single-family residential condominium units. The Project would not result in a substantial permanent increase in ambient noise in the Project vicinity above levels existing without the Project. Any noise generated by the proposed Project would be similar to ambient noise levels in the area, which is developed with single-family residences. New stationary sources of noise, such as mechanical HVAC equipment, would be installed for the proposed uses. This equipment would be required to comply with County Code Section 12.08.530, which prohibits operation of any air conditioning or refrigeration so that its noise exceeds 55 dBA at any neighboring property.

Construction noise levels would affect receptors during construction of project. Temporary noise levels during construction activity for the Project will be greatest during demolition and construction noise levels during any required improvements to the private drive and fire lane and Overhill Drive. The use of concrete saws, dozers, tractors, and graders could expose the single-family residences school and commercial uses to construction noise. Noise impacts are considered significant if they expose persons to levels in excess of standards established in local general plans or noise ordinances. Impacts may also be significant if they create either a substantial permanent or temporary increase. To determine significance and whether or not additional noise-suppression methods are required, an acoustical analysis, including the analysis of mobile and point noise sources and their impact on the proposed Project and adjacent properties should be submitted to the Department of Public Health.

Los Angeles County Code Section 12.08.440 prohibits construction between the hours of 7:00 p.m. and 7:00 a.m. of any day, and at any time on Sundays and legal holidays. Required compliance with these time restrictions would limit construction noise to times when people are generally less sensitive to noise and reduce the effect of construction equipment noise. The Noise Control Ordinance further states that the contractor shall conduct construction activities in such a manner that the maximum noise levels at affected buildings will not exceed those listed there. All mobile and stationary internal-combustion-powered equipment and machinery is required to be equipped with suitable exhaust and air-intake silencers in proper working order.

The applicant has agreed, where feasible, to use employ the following:

- Staging and delivery areas shall be located as far as feasible from existing residences and the Windsor Hills Elementary School grounds.
- To the extent feasible, deliveries shall be staged to occur from mid-morning to mid-afternoon, to take
- advantage of times when residential zones are less susceptible to annoyance from outside noise. Deliveries shall be coordinated by the construction contractor to reduce the potential of trucks waiting to unload for protracted periods of time.
- All construction equipment shall be equipped with the manufacturers' recommended noise muffling devices, such as mufflers and engine covers. These devices shall be kept in good working condition throughout the construction process.
- To the extent feasible, hydraulic equipment instead of pneumatic impact tools and electric powered equipment instead of diesel powered equipment shall be used for exterior construction work.
- Maintaining equipment in an idling mode shall be minimized. All equipment not in use longer than five minutes shall be turned off.
- For smaller equipment (such as, air-compressors and small pumps), line-powered (electric) equipment shall be used to the extent feasible.
- If construction of pilings is required for structural building support, they shall either be drilled and cast-in-place or sonically driven.
- Prior to the commencement of any grading or excavation operations, a construction noise barrier shall be erected between the construction site and the nearest homes to the south of the Project site.
- Any semi-stationary piece of equipment that operates under full power for more than sixty (60) minutes per day shall have a temporary ¾-inch plywood screen if there is a direct line-of-sight to any residential bedroom window from the equipment to homes along the southern site perimeter.

Mitigation Measure

MM-13.1: Acoustical Analysis. *Submit an acoustical analysis by a certified acoustical engineer to include analysis of mobile and point sources and their impact on the Project and neighbors, sensitive receptors (i.e., schools) and risk populations (i.e., the elderly, people with chronic health issues, etc.) to determine whether additional noise-suppression methods are required.*

Project design features include dual-paned windows for outside noise attenuation and HVAC equipment being shielded and located in a visually obscure.

This issue will not be further analyzed in the EIR.

b) Generation of excessive groundborne vibration or groundborne noise levels? ☐ ☒ ☐ ☐

Less Than Significant Impact With Mitigation Incorporated.

As indicated above, the construction noise level at the exterior of surrounding uses could exceed the standards of the County Noise Ordinance. Because project construction activities could exceed these limitations and would be a substantial source of noise for some surrounding uses, noise associated with short-term construction activities is potentially significant unless mitigation is incorporated. Groundborne vibration can be an issue when vibration causes structural damage to existing buildings or disturbs sleep. Equipment used

for construction will be graders, excavators, water trucks, and haul trucks. These would not be a permanent or substantial source of vibration. The County uses the vibration perception threshold (annoyance) of 0.01 particle velocity ("ppv") inch per second ("in/sec"). This standard would eliminate the potential for structural damage, which for most structures range from 0.25 to 0.5 ppv in/sec. Compliance with County requirements would reduce, avoid or minimize potentially significant impacts to sensitive receptors. Therefore, no significant impacts from excessive groundborne vibration or groundborne noise levels would result.

The proposed Project is a request to construct 88 attached single-family residence condominium units in the midst of a single-family residential community. Condominium development is not a substantial noise-producing land use. Noise from the Project site would be effectively impeded by planned perimeter walls, landscaping and by the building itself. The Project proposes to house vehicles within the enclosed subterranean garage. Therefore, the Project would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. Therefore, impacts would be less than significant.

Noise impacts are considered significant if they expose persons to levels in excess of standards established in local general plans or noise ordinances. Impacts may also be significant if they create either a substantial permanent or temporary increase. In most environmental analyses, "substantial" is taken to mean a level that is clearly perceptible to humans. Project construction activities could exceed maximum decibel level and would be a substantial source of noise for the surrounding residences. Noise associated with short-term construction activities is potentially significant unless mitigation is incorporated. Compliance with County requirements regarding times of construction and the Noise Ordinance would reduce, avoid or minimize potentially significant impacts to sensitive receptors. Therefore, the Project would not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. In compliance with applicable regulations and implementation of the mitigation measures below, the Project would reduce, avoid, or minimize potentially significant impacts to sensitive receptors. Impacts would be less than significant.

Mitigation Measures

MM-13.2: Construction Activities. *Construction activities shall not be permitted on any national holiday or on any Sunday. All construction equipment shall use properly operating mufflers. Any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet from said source shall be prohibited unless a means exists to reduce such noise below 75 dBA. The use of a temporary noise barrier during construction is considered a reasonable and feasible measure, as described below, if the 75 dBA Noise Ordinance requirement cannot be achieved by other means. A temporary noise barrier shall be installed along the southern site boundary when heavy equipment is being used within 160 feet of said boundary. The barrier height shall be 10 feet above grade. If sound blankets are installed on a support framework, the edges shall overlap sufficiently to cover any gaps, and the areal density of the framework and fabric shall be at least 3.5 pounds per square foot to provide adequate stiffness to the array.*

MM-13.3: Additional Construction Noise Controls. *For all mobile construction equipment operating within 250 feet of adjacent residential receptors, and for all stationary construction equipment operating on the project site, additional noise attenuation techniques shall be employed to ensure that noise remains within levels allowed by the County of Los Angeles noise restrictions. Prior to issuance of grading permits, the Applicant shall submit a mitigation plan prepared by a qualified engineer or other acoustical expert for review and approval by the departments of Regional Planning and Public Health that identifies noise control measures that achieve a minimum 20 dBA reduction in construction-related noise levels. The mitigation plan may include use of vibratory pile drivers or other pile driving noise*

controls, sound curtains, engineered equipment controls, or other methods. Noise control requirements shall be noted on project construction drawings and verified by the Building and Safety Division during standard inspection procedures.

MM-13.4: Neighbor Notification. *Provide notification to occupants adjacent to the project site at least 24 hours prior to initiation of construction activities that could significantly affect outdoor or indoor living areas. This notification shall include the anticipated hours and duration of construction and a description of noise reduction measures. The notification shall include a telephone number for local residents to call to submit complaints associated with construction noise. The notification shall also be posted on La Brea Avenue and Overhill Drive adjacent to the project site, and shall be easily viewed from adjacent public areas.*

This issue will not be further analyzed in the EIR.

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

No Impact.

The Project would not expose future residents to excessive noise levels due to proximity to a public airport. The Project site is not located within an airport land use plan and the Project site is not located within two miles of a public airport or public use airport. Since the Project site is not located in either of these areas, then no impact would occur.

The Project would not expose future residents or employees to excessive noise levels due to proximity to a private airstrip. The Project site is not located near a private airstrip.

Since the Project site is near no private airstrip, then there would be no impacts to residents of the proposed Project.

This issue will not be further analyzed in the EIR.

14. POPULATION AND HOUSING

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐

Less Than Significant Impact.

The proposed Project would not induce substantial population growth in the area. 88 new residential units are proposed and such growth is well within the population projections of the area within the Southern California Association of Governments ("SCAG") Regional Transportation Plan and is consistent with the prescribed density of the General Commercial land use category of the County of Los Angeles General Plan. In addition, the Project site is located in an urbanized area and would not require the extension of roads or utility infrastructure.

This issue will not be further analyzed in the EIR.

b) Displace substantial numbers of existing people or housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

No Impact.

The Project would not displace existing housing, including affordable housing, necessitating the construction of replacement housing elsewhere. The site is currently vacant, and the applicant proposes to construct 88 attached single-family residential condominium units. The Project site is vacant and would not displace substantial numbers of people necessitating the construction of replacement housing elsewhere.

This issue will not be further analyzed in the EIR.

15. PUBLIC SERVICES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐

Less Than Significant Impact

The Los Angeles County Fire Department has reviewed the Project and cleared it. The nearest Los Angeles County Fire Station (#58) is located approximately 0.64 mile to the south. The project site is not within any High or Moderate Fire Hazard Severity Zone or a State Responsibility Area.

This issue will not be further analyzed in the EIR.

Sheriff protection?	☐	☐	☒	☐

Less Than Significant Impact

The Project would not create capacity or service level problems or result in substantial adverse physical impacts. The Project site is approximately 6.9 miles northeast of the Marina Del Rey Sheriff's Station. The proposed Project will add new permanent residents to the Project site but not enough to substantially reduce service ratios.

This issue will not be further analyzed in the EIR.

Schools?	☐	☐	☒	☐

Less Than Significant Impact

The Project site is within the Los Angeles Unified School District. The Project would create an additional 88 residential units, which would increase the school-age population to some extent. The applicant would be required to pay development impact fees to the local school districts prior to final map approval, which would result in a less-than-significant impact to school facilities.

This issue will not be further analyzed in the EIR.

Parks?	☐	☐	☒	☐

Less Than Significant Impact

Project residents would be expected to use existing neighborhood and regional parks, but such use is not expected to result in substantial physical deterioration of those facilities. The Project includes open space and a private recreational use area to serve on-site residents—not for public use. The Project has a park land obligation and/or in-lieu fees, per Los Angeles County Code Section 21.28.140. The park obligation for this Project will be met by the payment an in-lieu fee by the applicant to the Department of Parks and Recreation prior to Final Map approval. The nearest public park is Rueben Ingold Parkway, which is approximately 0.17 mile to the northeast of the Project site. The Kenneth Hahn State Recreation Area and the city of Los Angeles' Norman O. Houston Park are located less than ½ mile of the Project site.

This issue will not be further analyzed in the EIR.

Libraries? ☐ ☐ ☒ ☐
Less Than Significant Impact

The proposed Project will generate 88 attached single-family residence condominium units, and thus, increase the population. The developer would be required to pay a library mitigation fee, per Section 22.72.030 of the County Code.

This issue will not be further analyzed in the EIR.

Other public facilities? ☐ ☐ ☒ ☐
Less Than Significant Impact

As described above the Project would not generate a significant increase in the need for public services and public facilities. The Project site is not in an area known to have an inadequate public water supply to meet domestic needs and the Project does not propose any water wells. The Project would not create problems with providing utility services, such as electricity, gas or propane. There are no known service problems in the area (e.g., solid waste). The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any public services or facilities (e.g., fire protection, police protection, schools, parks, or roads). The Project is not perceived to create capacity or service level problems or result in substantial adverse physical impacts for any other public facility.

This issue will not be further analyzed in the EIR.

16. RECREATION

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐

Less Than Significant Impact.

Project residents would be expected to use existing neighborhood and regional parks, but such use is not expected to result in substantial physical deterioration of those facilities. The Project includes open space and private recreational use areas to serve on-site residents—not for public use. The Project has a park land obligation or in-lieu fee, per Los Angeles County Code Section 21.28.140. The park obligation for this Project will be met by the payment of an in-lieu fee by the applicant to the Department of Parks and Recreation prior to Final Map approval. The nearest public park is Rueben Ingold Parkway, which is approximately 0.17 mile to the northeast of the Project site. The Kenneth Hahn State Recreation Area and the city of Los Angeles' Norman O. Houston Park are located less than ½ mile of the Project site.

This issue will not be further analyzed in the EIR.

b) Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Less Than Significant Impact.

The Project does include open space and a recreational use area to serve on-site residents. The facility would not be open to the general public. The 88 dwelling units that would be created by the Project are not enough to require the construction of significant new recreational facilities in the area.

This issue will not be further analyzed in the EIR.

c) Would the project interfere with regional trail connectivity?	☐	☐	☒	☐

Less Than Significant Impact.

The Project would not serve to separate any open space from residents or any other open space.

This issue will not be further analyzed in the EIR.

17. TRANSPORTATION

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☒	☐	☐	☐

As previously discussed in this document's introduction section, the Court determined that the County shall prepare an EIR in full compliance with the requirements of CEQA as to traffic and circulation. As such, an updated traffic impact study is currently being prepared and the upcoming EIR will address the topic of transportation, traffic, and circulation. Therefore, impacts are considered potentially significant, and this issue will be further analyzed in the EIR.

b) Conflict with an applicable congestion management program (CMP), including, but not limited to, level of service standards and travel demand measures, or other standards established by the CMP for designated roads or highways?	☒	☐	☐	☐

Refer to response provide in Section 17.a, above.

c) Substantially increase hazards due to a road design feature (e.g., sharp curves) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐

Refer to response provide in Section 17.a, above.

d) Result in inadequate emergency access?	☒	☐	☐	☐

Refer to response provide in Section 17.a, above.

18. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k), or **Less Than Significant Impact with Mitigation Incorporated.**	☐	☒	☐	☐

A historical resource is defined by California Public Resources Code (PRC) Section 21084.1 and CEQA Guidelines Section 15064.5 as any resource listed or determined to be eligible for listing in the National Register of Historic Places (NRHP) as well as some California State Landmarks and Points of Historical Interest. Additionally, historical resources are evaluated against the California Register of Historical Resources (CRHR) criteria prior to making a finding as to the Project's impacts on historical resources. Generally, resources must be at least 50 years old to be considered for listing in the CRHR as a historical resource. A significant adverse effect would occur if a project were to adversely affect a historical resource as defined by PRC Section 21084.1 and Section 15064.5 of the CEQA Guidelines.

Additionally, a review was conducted of the National Register, the California Register, and the California Office of Historic Preservation. Additionally, further research was conducted through the Los Angeles County Assessor's office and through various internet resources. The searches revealed no cultural resources within one-half mile of the Project site boundaries. Despite the negative findings of the records search and however unlikely due to the moderate hillside topography in the Project area, there is the possibility that intact archaeological deposits are uncovered during grading and excavation activities. Pursuant to mitigation identified in the previous MND (MM-5), prior to the initiation of ground-disturbing activities, field personnel should be alerted to the possibility of buried prehistoric or historic cultural deposits.

Further, as part of the government-to-government consultation efforts prescribed under AB 52, the County previously notified Native American tribes on the County's AB 52 notification list about the Project, inviting these tribes to consult on the Project. One tribe – the Gabrieleno Band of Mission Indians, Kizh Tribal Territory, Kizh Nation – responded to the County's notification letter and consulted with the County on the Project. As part of this consultation, the County determined that mitigation would be required to minimize impacts to tribal cultural resources, pursuant to mitigation identified in the previous MND (MM-5.3).

The County is committed to preserving the integrity of tribal Cultural Resources, and as such, any additional requirements that come out of any consultation with interested tribes will be incorporated as Project conditions of approval (or similar mechanism) that must be adhered to be the Project applicant. Therefore, impacts related to tribal cultural resources would be less than significant.

This issue will not be further analyzed in the EIR.

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. Less Than Significant Impact with Mitigation Incorporated.	☐	☒	☐	☐

Refer to response provide in Section 18.a.i, above.

19. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐

Less Than Significant Impact.

The subdivision, development and construction, maintenance and operation of 88 attached single-family residence condominiums units is not expected to exceed treatment requirements of the Los Angeles Regional Water Quality Control Board. All public wastewater disposal (sewer) systems are required to obtain and operate under the terms of an NPDES (National Pollution Discharge Elimination System) permit, which is issued by the local Regional Water Quality Control Board (RWQCB). Because all municipal wastewater treatment facilities are required to obtain NPDES permits from the RWQCB, any project which would connect to such a system would be required to comply with the same standards imposed by the NPDES permit. As such, these connections would ensure the Project's compliance with all applicable regulations.

A sewer area study has been approved and it determined that implementation of the Project would not result in capacity problems and can accept additional wastewater. The Project would not require the construction of new service delivery facilities other than those to be constructed on site as part of the Project. Sewage increase due to the proposed Project would be less than significant and further capacity analysis of wastewater reclamation plants is not necessary.

This issue will not be further analyzed in the EIR.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐

Less Than Significant Impact.

The Project has provided a "will serve" letter from the local public water purveyor Cal American Water Company), which indicates that the purveyor has sufficient supply and capacity to serve the proposed Project.

This issue will not be further analyzed in the EIR.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the	☐	☐	☒	☐

project's projected demand in addition to the provider's existing commitments?
Less Than Significant Impact.

The subdivision, development and construction, maintenance and operation of 88 attached, single-family residence condominium units will not significantly impact the availability of adequate energy supplies and should not create energy utility capacity problems or result in the construction of new energy facilities or expansion of existing facilities. In addition, any future construction will be subject to the Cal Green building standards, which is required to provide energy saving measures to further reduce the amount of energy consumed by the Project. Will-serve letters from California American Water, Southern California Edison and the Southern California Gas Company have been obtained indicating the capacity to serve the Project site.

This issue will not be further analyzed in the EIR.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? ☐ ☐ ☒ ☐
Less Than Significant Impact.

Development at the proposed density at this location is planned for under the existing Los Angeles County Department of Public Works' Regional Waste Management Plan. The proposed Project should not significantly impact solid waste disposal capacity.

This issue will not be further analyzed in the EIR.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? ☐ ☐ ☒ ☐
Less Than Significant Impact.

Development at the proposed density at this location is planned for under the existing Los Angeles County Department of Public Works' Regional Waste Management Plan. The proposed Project should not significantly impact solid waste disposal capacity.

This issue will not be further analyzed in the EIR.

20. WILDFIRE

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

No Impact.

The Project site is located within a Very High Fire Hazard Severity Zone (CAL FIRE 2007). However, the Project site and surrounding area is characterized as developed and urbanized and does not constitute wildlands. Additionally, the Project has submitted the required Fuel Modification Plan which was approved by The County of Los Angeles Fire Department in 2018. Consistent with all projects located within the Very High Fire Hazard Severity Zone, the Fuel Modification Plan complies with the County's Fire Code.

The County of Los Angeles Fire Department has reviewed and cleared the map for the proposed subdivision project for environmental review and the public hearing. In the nearly impossible event of a fire emergency at the Project site due to wildland fires, the Los Angeles County Fire Department, specifically Fire Station 58 (5757 South Fairfax Avenue; 0.64 miles southeast of the Project site), within the Windsor Hills area, would provide fire protection services. Due to the urbanized nature of the area and the provision of nearby firefighting protection services, implementation of the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Therefore, there are no impacts related to wildland fires.

This issue will not be further analyzed in the EIR.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒

No Impact.

Refer to response provide in Section 20.a, above.

This issue will not be further analyzed in the EIR.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may	☐	☐	☐	☒

result in temporary or ongoing impacts to the environment?
No Impact.

Refer to response provide in Section 20.a, above.

This issue will not be further analyzed in the EIR.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? ☐ ☐ ☐ ☒
No Impact.

Refer to response provide in Section 20.a, above.

This issue will not be further analyzed in the EIR.

e) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? ☐ ☐ ☐ ☒
No Impact.

Refer to response provide in Section 20.a, above.

This issue will not be further analyzed in the EIR.

21. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

Less Than Significant Impact With Mitigation Incorporated.

The Project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. As analyzed in the Initial Study sections above, the proposed Project will have no impact or less than significant impact in all these areas upon implementation of appropriate mitigation measures.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐

Less Than Significant Impact With Mitigation Incorporated.

The Project could have impacts that are individually limited but cumulatively considerable. The EIR will analyze past, present, and reasonably foreseeable projects in the vicinity of the Project site. Therefore, impacts are considered potentially significant, and this issue will be analyzed in the EIR.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? ☒ ☐ ☐ ☐

Less Than Significant Impact With Mitigation Incorporated.

The Project could have environmental effects that could cause substantial adverse effects on human beings. Therefore, impacts are considered potentially significant, and this issue will be analyzed in the Draft EIR.

Figures



SOURCE: Esri and Digital Globe, OpenStreetMaps 2019

DUDEK

0 250 500 Feet

FIGURE 1

Project Location

The View Residential Project at 5101 S. Overhill Drive



SOURCE: Esri and Digital Globe, OpenStreetMaps 2019, SCAG 2016

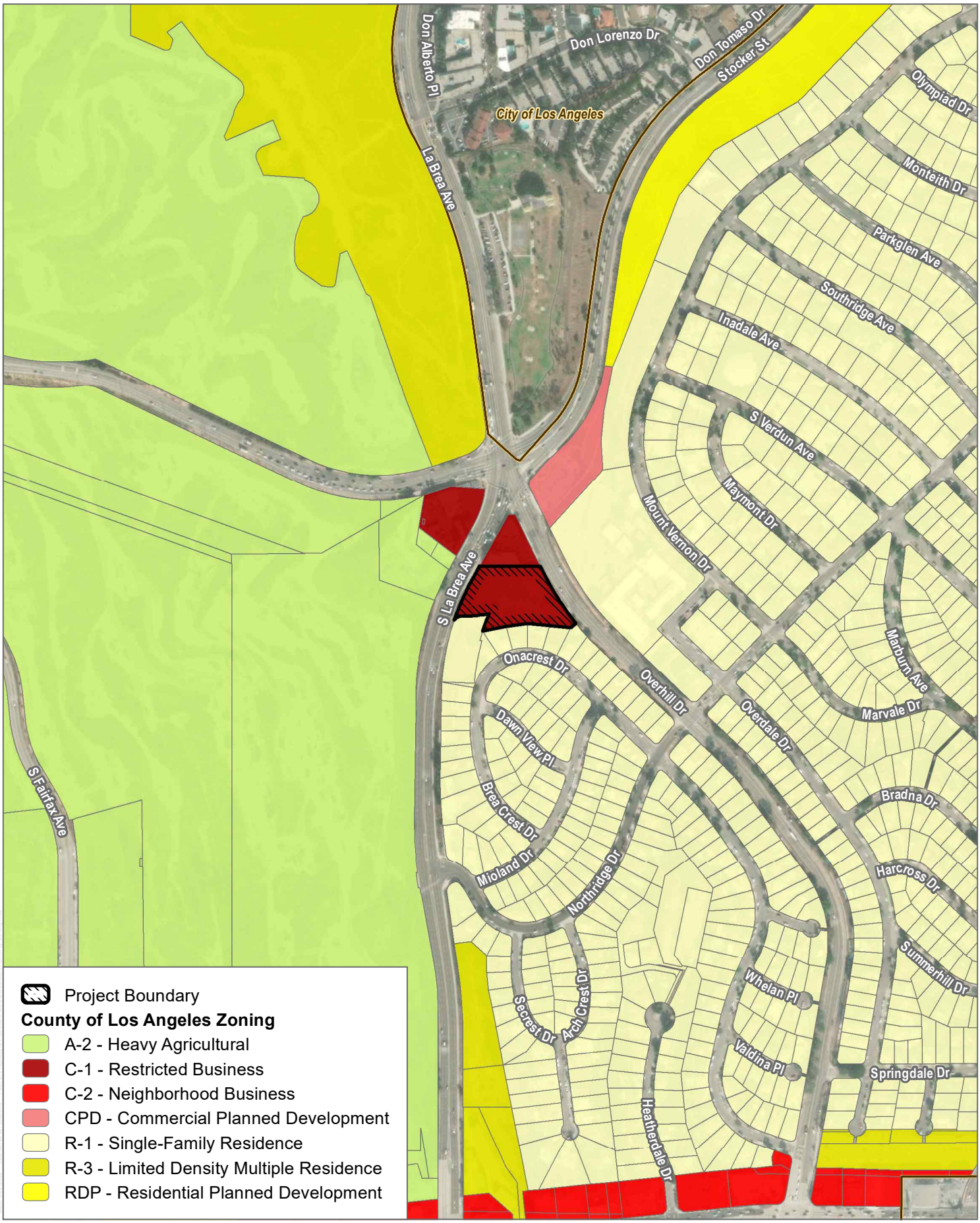
DUDEK

0 250 500 Feet

FIGURE 2

Land Use Map

The View Residential Project at 5101 S. Overhill Drive



SOURCE: Esri and Digital Globe, OpenStreetMaps 2019, SCAG 2016

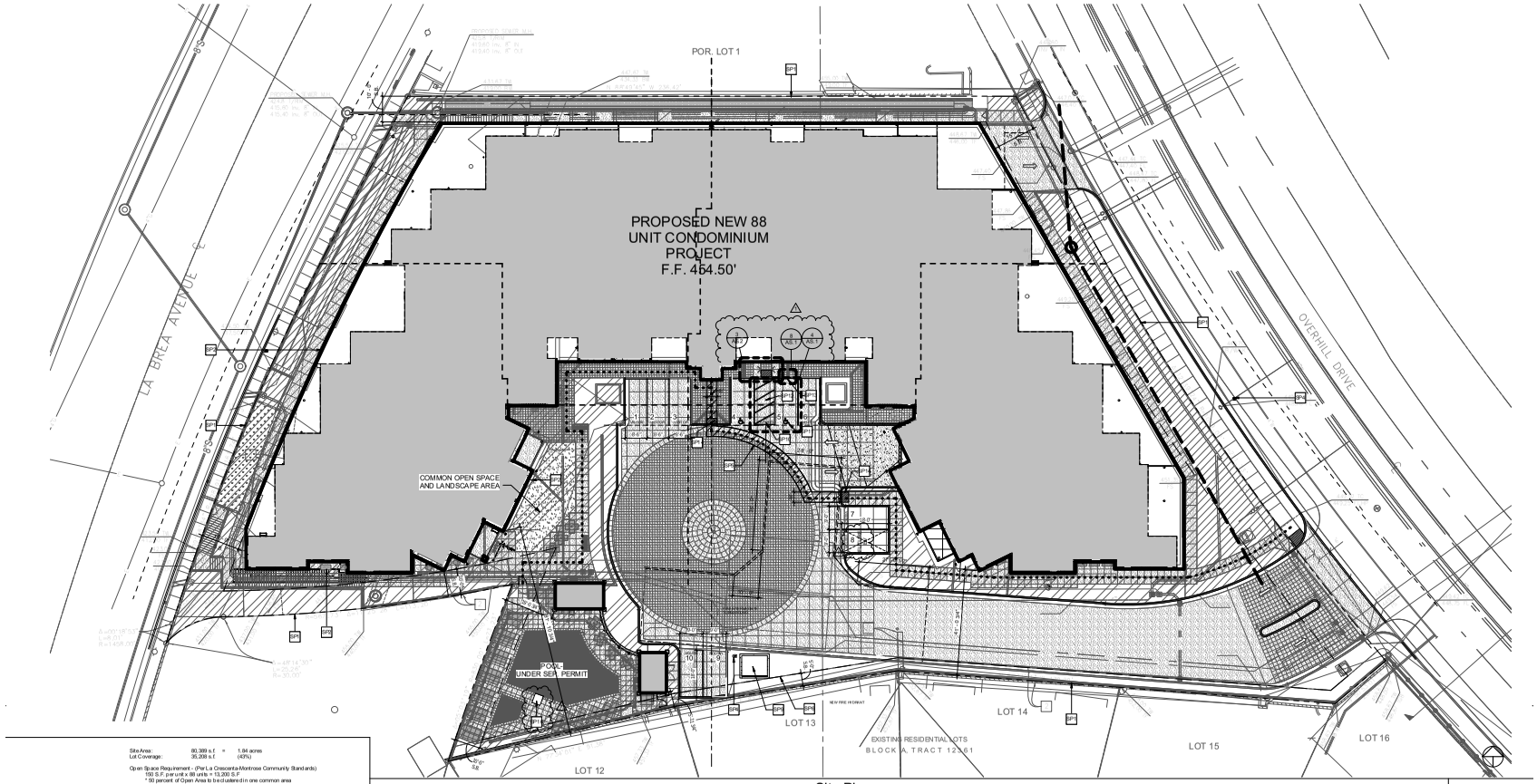
DUDEK

0 250 500 Feet

FIGURE 3

Zoning Map

The View Residential Project at 5101 S. Overhill Drive



Site Plan

SCALE 1/16"= 1'-0"

Site Area: 80,389 s.f. = 1.84 acres
Lot Coverage: 35,208 s.f. (43%)

Open Space Requirement - (Per La Crescenta-Montrose Community Standards)
150 S.F. per unit x 88 units = 13,200 S.F.
* 50 percent of Open Area is to be catered in one common area

Open Space Provided: 15,861 s.f.

Landscaping Area: 16,871 s.f.

Bicycle Parking Spaces Provided:

	Short-Term	Long Term
Level 1	9 spaces	
Basement 1		49 spaces
Total Bicycle Spaces	58 spaces	

Parking Requirements: 2.25 spaces per unit x 88 units = 198 spaces
(2.0 x 88 units = 176 assigned, 0.25 x 88 units = 22 visitor)

Parking Provided:	Standard	Accessible	Future EV
Level 1	10 spaces	2 spaces	1 space
Basement 1	66 spaces	2 spaces	2 spaces
Basement 2	91 spaces	2 spaces	3 spaces
Basement 3	35 spaces	0 space	1 space

Total Parking Spaces: 198 spaces (176 assigned + 22 visitor)
(Accessible spaces: Assigned = 176 x 0.02 = 4
Visitors = 22 x 0.05 = 2)

Dwelling Unit Density - (Per Section 22.20.390)
Dwelling Unit Maximum 50 Units per "Net Acre"

Gross Lot Area: 80,389 s.f.
Easements: 3,102 s.f.

Total Net Acreage: 77,237 s.f. (1.773 acres)

Allowable Dwelling Units: 1.773 acres x 50 Units = 88 Units

Maximum Building Height Area - (Per Section 22.52.050)
The Floor Area in all the buildings on any one parcel of land shall not exceed 13 times the building area of such parcel of land.

Subtract the required open space, setbacks and surface parking are to be excluded from the total land area

Total Land Area: 80,389 s.f.

Net Area:

Required Open Space:	6,600 s.f.
Building Setbacks:	14,949 s.f.
Surface Parking:	5,084 s.f.
Total Net Area:	26,633 s.f.

Allowable Buildable Area: 26,633 s.f Net Area x 13 = 346,229 s.f.

Buildable Area Provided: Approx. 129,000 s.f.

Maximum Allowable Stories: 13 Stories

Site Tabulations

SP1	PROPERTY LINE, TYPICAL
SP2	BUILDING FOOTPRINT
SP4	NEW FIRE HYDRANT
SP5	ACCESSIBLE PATH OF TRAVEL - SEE PATH OF TRAVEL NOTES
SP6	BUILDING SETBACK LINE
SP9	TRANSFORMER ON CONC. PAD
SP10	PAINT 12" HIGH LETTERS "NO PARKING" AT LOADING / UNLOADING ACCESS AISLE - SEE 4/AS.1
SP11	18" SQ. INTERNATIONAL SYMBOL OF ACCESSIBILITY PER 1109A.8.8.2
SP12	VAN ACCESSIBLE PARKING SPACE w/ 8 FT. WIDE ACCESS AISLE - SEE 4/AS.1
SP13	POLE OR WALL MOUNTED VAN ACCESSIBLE SIGN - SEE 8/AS.1
SP14	MIN. 36" WIDE DETECTABLE WARNING MAT - SEE 3/AS.1
SP16	PROVIDE PORTABLE ASSISTIVE SWIMMING POOL LIFT DEVICE PER CBC 1114.A.2. REFER TO FAS.1

Site Plan Keynotes

THIS ARCHITECTURAL SITE PLAN IS PROVIDED FOR OVERALL SITE REFERENCE AND LOCATION OF ITEMS INCLUDED IN THIS SET OF PLANS. IT IS NOT INTENDED TO BE USED FOR THE CONSTRUCTION OF ANY SITE IMPROVEMENTS. SEE PLANS BY CIVIL ENGINEER AND LANDSCAPE ARCHITECT FOR ALL SITE IMPROVEMENTS.

THIS SITE PLAN IS FOR BUILDING DEPARTMENT USE ONLY. ALL DIMENSIONS SHOWN ARE APPROXIMATE. SEE PLANS PREPARED BY CIVIL ENGINEER FOR EXACT BUILDING LOCATIONS, CURBS, STREETS, DRIVEWAYS, UTILITIES, GRADING, ETC. SEE PLANS FROM LANDSCAPE ARCHITECT FOR SIDEWALKS, POOLS, HARDSCAPE, LANDSCAPE, FENCING, ETC.

SEE CIVIL DRAWINGS FOR LOT LINE DIMENSIONS AND GRADING.

ALL SITE DIMENSIONS AND SITE ELEVATIONS SHOWN ON SITE PLAN ARE FOR REFERENCE ONLY. ALL ELEVATIONS SHOWN ARE TO FINISH SURFACE U.N.O. CIVIL DRAWINGS TAKE PRESCEDENCE OVER ARCHITECTURAL DRAWINGS FOR SITE DIMENSIONS AND SITE ELEVATIONS.

SURFACE WATER WILL DRAIN AWAY FROM BUILDING. THE GRADE SHALL BE A MINIMUM OF 5% WITHIN THE FIRST 10 FEET (2 % FOR IMPERVIOUS AREA). REFER TO CIVIL DRAWINGS FOR GRADES.

STORM WATER MANAGMENT PER CIVIL

THE DISCHARGE OF ANY POLLUTANTS TO ANY STORM DRAINAGE SYSTEM IS PROHIBITED. NO SOLID WASTE, PETROLEUM BYPRODUCTS, SOIL PARTICULATE, CONSTRUCTION WASTE MATERIALS, OR WASTE WATER GENERATED ON CONSTRUCTION SITES OR BY CONSTRUCTION ACTIVITIES SHALL BE PLACED, CONVEYED OR DISCHARGED INTO THE STREET, GUTTER OR STORM DRAIN SYSTEM.

ALL CONTOURS SHOWN INDICATE EXISTING GRADES.

HOUSE ADDRESS IS TO BE LOCATED SO THAT THE NUMBER IS VISIBLE AND LEGIBLE FROM THE STREET.

FOOTING AT TREE LOCATIONS MUST BE BOARD FORMED TO ELIMINATE BOIL OVER AND ALL EXTRANEOUS CONCRETE MUST BE REMOVED FROM THE SITE.

ALL DOWNSPOUT (D.S.) LOCATIONS TO BE VERIFIED WITH EXTERIOR ELEVATIONS. ELEVATIONS TAKE PRECEDENT.

ALL ROOF AND DECK DRAINS SHALL CONNECT TO UNDERGROUND STORM DRAIN SYSTEM.

AUTOMATIC IRRIGATION SYSTEM CONTROLLER SINSTALLED AT THE TIME OF FINAL INSPECTION SHALL BE WEATHER OR SOIL MOISTURE CONTROLLED THAT ADJUST IRRIGATION IN RESPONSE TO CHANGES IN WEATHER CONDITIONS.

PREVENT IRRIGATION SPRAY ON STRUCTURES.

THERE SHALL BE NO TRENCHES OR EXCAVATIONS 5 FEET OR MORE IN DEPTH INTO WHICH A PERSON IS REQUIRED TO DESCEND, OR OBTAIN A NECESSARY PERMIT FROM STATE OF CALIFORNIA, DIVISION OF INDUSTRIAL SAFETY PRIOR TO THE ISSUANCE OF A BUILDING OR GRADING PERMIT.

PEDESTRIANS SHALL PROTECTED DURING CONSTRUCTION, REMODELING AND DEMOLITION ACTIVITIES AS REQUIRED BY LA COUNTY BUILDING CODE CHAPTER 33

Site General Notes

1. SLOPE IN ACCESSIBLE PARKING STALL AND LOADING AREA SHALL NOT EXCEED 2% WITH 2% CROSS SLOPE.
2. SLOPE AT PATH OF TRAVEL SHALL NOT EXCEED 5% WITH 2% CROSS SLOPE.
3. LANDING AT DOORS IN DIRECTION OF DOOR SWING (BY WIDTH OF DOOR) SHALL NOT EXCEED 2% WITH 2% CROSS SLOPE.

Path of Travel Notes

NOTE:
REFER TO OPEN SPACE EXHIBIT ON CIVIL PLANS FOR OPEN SPACE REQUIREMENTS

OUTLINE OF NEW BUILDING FOOTPRINT

PROPERTY LINE

BUILDING SETBACK LINE

ACCESSIBLE PATH OF TRAVEL- 2% MAX CROSS SLOPE

Site Legend

Z:\Projects\12412\0\MAP\DOC\DOCUMENT.IER

SOURCE: Michael Luna & Associates, 2020.

DUDEK

FIGURE 4
Site Plan
The View Residential Project at 5101 S. Overhill Drive

Appendix A

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
PROJECT NO. R2015-01232-(2) / TTM NO. 073082 / ENV NO. 201500089

#	Environmental Factor	Mitigation	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
MM-1	Aesthetics	Prior to issuance of any building permit, the project applicant shall prepare a site lighting plan for review and approval by the County of Los Angeles Director of Regional Planning, or designee. The lighting plan shall be prepared by a licensed electrical engineer and shall be in compliance with applicable standards of the Los Angeles County Code. The lighting plan shall demonstrate that all exterior lighting has been designed and located so that all direct rays are confined to the property in a manner meeting the approval of the Director of Regional Planning, or designee.	Approval of a site lighting plan (Revised Exhibit "A").	Prior to issuance of a building permit.	Applicant and subsequent owner(s)	Department of Regional Planning
MM-3	Air Quality	Prior to issuance of any grading permit the applicant shall prepare a grading plan for review and approval by the County of Los Angeles Director of Regional Planning, or designee, that includes a note indicating that at the conclusion movement of any earth material of 10,000 cubic yards or the authorized volume, whichever is greater, the project applicant shall perform power washing to the Windsor Hills Elementary School building(s) and playground equipment. The grading plan shall be prepared by a licensed civil engineer and shall be in compliance with applicable standards of the Los Angeles County Code. The grading plan shall further demonstrate that all construction vehicle wheels shall be water sprayed and/or washed, in a manner meeting the approval of the Director of Regional Planning, or designee, to limit dust traveling offsite.	Approval of a grading plan (Revised Exhibit "A").	Prior to issuance of a grading permit.	Applicant and subsequent owner(s)	Department of Regional Planning
MM-3.1	Air Quality	Prior to issuance of any grading permit the applicant shall implement a dust suppression program to prevent the migration of dust particles to the adjacent residential area. Fugitive dust emission reduction shall be demonstrated in a manner meeting the approval of the Director of Public Health.	Approval of a grading plan (Revised Exhibit "A").	Prior to issuance of a grading permit.	Applicant and subsequent owner(s)	Departments of Public Health, Regional Planning

MM-3.2	Air Quality	Prior to issuance of any grading permit the applicant shall prepare and submit to the Director of Public Health an air quality assessment verifying that the future occupants of the project will not be exposed to significant air toxics, fumes and other hazards associated with fires and the proximity to the Baldwin Hills Oil Fields.	Approval of a grading plan (Revised Exhibit "A").	Prior to issuance of a grading permit.	Applicant and subsequent owner(s)	Departments of Public Health, Regional Planning
MM-4	Biological Resources	Within five (5) days prior to land-clearing activities between February 1 through August 31, a qualified biologist shall conduct a nesting survey to identify any direct or indirect impacts to actively nesting birds. If direct or indirect impacts are identified, the biologist shall specify the appropriate mitigation measure(s) for these impacts. Such measures may include avoidance of occupied nests, staging work areas outside an established buffer area, modified scheduling of grading and clearing and monitoring of active nests during construction. If direct or indirect impacts are identified, the biologist shall specify the appropriate mitigation measure(s) for these impacts. Such measures may include avoidance of occupied nests, staging work areas outside an established buffer area, modified scheduling of grading and clearing and monitoring of active nests during construction.	Conduct pre-construction nesting bird survey.	Prior to issuance of a grading permit.	Applicant and subsequent owner(s)	Department of Regional Planning

MM-5	Cultural Resources	Prior to the issuance of any grading permit, applicants shall provide written evidence to the County of Los Angles that a County certified archaeologist has been retained to observe grading activities greater than six feet in depth and salvage and catalogue archaeological resources as necessary. The archaeologist shall be present at the pre-grade conference, shall establish procedures for archaeological resource surveillance, and shall establish, in cooperation with the applicant, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts as appropriate. If the archaeological resources are found to be significant, the archaeological observer shall determine appropriate actions, in cooperation with the project applicant, for exploration and/or salvage. Prior to the release of the grading bond the applicant shall obtain approval of the archaeologist's follow-up report from the County. The report shall include the period of inspection, an analysis of any artifacts found and the present repository of the artifacts. Applicant shall prepare excavated material to the point of identification. Applicant shall offer excavated finds for curatorial purposes to the County of Los Angeles, or its designee, on a first refusal basis. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the County.	Provide written evidence to the Director of Regional Planning, or designee that a qualified archaeologist has been retained.	Prior to issuance of a grading permit.	Applicant and subsequent owner(s)	Department of Regional Planning

MM-5 cont.	Cultural Resources	Applicant shall pay curatorial fees if an applicable fee program has been adopted by the Board of Supervisors, and such fee program is in effect at the time of presentation of the materials to the County or its designee, all in a manner meeting the approval of the County. Unanticipated discoveries shall be evaluated for significance by a County-certified archaeologist. If the archaeological resources are found to be significant, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the County of Los Angeles, or its designee, on a first refusal basis; and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable).	Provide written evidence to the Director of Regional Planning, or designee that a qualified archaeologist has been retained.	Prior to issuance of a grading permit.	Applicant and subsequent owner(s)	Department of Regional Planning

MM-5.1	Cultural Resources	Prior to the issuance of any grading permit, applicants shall provide written evidence to the County of Los Angles that a County certified paleontologist has been retained to observe grading activities greater than six feet in depth and salvage and catalogue paleontological resources as necessary. The paleontologist shall be present at the pre-grade conference, shall establish procedures for paleontologist resource surveillance, and shall establish, in cooperation with the applicant, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts as appropriate. If the paleontological resources are found to be significant, the paleontologist observer shall determine appropriate actions, in cooperation with the project applicant, for exploration and/or salvage. Prior to the release of the grading bond the applicant shall obtain approval of the paleontologist's follow-up report from the County. The report shall include the period of inspection, an analysis of any artifacts found and the present repository of the artifacts. Applicant shall prepare excavated material to the point of identification. Applicant shall offer excavated finds for curatorial purposes to the County of Los Angeles, or its designee, on a first refusal basis. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the County.	Provide written evidence to the Director of Regional Planning, or designee that a qualified paleontologist has been retained.	Prior to issuance of a grading permit.	Applicant and subsequent owner(s)	Department of Regional Planning

MM-5.1	Cultural Resources	Applicant shall pay curatorial fees if an applicable fee program has been adopted by the Board of Supervisors, and such fee program is in effect at the time of presentation of the materials to the County or its designee, all in a manner meeting the approval of the County. Unanticipated discoveries shall be evaluated for significance by a County-certified a paleontologist. If the paleontological resources are found to be significant, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the County of Los Angeles, or its designee, on a first refusal basis; and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation.	Provide written evidence to the Director of Regional Planning, or designee that a qualified paleontologist has been retained.	Prior to issuance of a grading permit.	Applicant and subsequent owner(s)	Department of Regional Planning

MM-5.2	Cultural Resources	If human remains are encountered during excavation activities, all work shall halt and the County Coroner shall be notified (California Public Resources Code §5097.98). The Coroner will determine whether the remains are of forensic interest. If the Coroner, with the aid of the County-approved Archaeologist, determines that the remains are prehistoric, s/he will contact the Native American Heritage Commission (NAHC). The NAHC shall be responsible for designating the most likely descendant (MLD), who will be responsible for the ultimate disposition of the remains, as required by Section 7050.5 of the California Health and Safety Code. The MLD shall make his/her recommendation within 48 hours of being granted access to the site. The MLD's recommendation shall be followed if feasible, and may include scientific removal and non-destructive analysis of the human remains and any items associated with Native American burials (California Health and Safety Code §7050.5). If the landowner rejects the MLD's recommendations, the landowner shall rebury the remains with appropriate dignity on the property in a location that will not be subject to further subsurface disturbance (California Public Resources Code §5097.98).	If human remains are encountered during excavation activities, contact the County Coroner.	During grading activities.	Applicant and subsequent owner(s)	County Coroner, Qualified Archaeologist
MM-5.3	Cultural Resources	If items, areas or other resources of significance associated with tribal cultural resources are identified, all work shall halt and the Gabrieleno Band of Mission Indians, Kizh Tribal Territory, Kizh Nation, shall be notified. Avoidance and treating of the items with dignity shall occur. The Gabrieleno Band of Mission Indians' representative shall determine whether the items are of cultural interest. If the representative determines there is a cultural resource, there shall be permanent conservation easement(s) and/or protecting the items in place.	Avoidance of cultural resources.	During grading activities.	Applicant and subsequent owner(s)	Department of Regional Planning, Gabrieleno Band of Mission Indians
MM-13.1	Noise	**Acoustical Analysis.** Submit an acoustical analysis by a certified acoustical engineer to include analysis of mobile and point sources and their impact on the proposed project and neighbors, sensitive receptors (i.e., schools) and risk populations (i.e., the elderly, people with chronic health issues, etc…) to determine whether additional noise-suppression methods are required.	Prior to issuance of grading Permits file an acoustical analysis of mobile and point sources.	Prior to issuance of a grading permit.	Applicant and subsequent owner(s)	Department of Public Health, Environmental Health Division

MM-13.2	Noise	**Construction Activities.** Construction activities shall not be permitted on any national holiday or on any Sunday. All construction equipment shall use properly operating mufflers. Any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet from said source shall be prohibited unless a means exists to reduce such noise below 75 dBA. The use of a temporary noise barrier during construction is considered a reasonable and feasible measure, as described below, if the 75 dBA Noise Ordinance requirement cannot be achieved by other means. A temporary noise barrier shall be installed along the southern site boundary when heavy equipment is being used within 160 feet of said boundary. The barrier height shall be 10 feet above grade. If sound blankets are installed on a support framework, the edges shall overlap sufficiently to cover any gaps, and the areal density of the framework and fabric shall be at least 3.5 pounds per square foot to provide adequate stiffness to the array.	Prior to issuance of grading Permits, the plans shall include notes indicating compliance with the County of Los Angeles Noise Standards and the listed notes.	Prior to issuance of a grading permit and during grading activities.	Applicant and subsequent owner(s)	Department of Public Health, Environmental Health Division
MM-13.3	Noise	**Additional Construction Noise Controls.** For all mobile construction equipment operating within 250 feet of adjacent residential receptors, and for all stationary construction equipment operating on the project site, additional noise attenuation techniques shall be employed to ensure that noise remains within levels allowed by the County of Los Angeles noise restrictions. Prior to issuance of grading permits, the Applicant shall submit a mitigation plan prepared by a qualified engineer or other acoustical expert for review and approval by the departments of Regional Planning and Public Health that identifies noise control measures that achieve a minimum 20 dBA reduction in construction-related noise levels. The mitigation plan may include use of vibratory pile drivers or other pile driving noise controls, sound curtains, engineered equipment controls, or other methods. Noise control requirements shall be noted on project construction drawings and verified by the Building and Safety Division during standard inspection procedures.	Prepare and file a mitigation plan that identifies that achieve a minimum 20 dBA reduction in consturction-related noise.	Prior to issuance of a grading permit.	Applicant and subsequent owner(s)	Department of Regional Planning, Department of Public Health, Environmental Health Division.

13.4	Noise	**Neighbor Notification.** Provide notification to occupants adjacent to the project site at least 24 hours prior to initiation of construction activities that could significantly affect outdoor or indoor living areas. This notification shall include the anticipated hours and duration of construction and a description of noise reduction measures. The notification shall include a telephone number for local residents to call to submit complaints associated with construction noise. The notification shall also be posted on La Brea Avenue and Overhill Drive adjacent to the project site, and shall be easily viewed from adjacent public areas.	Post a notice of anticipated hours and duration of construction and a description of noise reduction measures easily-viewed from public areas adjacent to the site.	Prior to issuance of a grading permit.	Applicant and subsequent owner(s)	Department of Regional Planning
19	Mitigation Compliance	As a means of ensuring compliance of above mitigation measures, the applicant and subsequent owner(s) are responsible for submitting compliance report to the Department of Regional Planning for review, and for replenishing the mitigation monitoring account if necessary until such as all mitigation measures have been implemented and completed.	Submittal and approval of compliance report and replenishing mitigation monitoring account as required.	Yearly and as required until all measures are completed.	Applicant and subsequent owner(s)	Department of Regional Planning

Supporting Technical Information

Air Quality and Greenhouse Gas Technical Report

Air Quality & Greenhouse Gas Technical Report
"The View" Project
Project No. R2015-01232 / Vesting Tentative Tract Map No. 073082
5101 South Overhill Drive
Windsor Hills, CA 90043

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Appendix A: Air Quality Calculations

Appendix B: Greenhouse Gas Calculations

1.0 INTRODUCTION

The purpose of this report is to examine the degree to which the Project may result in significant environmental impacts with respect to air quality and greenhouse gas (GHG) emissions. Both short-term construction emissions occurring from activities such as site grading and haul truck trips, and long-term effects related to the ongoing operation of the Project are discussed in this report. The potential for the Project to conflict with or obstruct implementation of the applicable air quality plan, to violate an adopted air quality standard or contribute substantially to an existing or projected air quality violation, to result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is designated to be in non-attainment, to expose sensitive receptors to substantial pollutant concentrations, or to create objectionable odors affecting a substantial number of people are discussed herein.

2.0 PROJECT OVERVIEW

This report includes an analysis of a residential project located at 5101 S. Overhill Drive, in an unincorporated area of the County of Los Angeles ("County"). See Figure 1, Aerial Photograph of the Project Site. The site is approximately 1.84 gross acres and is currently vacant and unimproved. The Project includes the development of a five-story, 65-foot tall structure with 88 condominium dwelling units within 139,281 square feet of habitable living space, and 206 vehicle spaces in a subterranean garage. See Figure 2, Project Site Plan. This analysis assumes the Project will begin construction in 2017 and be operational by the end of 2018.

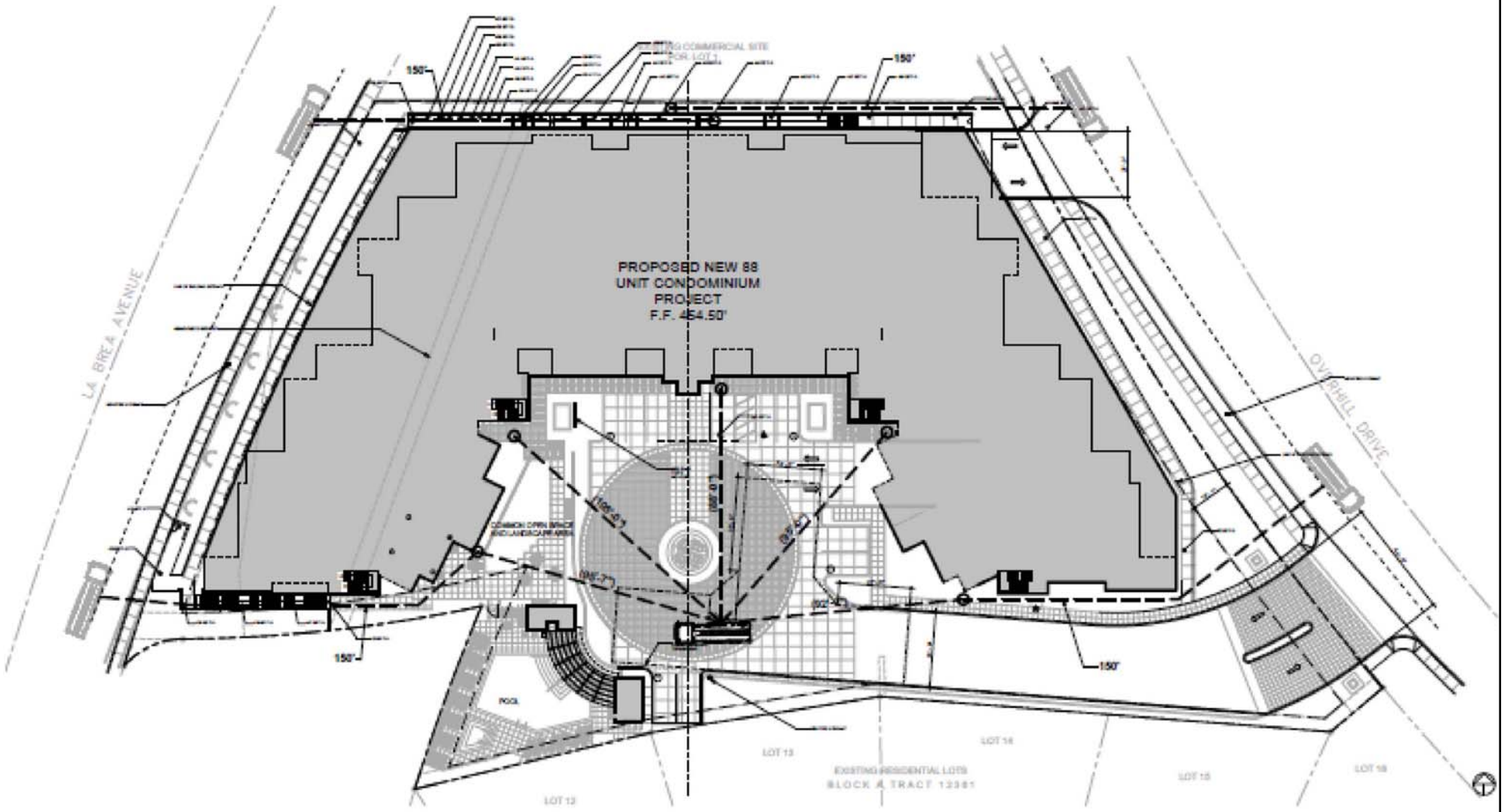
The Project Site is located between S. Overhill Drive and S. La Brea Avenue, south of the S. Overhill Drive, S. La Brea Avenue, and Stocker Street intersection. As the Project Site's "General Commercial" General Plan Designation suggests, the main thoroughfares are primarily commercial and retail developments. The streets adjacent to the Project Site are comprised of commercial uses, single-family housing, an elementary school, and open space. The Expo/La Brea Rail Station is approximately 2.0 miles north from the Project Site.



Map Source: Microsoft Bing 2016.

POMEROY ENVIRONMENTAL SERVICES

Figure 1
Aerial Photograph of Project Site



Source: Michael Luna & Associates Architects 2015.

POMEROY ENVIRONMENTAL SERVICES

Figure 2
Project Site Plan

3.0 AIR QUALITY ANALYSIS

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

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

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

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

For general development projects, the SCAQMD recommends that consistency with the current AQMP be determined by comparing the population generated by the project to the population projections used in

the development of the AQMP. Projects that are consistent with SCAG's applicable growth projections would not interfere with air quality attainment because this growth is included in the projections utilized in the formulation of the 2016 AQMP. As such, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds. It is assumed that the proposed project would comply with all SCAQMD rules and regulations that are in effect at the time of development and that are applicable to the project; the project applicant is not requesting any exemptions from the currently adopted or proposed rules.

The Project includes the development of a five-story, 65-foot tall structure with 88 condominium dwelling units within 139,281 square feet of habitable living space, and 206 vehicle spaces in a subterranean garage. The Project Site is located within an unincorporated area in the County of Los Angeles. SCAG's 2012 housing estimates for the unincorporated areas of the County are 292,700 total housing units and estimates the housing will increase to 392,400 housing units by 2040, a 25.3 percent increase.[1] The Project's net increase of 88 housing units would account for 0.02 percent of the total housing unit estimate for 2040. Thus, the Project's relatively small increase in housing would not have the potential to conflict with the growth projections for the unincorporated areas in the County. In addition, and further discussed herein, the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Thus, the Project would not impair implementation of the AQMP, and this impact would be less than significant.

b) A project may have a significant impact if project-related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or projected air quality violation. The Project Site is located in the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is the air pollution control agency for the Basin. To address potential impacts from construction and operational activities, the SCAQMD currently recommends that impacts from projects with mass daily emissions that exceed any of the thresholds outlined in Table 1, SCAQMD Thresholds of Significance, be considered significant. The County defers to these thresholds for the evaluation of construction and operational air quality impacts.

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

Table 1
SCAQMD Thresholds of Significance

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

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

Regional Construction Emissions

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 14 months with project operation in 2018. While it is possible that the construction of the Project may take longer, this assumption is conservative and yields the maximum daily impacts. Construction activities associated with the Proposed Project would be undertaken in two main steps: (1) grading/excavation/foundation preparation, and (2) building construction.

The Project includes the development of a five-story, 65-foot tall structure with 88 condominium dwelling units within 139,281 square feet of habitable living space, and 206 vehicle spaces in a subterranean garage on one 1.84-acre parcel. Grading, excavation and foundation preparation would occur for approximately two months and this analysis assumes 27,850 cubic yards of soil will be exported. Building construction would occur for approximately 12 months, consisting of structural concrete work, framing and finishing. This phase would include the construction of the proposed structure, connection of utilities, laying irrigation for landscaping, paving, architectural coatings, and landscaping the Project Site.

These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving grading and site preparation would primarily generate $PM_{2.5}$ and PM_{10} emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the Project Site) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time. The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod 2016.3.1) recommended by the SCAQMD. Due to the construction time frame and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily emissions associated with each phase of the proposed construction activities. Nonetheless, Table 2, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days for each construction phase.

Table 2
Estimated Peak Daily Construction Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Grading/Excavation/Foundation Phase						
Fugitive Dust	--	--	--	--	2.08	1.12
Off-Road Diesel Equipment	1.88	20.95	9.13	0.02	1.07	0.99
On-Road Diesel Hauling	0.91	27.90	6.01	0.06	1.53	0.52
Worker Trips	0.07	0.05	0.57	0.01	0.11	0.03
Total Emissions	***2.86***	***48.90***	***15.71***	***0.09***	***4.79***	***2.66***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Building Construction Phase						
Building Construction Off-Road Diesel Equipment	3.17	23.46	18.68	0.03	1.40	1.34
Building Construction Vendor Trips	0.11	2.83	0.85	0.01	0.17	0.06
Building Construction Worker Trips	0.60	0.45	4.87	0.01	1.11	0.30
Architectural Coatings	26.76	--	--	--	--	--
Architectural Coating Off-Road Diesel Equipment	0.30	2.01	1.85	0.01	0.15	0.15
Architectural Coatings Worker Trips	0.12	0.09	0.99	0.01	0.23	0.06
Total Emissions	***31.06***	***28.84***	***27.24***	***0.07***	***3.06***	***1.91***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. *Calculation sheets are provided in Appendix A to this report.*						

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

Regional Operational Emissions

The Project includes the development of a five-story, 65-foot tall structure with 88 condominium dwelling units within 139,281 square feet of habitable living space, and 206 vehicle spaces in a subterranean garage. Operational emissions generated by area sources, motor vehicles and energy demand would result from normal day-to-day activities of the Project. The analysis of daily operational emissions associated with the project has been prepared utilizing CalEEMod 2016.3.1 recommended by the SCAQMD. The results of these calculations are presented in Table 3, Estimated Daily Operational Emissions.

Table 3
Estimated Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Area Sources	3.41	1.40	7.89	<0.01	0.15	0.15
Energy Demand	0.03	0.25	0.11	<0.01	0.02	0.02
Mobile (Motor Vehicles)	1.79	7.98	24.68	0.07	5.20	1.45
Total Project Emissions	**5.23**	**9.63**	**32.68**	**0.08**	**5.36**	**1.61**
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No
Wintertime (Non-Smog Season) Emissions						
Area Sources	3.41	1.40	7.89	<0.01	0.15	0.15
Energy Demand	0.03	0.25	0.11	<0.01	0.02	0.02
Mobile (Motor Vehicles)	1.75	8.24	23.50	0.07	5.20	1.45
Total Project Emissions	**5.19**	**9.89**	**31.50**	**0.08**	**5.37**	**1.61**
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No
Note: Column totals may not add due to rounding from the model results. Calculation sheets provided in Appendix A to this report.						

As shown, the operational emissions generated by the Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Project would be less than significant.

c) A significant impact may occur if a project would add a considerable cumulative contribution to federal or State non-attainment pollutant. Because the South Coast Air Basin is currently in nonattainment for ozone, PM_{10} and $PM_{2.5}$, related projects may exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD

recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, the SCAQMD states that if an individual development project generates less-than-significant construction or operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

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

d) A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Land uses that are considered more sensitive to changes in air quality than others are referred to as sensitive receptors. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential uses are considered sensitive because people in residential areas are often at home for extended periods of time, so they could be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function. The nearest sensitive receptors to the Project Site are adjacent single-family residential uses to the south and an elementary school to the east across S. Overhill Drive (approximately 80 feet).

Localized Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. The SCAQMD has developed localized significance threshold (LST) look-up tables for project sites that are one, two, and five acres in size to simplify the evaluation of localized emissions at small sites. LSTs are provided for each Source Receptor Area (SRA) and various distances from the source of emissions.

In the case of this analysis, the Project Site is located within SRA 1 covering the Central Los Angeles area. The nearest sensitive receptors to the Project Site are residential uses within 25 meters. The closest receptor distance in the SCAQMD's mass rate look-up tables is 25 meters. Projects that are located closer than 25 meters to the nearest receptor are directed to use the LSTs for receptors located within 25 meters. As mentioned previously, the Project Site is 1.84 acres in size. Therefore, consistent with SCAQMD recommendations for sites less than two acres, the LSTs for a one-acre site in SRA 1 with receptors located within 25 meters have been used to address the potential localized NOx, CO, PM_{10}, and $PM_{2.5}$ emissions

to the area surrounding the Project Site. Although the site is 1.84 acres, the application of the 1-acre threshold would be conservative as the 1-acre threshold allows for fewer emissions than the 2-acre threshold.

As shown in Table 4, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for a one-acre site in SRA 1. Therefore, localized air quality impacts from Project construction activities on the off-site sensitive receptors would be less than significant.

Table 4
Localized On-Site Peak Daily Construction Emissions

Construction Phase [a]	Total On-site Emissions (Pounds per Day)			
	NO_x [b]	CO	PM_{10}	$PM_{2.5}$
Grading/Excavation/Foundation Preparation Emissions	**20.95**	**9.13**	**3.16**	**2.11**
SCAQMD Localized Thresholds	*74.00*	*680.00*	*5.00*	*3.00*
Potentially Significant Impact?	No	No	No	No
Building Construction Emissions	**25.47**	**20.53**	**1.55**	**1.49**
SCAQMD Localized Thresholds	*74.00*	*680.00*	*5.00*	*3.00*
Potentially Significant Impact?	No	No	No	No

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. Building construction emissions include architectural coatings.
[a] The Project Site is 1.84 acres. Consistent with SCAQMD recommendations, the localized thresholds for all phases are based on a one-acre site with a receptor distance of 25 meters (82 feet) in SCAQMD's SRA 1.
[b] The localized thresholds listed for NO_x in this table takes into consideration the gradual conversion of NO_x to NO_2, and are provided in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels as they are associated with adverse health effects.
Calculation sheets are provided in Appendix A to this report.

With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). The SCAQMD suggests conducting a CO hotspots analysis for any intersection where a project would worsen the Level of Service (LOS) from A-C to any level below C, and for any intersection rated D or worse where the project would increase the V/C ratio by two percent or more. Based on a review of the Project's traffic analysis,[2] the Project would not meet the SCAQMD criteria at any of the intersections in the Project vicinity. Therefore, the Project would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively; or generate an incremental increase equal to or greater than 1.0 ppm for the California one-hour CO standard, or 0.45 ppm for the eight-hour CO

[2] *Traffic Impact Study, The View Project, County of Los Angeles, CA, Linscott Law & Greenspan, November 12, 2015.*

standard at any local intersection. Therefore, impacts with respect to localized CO concentrations would be less than significant.

Toxic Air Contaminants (TAC)

As the Project consists of residential uses, the Project would not include any land uses that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants and no toxic airborne emissions would typically result from Project implementation. In addition, construction activities associated with the Project would be typical of other development projects in the County, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions.

Though the Project is located within an oil field and near active wells, state and local regulations have been enacted to oversee drilling, operation, maintenance, plugging, and abandonment of oil, natural gas, and geothermal wells. The California Department of Conservation, Division of Oil, Gas, and Geothermic Resources (DOGGR) ensures public and environmental safety throughout the state in regards to well operations. According to DOGGR the Project Site is located within the Inglewood Oil Field which is approximately 2,359-acres. The nearest well to the site is Well Number 10, a plugged and inactive well, located approximately 200 feet south of the Project Site near the adjacent residential area. The nearest active well is Well Number 208 which is approximately 600 feet east of the Project Site across S. La Brea Avenue.[3]

Local well regulations are enforced by SCAQMD's Rule 1148.2 and the Los Angeles County Fire Code (Fire Code). The Fire Code issues permits and sets regulations for all natural gas and oil wells in the County. Rule 1148.2 enacts guidelines for the notification and reporting requirements for oil and gas wells. Together these state and local regulations would protect the Project Site from significant impacts from oil and gas wells. Moreover, several other sensitive receptors were built in and around the Inglewood Oil Field including the elementary school west of the Project Site, residential uses along S. La Brea Avenue and La Cienega Boulevard, and two recreational areas located north and south of the oil field. Therefore, impacts associated with the release of toxic air contaminants would be less than significant.

e) A project-related significant adverse effect could occur if construction or operation of the proposed project would result in generation of odors that would be perceptible in adjacent sensitive areas. According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The Project involves the construction of 88 residential units and associated parking, which is not typically associated

[3] *Department of Conservation, Division of Oil, Gas, and Geothermal Resources, Well Finder, website: http://www.conservation.ca.gov/dog/Pages/wellfinder.aspx, accessed: March 22, 2017.*

with odor complaints. Potential sources that may emit odors during construction activities include equipment exhaust. Odors from these sources would be localized and generally confined to the immediate area surrounding the Project. The Project would use typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. As the Project involves no operational elements related to industrial projects, no long-term operational objectionable odors are anticipated. Therefore, potential impacts associated with objectionable odors would be less than significant.

Cumulative Impacts

As discussed in Question (c) above, a significant impact may occur if a project would add a considerable cumulative contribution to federal or State non-attainment pollutant. Because the South Coast Air Basin is currently in nonattainment for ozone, PM_{10} and $PM_{2.5}$, related projects may exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the proposed project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, the SCAQMD states that if an individual development project generates less-than-significant construction or operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed above, the mass daily construction and operational emissions generated by the project would not exceed any of thresholds of significance recommended by the SCAQMD. Also, localized emissions generated by the project would not exceed the SCAQMD's Localized Significance Thresholds (LSTs). Therefore, the project would not contribute a cumulatively considerable increase in emissions for the pollutants which the Basin is in nonattainment. Thus, cumulative air quality impacts associated with the project would be less than significant.

4.0 GREENHOUSE GAS ANALYSIS

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

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

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

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

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

Assembly Bill 32 (Statewide GHG Reductions)

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

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

CARB has adopted the First Update to the Climate Change Scoping Plan.[4] This update identifies the next steps for California's leadership on climate change. The first update to the initial AB 32 Scoping Plan describes progress made to meet the near-term objectives of AB 32 and defines California's climate change priorities and activities for the next several years. It also frames activities and issues facing the State as it develops an integrated framework for achieving both air quality and climate goals in California beyond 2020.

In the original Scoping Plan, CARB approved a total statewide GHG 1990 emissions level and 2020 emissions limit of 427 million metric tons of CO_2e. As part of the update, CARB revised the 2020 Statewide limit to 431 million metric tons of CO_2e, an approximately 1 percent increase from the original estimate. The 2020 business-as-usual (BAU) forecast in the update is 509 million metric tons of CO_2e. The State would need to reduce those emissions by 15.3 percent to meet the 431 million metric tons of CO_2e 2020 limit.

CARB also aims to reduce GHG emissions significantly by 2030. As California moves closer to reaching the 2020 GHG emission reduction goal state legislation has focused on furthering GHG emission reduction targets. Executive Order B-30-15 was issued April 2015 and establishes a mid-term GHG reduction target for California of 40 percent below 1990 levels by 2030. In 2016, the Legislature passed SB 37 with the companion bill AB 197 which further mandates the 2030 target and provides additional direction to CARB on strategies to reduce GHG emissions. In response to Executive Order B-30-15 and SB 37 CARB is moving forward with a second update to the Scoping Plan to reflect the 2030 target.[5]

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

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

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

[4] *CARB, First Update to the Climate Change Scoping Plan: Building on the Framework, May 2014.*

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

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

Low Carbon Fuel Standard

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

Sustainable Communities and Climate Protection Act (SB 375)

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

California Green Building Standards (CALGreen) Code

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

were updated in 2013 and are now 25 percent more efficient for residential construction and 30 percent more efficient for non-residential construction.[6]

Local Policies and Regulations

The Los Angeles County Board of Supervisors adopted a series of ordinances which created the Green Building Program. The ordinances included the Green Building Ordinance, the Drought Tolerant Ordinance, and the Low Impact Development Ordinance. These standards are updated periodically, and apply to new buildings constructed in Los Angeles County. According to the Unincorporated Los Angeles County Community Climate Action Plan, the County has set a target to reduce GHG Emissions from Community activities in the unincorporated areas of Los Angeles County by at least 11% below 2010 levels by 2020. Actions to reduce greenhouse gas emissions are grouped into five strategy areas: green building and energy; land use and transportation; water conservation and wastewater; waste reduction, reuse, and recycling, and land conservation and tree planting.

In November 2013, the County adopted the Los Angeles County Green Building Standards Code (Title 31) in response to CALGreen. As stated in Title 31, Section 101.1 of the Los Angeles County Code, these regulations shall be known as the Green Building Standards Code (Code) and may be cited as such. The Code adopted and incorporated Sections 102 through 119 of Chapter 1 of Title 26 of the Los Angeles County Code and Chapters 2 through 8, Appendix A4, and Appendix A5 of the 2016 CALGreen Building Standards Code Nonresidenital Mandatory Measures, as published by the California Building Standards Commission. The provisions of this Code shall apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure, unless otherwise indicated in the Code. The Code contains both mandatory and voluntary green building measures for the reduction of GHG emissions through energy conservation. In addition, the Proposed Project is required to implement applicable energy conservation measures to reduce GHG emissions such as those described in AB 32.

GHG Significance Threshold

The County, the SCAQMD nor the State CEQA Guidelines Amendments provide adopted quantitative thresholds of significance for addressing a residential project's GHG emissions. Nonetheless, Section 15064.4 of the CEQA Guidelines Amendments serves to assist lead agencies in determining the significance of the impacts of GHGs. As required in Section 15064.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following: (1) an estimate of the amount of greenhouse gas emissions resulting from the project; (2) a qualitative analysis or performance based standards; (3) a quantification of the extent to which the project increases greenhouse gas emissions as compared to the existing environmental setting; and (4) the extent to which the project complies with regulations or

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

requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

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

Tier 1: Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2: Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

Tier 3: Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 $MTCO_2e$/year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 $MTCO_2e$/year), commercial projects (1,400 $MTCO_2e$/year), and mixed-use projects (3,000 $MTCO_2e$/year). Under option 2 a single numerical screening threshold of 3,000 $MTCO_2e$/year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

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

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

The thresholds identified above are not adopted by the SCAQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain. However, for the purpose of evaluating the GHG impacts associated with the Project, this analysis utilizes the proposed 3,000 $MTCO_2e$ per year Tier 3 threshold for non-industrial projects. These draft thresholds have been utilized for other projects in the South Coast Air Basin.

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

Construction GHG Emissions

Construction emissions represent an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. To be consistent with the guidance from the SCAQMD for calculating criteria pollutants from construction activities, only GHG emissions from on-site construction activities and off-site hauling and construction worker commuting are considered as Project-generated. As explained by California Air Pollution Controls Officers Association (CAPCOA) in its 2008 white paper, the information needed to characterize GHG emissions from manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level. CEQA does not require an evaluation of speculative impacts (*CEQA Guidelines* §15145). Therefore, the construction analysis does not consider such GHG emissions, but does consider non-speculative on-site construction activities and off-site hauling and construction worker trips. All GHG emissions are presented on an annual basis. Emissions of GHGs were calculated using CalEEMod 2016.3.1 for construction of the Project. As shown Appendix B to this report, the Project would generate a total of 551.72 metric tons of construction related GHG emissions. Consistent with SCAQMD recommendations and to ensure construction emissions are assessed in a quantitative sense, construction GHG emissions have been amortized over a 30-year period and have been added to the annual operational GHG emissions of the Project identified in Table 5.

Operational GHG Emissions

The Project includes the development of a five-story, 65-foot tall structure with 88 attached condominium dwelling units within 139,281 square feet of habitable living space and 206 vehicle spaces in a subterranean garage. The operations of the Project would generate GHG emissions from the usage of on-road motor vehicles, electricity, natural gas, water, and generation of solid waste and wastewater. Emissions of operational GHGs are shown in Table 5, Project Operational GHG Emissions. As shown, the GHG emissions generated by the Project would be approximately 1,733.58 CO_2e MTY.

As noted previously, the SCAQMD released a draft guidance document regarding interim CEQA GHG significance thresholds. The SCAQMD proposed a tiered approach, whereby the level of detail and refinement needed to determine significance increases with a project's total GHG emissions. The SCAQMD also proposed a screening level of 3,000 metric tons of CO_2e per year for all land use projects (non-industrial projects), under which project impacts would be considered "less than significant." As shown in Table 5, the Project would be under the 3,000 $MTCO_2e$ per year threshold for non-industrial projects.

Table 5
Project Operational GHG Emissions

Emissions Source	Estimated CO_2e Emissions (Metric Tons per Year)
Area Sources	20.66
Energy Demand (Electricity & Natural Gas)	564.35
Mobile (Motor Vehicles)	1,052.31
Solid Waste Generation	20.36
Water Demand	57.51
Construction Emissions [a]	18.39
Project Total	**1,733.58**

[a] The total construction GHG emissions were amortized over 30 years and added to the operation of the Project. Calculation sheets are provided in Appendix B to this report.

In addition, and separate from the quantitative analysis above, there is substantial evidence to support that the project is qualitatively consistent with statewide goals and policies in place for the reduction of greenhouse gas emissions, including AB 32 and the corresponding Scoping Plan. As discussed previously, the Los Angeles County Board of Supervisors adopted a series of ordinances which created the Green Building Program, to provide a countywide plan for reducing the generation of greenhouse gas emissions. In order to further implement the Los Angeles County's goal of improving energy conservation and efficiency, the County adopted the Los Angeles County Green Buildings Standards Code which incorporates applicable provisions set forth by the CALGreen Code. The Scoping Plan encourages communities to adopt building codes that go beyond the state code. Accordingly, as the Los Angeles County Green Standards Code meets applicable provisions of the CALGreen Code, a new development project that can demonstrate it complies with the Los Angeles County Green Standards Code is considered consistent with statewide GHG-reduction goals and policies, including AB 32. The Project would be required to meet the LA County Green Standards Code and the CALGreen Code.

GHG Emissions Associated With Motor Vehicles

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

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

Cumulative Impacts

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

5.0 CONCLUSION

As outlined in the preceding sections herein, the Project would not have the potential to result in any significant effects relating to air quality and greenhouse gases and these impacts would be considered less than significant. It should be noted this analysis assumed implementation of the regulatory compliance measures identified below.

Regulatory Compliance Measures

1. The Applicant shall implement all control measures required and/or recommended by the SCAQMD (i.e., Rule 403 - Fugitive Dust), including but not limited to the following:
    - Use watering to control dust generation during demolition of structures or break-up of pavement;
    - Water active grading/import areas and unpaved surfaces at least two times daily;
    - Cover stockpiles with tarps or apply non-toxic chemical soil binders;
    - Limit vehicle speed on unpaved roads to 15 miles per hour;
    - Sweep daily (with water sweepers) all paved construction parking areas and staging areas;
    - Provide daily clean-up of mud and dirt carried onto paved streets from the Project Site;
    - Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more; and
    - An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt.
2. The Applicant shall be consistent with SCAQMD Rule 1113, which outlines a VOC content of 50 grams per liter for architectural coatings.

Appendix A

Air Quality Calculations

"The View" 5101 Overhill Drive

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	88.00	Dwelling Unit	1.00	139,281.00	252
Enclosed Parking with Elevator	206.00	Space	0.84	82,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2018
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

"The View" 5101 Overhill Drive - Los Angeles-South Coast County, Winter

Project Characteristics - Operational year is 2018

Land Use - Project site is 1.84 acres

Construction Phase - Construction schedule per applicant

Off-road Equipment - Equipment estimate based on SCAQMD survey data for a 2-acre site

Off-road Equipment - Equipment estimate based on SCAQMD survey data for a 2-acre site

Grading - Project site is 1.84 acres

Trips and VMT -

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

Vehicle Trips - Trip rate based on project related traffic study.

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

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

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

Energy Mitigation -

Water Mitigation -

Energy Use -

Off-road Equipment -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Parking	100	50
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0

tblConstructionPhase	NumDays	10.00	33.00
tblConstructionPhase	NumDays	200.00	261.00
tblConstructionPhase	NumDays	4.00	44.00
tblConstructionPhase	PhaseEndDate	2/14/2019	12/31/2018
tblConstructionPhase	PhaseEndDate	12/29/2017	12/31/2017
tblConstructionPhase	PhaseStartDate	1/1/2019	11/15/2018
tblConstructionPhase	PhaseStartDate	12/30/2017	1/1/2018
tblGrading	AcresOfGrading	16.50	1.84
tblGrading	MaterialExported	0.00	27,850.00
tblLandUse	BuildingSpaceSquareFeet	88,000.00	139,281.00
tblLandUse	LandUseSquareFeet	88,000.00	139,281.00
tblLandUse	LotAcreage	2.32	1.00
tblLandUse	LotAcreage	1.85	0.84
tblOffRoadEquipment	LoadFactor	0.42	0.42
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Pavers
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblVehicleTrips	WD_TR	6.65	8.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	2.8632	48.9112	15.7111	0.0818	6.1274	1.2227	7.3500	2.9071	1.1303	4.0373	0.0000	8,716.0536	8,716.0536	1.0405	0.0000	8,742.0669
2018	31.0564	28.8346	27.2513	0.0522	1.4662	1.5843	3.0505	0.3922	1.5186	1.9108	0.0000	5,064.4354	5,064.4354	0.7603	0.0000	5,083.4428
Maximum	**31.0564**	**48.9112**	**27.2513**	**0.0818**	**6.1274**	**1.5843**	**7.3500**	**2.9071**	**1.5186**	**4.0373**	**0.0000**	**8,716.0536**	**8,716.0536**	**1.0405**	**0.0000**	**8,742.0669**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	2.8632	48.9112	15.7111	0.0818	3.5795	1.2227	4.8022	1.5330	1.1303	2.6633	0.0000	8,716.0536	8,716.0536	1.0405	0.0000	8,742.0669
2018	31.0564	28.8346	27.2513	0.0522	1.4662	1.5843	3.0505	0.3922	1.5186	1.9108	0.0000	5,064.4354	5,064.4354	0.7603	0.0000	5,083.4428
Maximum	**31.0564**	**48.9112**	**27.2513**	**0.0818**	**3.5795**	**1.5843**	**4.8022**	**1.5330**	**1.5186**	**2.6633**	**0.0000**	**8,716.0536**	**8,716.0536**	**1.0405**	**0.0000**	**8,742.0669**

	ROG	NOx	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**	**33.55**	**0.00**	**24.50**	**41.65**	**0.00**	**23.10**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	26.3155	1.9109	52.0853	0.1146		6.7622	6.7622		6.7622	6.7622	824.2888	1,597.1177	2,421.4065	2.4713	0.0560	2,499.8604
Energy	0.0290	0.2480	0.1055	1.5800e-003		0.0201	0.0201		0.0201	0.0201		316.5422	316.5422	6.0700e-003	5.8000e-003	318.4232
Mobile	1.7468	8.2392	23.4996	0.0663	5.1164	0.0825	5.1989	1.3696	0.0777	1.4473		6,726.3680	6,726.3680	0.4228		6,736.9369
Total	**28.0913**	**10.3981**	**75.6905**	**0.1824**	**5.1164**	**6.8647**	**11.9811**	**1.3696**	**6.8599**	**8.2295**	**824.2888**	**8,640.0279**	**9,464.3167**	**2.9001**	**0.0618**	**9,555.2205**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.4100	1.3989	7.8918	8.7700e-003		0.1462	0.1462		0.1462	0.1462	0.0000	1,690.2942	1,690.2942	0.0452	0.0308	1,700.5878
Energy	0.0290	0.2480	0.1055	1.5800e-003		0.0201	0.0201		0.0201	0.0201		316.5422	316.5422	6.0700e-003	5.8000e-003	318.4232
Mobile	1.7468	8.2392	23.4996	0.0663	5.1164	0.0825	5.1989	1.3696	0.0777	1.4473		6,726.3680	6,726.3680	0.4228		6,736.9369
Total	**5.1858**	**9.8860**	**31.4970**	**0.0767**	**5.1164**	**0.2488**	**5.3651**	**1.3696**	**0.2439**	**1.6135**	**0.0000**	**8,733.2043**	**8,733.2043**	**0.4741**	**0.0366**	**8,755.9479**

	ROG	NOx	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	**81.54**	**4.92**	**58.39**	**57.98**	**0.00**	**96.38**	**55.22**	**0.00**	**96.44**	**80.39**	**100.00**	**-1.08**	**7.72**	**83.65**	**40.81**	**8.36**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	10/31/2017	12/31/2017	5	44	
2	Building Construction	Building Construction	1/1/2018	12/31/2018	5	261	
3	Architectural Coating	Architectural Coating	11/15/2018	12/31/2018	5	33	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.84

Acres of Paving: 0.84

Residential Indoor: 282,044; Residential Outdoor: 94,015; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 4,944 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Pavers	1	8.00	130	0.42
Building Construction	Rollers	1	8.00	80	0.38
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	98.00	23.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	3,481.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6325	0.0000	4.6325	2.4983	0.0000	2.4983			0.0000			0.0000
Off-Road	1.8795	20.9549	9.1288	0.0168		1.0741	1.0741		0.9881	0.9881		1,723.3776	1,723.3776	0.5280		1,736.5786
Total	**1.8795**	**20.9549**	**9.1288**	**0.0168**	**4.6325**	**1.0741**	**5.7065**	**2.4983**	**0.9881**	**3.4864**		**1,723.3776**	**1,723.3776**	**0.5280**		**1,736.5786**

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	0.9145	27.9032	6.0124	0.0637	1.3831	0.1476	1.5307	0.3791	0.1412	0.5203		6,871.2848	6,871.2848	0.5074		6,883.9703
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	0.0692	0.0531	0.5699	1.2200e-003	0.1118	1.0400e-003	0.1128	0.0296	9.6000e-004	0.0306		121.3913	121.3913	5.0700e-003		121.5181
Total	**0.9837**	**27.9563**	**6.5823**	**0.0649**	**1.4949**	**0.1486**	**1.6435**	**0.4088**	**0.1421**	**0.5509**		**6,992.6760**	**6,992.6760**	**0.5125**		**7,005.4884**

3.2 Grading - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.0846	0.0000	2.0846	1.1242	0.0000	1.1242			0.0000			0.0000
Off-Road	1.8795	20.9549	9.1288	0.0168		1.0741	1.0741		0.9881	0.9881	0.0000	1,723.3776	1,723.3776	0.5280		1,736.5786
Total	**1.8795**	**20.9549**	**9.1288**	**0.0168**	**2.0846**	**1.0741**	**3.1587**	**1.1242**	**0.9881**	**2.1124**	**0.0000**	**1,723.3776**	**1,723.3776**	**0.5280**		**1,736.5786**

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	0.9145	27.9032	6.0124	0.0637	1.3831	0.1476	1.5307	0.3791	0.1412	0.5203		6,871.2848	6,871.2848	0.5074		6,883.9703
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	0.0692	0.0531	0.5699	1.2200e-003	0.1118	1.0400e-003	0.1128	0.0296	9.6000e-004	0.0306		121.3913	121.3913	5.0700e-003		121.5181
Total	**0.9837**	**27.9563**	**6.5823**	**0.0649**	**1.4949**	**0.1486**	**1.6435**	**0.4088**	**0.1421**	**0.5509**		**6,992.6760**	**6,992.6760**	**0.5125**		**7,005.4884**

3.3 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1692	23.4589	18.6822	0.0293		1.4018	1.4018		1.3379	1.3379		2,759.3626	2,759.3626	0.6356		2,775.2533
Total	**3.1692**	**23.4589**	**18.6822**	**0.0293**		**1.4018**	**1.4018**		**1.3379**	**1.3379**		**2,759.3626**	**2,759.3626**	**0.6356**		**2,775.2533**

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	0.1103	2.8252	0.8472	5.9200e-003	0.1472	0.0202	0.1674	0.0424	0.0193	0.0617		630.5447	630.5447	0.0455		631.6821
Worker	0.5993	0.4525	4.8732	0.0116	1.0954	9.7700e-003	1.1052	0.2905	9.0000e-003	0.2995		1,156.9644	1,156.9644	0.0435		1,158.0530
Total	**0.7095**	**3.2777**	**5.7204**	**0.0176**	**1.2427**	**0.0300**	**1.2726**	**0.3329**	**0.0283**	**0.3612**		**1,787.5091**	**1,787.5091**	**0.0890**		**1,789.7350**

3.3 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1692	23.4589	18.6822	0.0293		1.4018	1.4018		1.3379	1.3379	0.0000	2,759.3626	2,759.3626	0.6356		2,775.2533
Total	**3.1692**	**23.4589**	**18.6822**	**0.0293**		**1.4018**	**1.4018**		**1.3379**	**1.3379**	**0.0000**	**2,759.3626**	**2,759.3626**	**0.6356**		**2,775.2533**

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	0.1103	2.8252	0.8472	5.9200e-003	0.1472	0.0202	0.1674	0.0424	0.0193	0.0617		630.5447	630.5447	0.0455		631.6821
Worker	0.5993	0.4525	4.8732	0.0116	1.0954	9.7700e-003	1.1052	0.2905	9.0000e-003	0.2995		1,156.9644	1,156.9644	0.0435		1,158.0530
Total	**0.7095**	**3.2777**	**5.7204**	**0.0176**	**1.2427**	**0.0300**	**1.2726**	**0.3329**	**0.0283**	**0.3612**		**1,787.5091**	**1,787.5091**	**0.0890**		**1,789.7350**

3.4 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	26.7568					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.1171
Total	**27.0554**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

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	0.1223	0.0923	0.9945	2.3700e-003	0.2236	1.9900e-003	0.2256	0.0593	1.8400e-003	0.0611		236.1152	236.1152	8.8900e-003		236.3373
Total	**0.1223**	**0.0923**	**0.9945**	**2.3700e-003**	**0.2236**	**1.9900e-003**	**0.2256**	**0.0593**	**1.8400e-003**	**0.0611**		**236.1152**	**236.1152**	**8.8900e-003**		**236.3373**

3.4 Architectural Coating - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	26.7568					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**27.0554**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

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	0.1223	0.0923	0.9945	2.3700e-003	0.2236	1.9900e-003	0.2256	0.0593	1.8400e-003	0.0611		236.1152	236.1152	8.8900e-003		236.3373
Total	**0.1223**	**0.0923**	**0.9945**	**2.3700e-003**	**0.2236**	**1.9900e-003**	**0.2256**	**0.0593**	**1.8400e-003**	**0.0611**		**236.1152**	**236.1152**	**8.8900e-003**		**236.3373**

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	1.7468	8.2392	23.4996	0.0663	5.1164	0.0825	5.1989	1.3696	0.0777	1.4473		6,726.3680	6,726.3680	0.4228		6,736.9369
Unmitigated	1.7468	8.2392	23.4996	0.0663	5.1164	0.0825	5.1989	1.3696	0.0777	1.4473		6,726.3680	6,726.3680	0.4228		6,736.9369

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	704.00	562.32	515.68	2,244,581	2,244,581
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	704.00	562.32	515.68	2,244,581	2,244,581

4.3 Trip Type Information

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Enclosed Parking with Elevator	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0290	0.2480	0.1055	1.5800e-003		0.0201	0.0201		0.0201	0.0201		316.5422	316.5422	6.0700e-003	5.8000e-003	318.4232
NaturalGas Unmitigated	0.0290	0.2480	0.1055	1.5800e-003		0.0201	0.0201		0.0201	0.0201		316.5422	316.5422	6.0700e-003	5.8000e-003	318.4232

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	2690.61	0.0290	0.2480	0.1055	1.5800e-003		0.0201	0.0201		0.0201	0.0201		316.5422	316.5422	6.0700e-003	5.8000e-003	318.4232
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0290**	**0.2480**	**0.1055**	**1.5800e-003**		**0.0201**	**0.0201**		**0.0201**	**0.0201**		**316.5422**	**316.5422**	**6.0700e-003**	**5.8000e-003**	**318.4232**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	2.69061	0.0290	0.2480	0.1055	1.5800e-003		0.0201	0.0201		0.0201	0.0201		316.5422	316.5422	6.0700e-003	5.8000e-003	318.4232
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0290**	**0.2480**	**0.1055**	**1.5800e-003**		**0.0201**	**0.0201**		**0.0201**	**0.0201**		**316.5422**	**316.5422**	**6.0700e-003**	**5.8000e-003**	**318.4232**

6.0 Area Detail

6.1 Mitigation Measures Area

"The View" 5101 Overhill Drive - Los Angeles-South Coast County, Winter

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.4100	1.3989	7.8918	8.7700e-003		0.1462	0.1462		0.1462	0.1462	0.0000	1,690.2942	1,690.2942	0.0452	0.0308	1,700.5878
Unmitigated	26.3155	1.9109	52.0853	0.1146		6.7622	6.7622		6.7622	6.7622	824.2888	1,597.1177	2,421.4065	2.4713	0.0560	2,499.8604

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2419					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.7870					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	23.0592	1.8259	44.7526	0.1142		6.7222	6.7222		6.7222	6.7222	824.2888	1,584.0000	2,408.2888	2.4582	0.0560	2,486.4157
Landscaping	0.2274	0.0851	7.3328	3.8000e-004		0.0400	0.0400		0.0400	0.0400		13.1177	13.1177	0.0131		13.4447
Total	**26.3155**	**1.9109**	**52.0853**	**0.1146**		**6.7622**	**6.7622**		**6.7622**	**6.7622**	**824.2888**	**1,597.1177**	**2,421.4065**	**2.4713**	**0.0560**	**2,499.8604**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2419					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.7870					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1537	1.3138	0.5591	8.3900e-003		0.1062	0.1062		0.1062	0.1062	0.0000	1,677.1765	1,677.1765	0.0322	0.0308	1,687.1431
Landscaping	0.2274	0.0851	7.3328	3.8000e-004		0.0400	0.0400		0.0400	0.0400		13.1177	13.1177	0.0131		13.4447
Total	**3.4100**	**1.3989**	**7.8918**	**8.7700e-003**		**0.1462**	**0.1462**		**0.1462**	**0.1462**	**0.0000**	**1,690.2942**	**1,690.2942**	**0.0452**	**0.0308**	**1,700.5878**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

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

"The View" 5101 Overhill Drive

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	88.00	Dwelling Unit	1.00	139,281.00	252
Enclosed Parking with Elevator	206.00	Space	0.84	82,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2018
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

"The View" 5101 Overhill Drive - Los Angeles-South Coast County, Summer

Project Characteristics - Operational year is 2018

Land Use - Project site is 1.84 acres

Construction Phase - Construction schedule per applicant

Off-road Equipment - Equipment estimate based on SCAQMD survey data for a 2-acre site

Off-road Equipment - Equipment estimate based on SCAQMD survey data for a 2-acre site

Grading - Project site is 1.84 acres

Trips and VMT -

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

Vehicle Trips - Trip rate based on project related traffic study.

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

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

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

Energy Mitigation -

Water Mitigation -

Energy Use -

Off-road Equipment -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Parking	100	50
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0

tblConstructionPhase	NumDays	10.00	33.00
tblConstructionPhase	NumDays	200.00	261.00
tblConstructionPhase	NumDays	4.00	44.00
tblConstructionPhase	PhaseEndDate	2/14/2019	12/31/2018
tblConstructionPhase	PhaseEndDate	12/29/2017	12/31/2017
tblConstructionPhase	PhaseStartDate	1/1/2019	11/15/2018
tblConstructionPhase	PhaseStartDate	12/30/2017	1/1/2018
tblGrading	AcresOfGrading	16.50	1.84
tblGrading	MaterialExported	0.00	27,850.00
tblLandUse	BuildingSpaceSquareFeet	88,000.00	139,281.00
tblLandUse	LandUseSquareFeet	88,000.00	139,281.00
tblLandUse	LotAcreage	2.32	1.00
tblLandUse	LotAcreage	1.85	0.84
tblOffRoadEquipment	LoadFactor	0.42	0.42
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Pavers
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblVehicleTrips	WD_TR	6.65	8.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	2.8351	48.5030	15.3607	0.0829	6.1274	1.2203	7.3477	2.9071	1.1281	4.0351	0.0000	8,836.7436	8,836.7436	1.0214	0.0000	8,862.2776
2018	30.9823	28.7755	27.6800	0.0532	1.4662	1.5840	3.0502	0.3922	1.5183	1.9105	0.0000	5,168.0278	5,168.0278	0.7605	0.0000	5,187.0407
Maximum	**30.9823**	**48.5030**	**27.6800**	**0.0829**	**6.1274**	**1.5840**	**7.3477**	**2.9071**	**1.5183**	**4.0351**	**0.0000**	**8,836.7436**	**8,836.7436**	**1.0214**	**0.0000**	**8,862.2776**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	2.8351	48.5030	15.3607	0.0829	3.5795	1.2203	4.7998	1.5330	1.1281	2.6610	0.0000	8,836.7436	8,836.7436	1.0214	0.0000	8,862.2776
2018	30.9823	28.7755	27.6800	0.0532	1.4662	1.5840	3.0502	0.3922	1.5183	1.9105	0.0000	5,168.0278	5,168.0278	0.7605	0.0000	5,187.0407
Maximum	**30.9823**	**48.5030**	**27.6800**	**0.0829**	**3.5795**	**1.5840**	**4.7998**	**1.5330**	**1.5183**	**2.6610**	**0.0000**	**8,836.7436**	**8,836.7436**	**1.0214**	**0.0000**	**8,862.2776**

	ROG	NOx	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**	**33.55**	**0.00**	**24.50**	**41.65**	**0.00**	**23.11**	**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	26.3155	1.9109	52.0853	0.1146		6.7622	6.7622		6.7622	6.7622	824.2888	1,597.1177	2,421.4065	2.4713	0.0560	2,499.8604
Energy	0.0290	0.2480	0.1055	1.5800e-003		0.0201	0.0201		0.0201	0.0201		316.5422	316.5422	6.0700e-003	5.8000e-003	318.4232
Mobile	1.7866	7.9809	24.6779	0.0698	5.1164	0.0820	5.1984	1.3696	0.0772	1.4468		7,073.1399	7,073.1399	0.4260		7,083.7895
Total	**28.1310**	**10.1398**	**76.8687**	**0.1859**	**5.1164**	**6.8642**	**11.9806**	**1.3696**	**6.8594**	**8.2290**	**824.2888**	**8,986.7997**	**9,811.0885**	**2.9033**	**0.0618**	**9,902.0731**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.4100	1.3989	7.8918	8.7700e-003		0.1462	0.1462		0.1462	0.1462	0.0000	1,690.2942	1,690.2942	0.0452	0.0308	1,700.5878
Energy	0.0290	0.2480	0.1055	1.5800e-003		0.0201	0.0201		0.0201	0.0201		316.5422	316.5422	6.0700e-003	5.8000e-003	318.4232
Mobile	1.7866	7.9809	24.6779	0.0698	5.1164	0.0820	5.1984	1.3696	0.0772	1.4468		7,073.1399	7,073.1399	0.4260		7,083.7895
Total	**5.2256**	**9.6278**	**32.6752**	**0.0801**	**5.1164**	**0.2483**	**5.3646**	**1.3696**	**0.2434**	**1.6130**	**0.0000**	**9,079.9762**	**9,079.9762**	**0.4773**	**0.0366**	**9,102.8005**

	ROG	NOx	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	**81.42**	**5.05**	**57.49**	**56.90**	**0.00**	**96.38**	**55.22**	**0.00**	**96.45**	**80.40**	**100.00**	**-1.04**	**7.45**	**83.56**	**40.81**	**8.07**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	10/31/2017	12/31/2017	5	44	
2	Building Construction	Building Construction	1/1/2018	12/31/2018	5	261	
3	Architectural Coating	Architectural Coating	11/15/2018	12/31/2018	5	33	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.84

Acres of Paving: 0.84

Residential Indoor: 282,044; Residential Outdoor: 94,015; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 4,944 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Pavers	1	8.00	130	0.42
Building Construction	Rollers	1	8.00	80	0.38
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	98.00	23.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	3,481.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6325	0.0000	4.6325	2.4983	0.0000	2.4983			0.0000			0.0000
Off-Road	1.8795	20.9549	9.1288	0.0168		1.0741	1.0741		0.9881	0.9881		1,723.3776	1,723.3776	0.5280		1,736.5786
Total	**1.8795**	**20.9549**	**9.1288**	**0.0168**	**4.6325**	**1.0741**	**5.7065**	**2.4983**	**0.9881**	**3.4864**		**1,723.3776**	**1,723.3776**	**0.5280**		**1,736.5786**

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	0.8931	27.5001	5.6163	0.0648	1.3831	0.1453	1.5284	0.3791	0.1390	0.5181		6,984.4743	6,984.4743	0.4880		6,996.6735
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	0.0625	0.0480	0.6156	1.3000e-003	0.1118	1.0400e-003	0.1128	0.0296	9.6000e-004	0.0306		128.8918	128.8918	5.3500e-003		129.0255
Total	**0.9556**	**27.5481**	**6.2319**	**0.0661**	**1.4949**	**0.1463**	**1.6412**	**0.4088**	**0.1399**	**0.5487**		**7,113.3660**	**7,113.3660**	**0.4933**		**7,125.6990**

3.2 Grading - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.0846	0.0000	2.0846	1.1242	0.0000	1.1242			0.0000			0.0000
Off-Road	1.8795	20.9549	9.1288	0.0168		1.0741	1.0741		0.9881	0.9881	0.0000	1,723.3776	1,723.3776	0.5280		1,736.5786
Total	**1.8795**	**20.9549**	**9.1288**	**0.0168**	**2.0846**	**1.0741**	**3.1587**	**1.1242**	**0.9881**	**2.1124**	**0.0000**	**1,723.3776**	**1,723.3776**	**0.5280**		**1,736.5786**

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	0.8931	27.5001	5.6163	0.0648	1.3831	0.1453	1.5284	0.3791	0.1390	0.5181		6,984.4743	6,984.4743	0.4880		6,996.6735
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	0.0625	0.0480	0.6156	1.3000e-003	0.1118	1.0400e-003	0.1128	0.0296	9.6000e-004	0.0306		128.8918	128.8918	5.3500e-003		129.0255
Total	**0.9556**	**27.5481**	**6.2319**	**0.0661**	**1.4949**	**0.1463**	**1.6412**	**0.4088**	**0.1399**	**0.5487**		**7,113.3660**	**7,113.3660**	**0.4933**		**7,125.6990**

3.3 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1692	23.4589	18.6822	0.0293		1.4018	1.4018		1.3379	1.3379		2,759.3626	2,759.3626	0.6356		2,775.2533
Total	**3.1692**	**23.4589**	**18.6822**	**0.0293**		**1.4018**	**1.4018**		**1.3379**	**1.3379**		**2,759.3626**	**2,759.3626**	**0.6356**		**2,775.2533**

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	0.1058	2.8189	0.7707	6.0800e-003	0.1472	0.0199	0.1671	0.0424	0.0190	0.0614		647.8627	647.8627	0.0427		648.9291
Worker	0.5414	0.4086	5.2927	0.0124	1.0954	9.7700e-003	1.1052	0.2905	9.0000e-003	0.2995		1,228.6160	1,228.6160	0.0461		1,229.7681
Total	**0.6472**	**3.2275**	**6.0635**	**0.0184**	**1.2427**	**0.0296**	**1.2723**	**0.3329**	**0.0280**	**0.3609**		**1,876.4787**	**1,876.4787**	**0.0887**		**1,878.6972**

3.3 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1692	23.4589	18.6822	0.0293		1.4018	1.4018		1.3379	1.3379	0.0000	2,759.3626	2,759.3626	0.6356		2,775.2533
Total	**3.1692**	**23.4589**	**18.6822**	**0.0293**		**1.4018**	**1.4018**		**1.3379**	**1.3379**	**0.0000**	**2,759.3626**	**2,759.3626**	**0.6356**		**2,775.2533**

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	0.1058	2.8189	0.7707	6.0800e-003	0.1472	0.0199	0.1671	0.0424	0.0190	0.0614		647.8627	647.8627	0.0427		648.9291
Worker	0.5414	0.4086	5.2927	0.0124	1.0954	9.7700e-003	1.1052	0.2905	9.0000e-003	0.2995		1,228.6160	1,228.6160	0.0461		1,229.7681
Total	**0.6472**	**3.2275**	**6.0635**	**0.0184**	**1.2427**	**0.0296**	**1.2723**	**0.3329**	**0.0280**	**0.3609**		**1,876.4787**	**1,876.4787**	**0.0887**		**1,878.6972**

3.4 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	26.7568					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.1171
Total	**27.0554**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

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	0.1105	0.0834	1.0802	2.5200e-003	0.2236	1.9900e-003	0.2256	0.0593	1.8400e-003	0.0611		250.7380	250.7380	9.4000e-003		250.9731
Total	**0.1105**	**0.0834**	**1.0802**	**2.5200e-003**	**0.2236**	**1.9900e-003**	**0.2256**	**0.0593**	**1.8400e-003**	**0.0611**		**250.7380**	**250.7380**	**9.4000e-003**		**250.9731**

3.4 Architectural Coating - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	26.7568					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**27.0554**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

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	0.1105	0.0834	1.0802	2.5200e-003	0.2236	1.9900e-003	0.2256	0.0593	1.8400e-003	0.0611		250.7380	250.7380	9.4000e-003		250.9731
Total	**0.1105**	**0.0834**	**1.0802**	**2.5200e-003**	**0.2236**	**1.9900e-003**	**0.2256**	**0.0593**	**1.8400e-003**	**0.0611**		**250.7380**	**250.7380**	**9.4000e-003**		**250.9731**

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	1.7866	7.9809	24.6779	0.0698	5.1164	0.0820	5.1984	1.3696	0.0772	1.4468		7,073.1399	7,073.1399	0.4260		7,083.7895
Unmitigated	1.7866	7.9809	24.6779	0.0698	5.1164	0.0820	5.1984	1.3696	0.0772	1.4468		7,073.1399	7,073.1399	0.4260		7,083.7895

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	704.00	562.32	515.68	2,244,581	2,244,581
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	704.00	562.32	515.68	2,244,581	2,244,581

4.3 Trip Type Information

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Enclosed Parking with Elevator	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0290	0.2480	0.1055	1.5800e-003		0.0201	0.0201		0.0201	0.0201		316.5422	316.5422	6.0700e-003	5.8000e-003	318.4232
NaturalGas Unmitigated	0.0290	0.2480	0.1055	1.5800e-003		0.0201	0.0201		0.0201	0.0201		316.5422	316.5422	6.0700e-003	5.8000e-003	318.4232

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	2690.61	0.0290	0.2480	0.1055	1.5800e-003		0.0201	0.0201		0.0201	0.0201		316.5422	316.5422	6.0700e-003	5.8000e-003	318.4232
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0290**	**0.2480**	**0.1055**	**1.5800e-003**		**0.0201**	**0.0201**		**0.0201**	**0.0201**		**316.5422**	**316.5422**	**6.0700e-003**	**5.8000e-003**	**318.4232**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	2.69061	0.0290	0.2480	0.1055	1.5800e-003		0.0201	0.0201		0.0201	0.0201		316.5422	316.5422	6.0700e-003	5.8000e-003	318.4232
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0290**	**0.2480**	**0.1055**	**1.5800e-003**		**0.0201**	**0.0201**		**0.0201**	**0.0201**		**316.5422**	**316.5422**	**6.0700e-003**	**5.8000e-003**	**318.4232**

6.0 Area Detail

6.1 Mitigation Measures Area

"The View" 5101 Overhill Drive - Los Angeles-South Coast County, Summer

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.4100	1.3989	7.8918	8.7700e-003		0.1462	0.1462		0.1462	0.1462	0.0000	1,690.2942	1,690.2942	0.0452	0.0308	1,700.5878
Unmitigated	26.3155	1.9109	52.0853	0.1146		6.7622	6.7622		6.7622	6.7622	824.2888	1,597.1177	2,421.4065	2.4713	0.0560	2,499.8604

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2419					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.7870					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	23.0592	1.8259	44.7526	0.1142		6.7222	6.7222		6.7222	6.7222	824.2888	1,584.0000	2,408.2888	2.4582	0.0560	2,486.4157
Landscaping	0.2274	0.0851	7.3328	3.8000e-004		0.0400	0.0400		0.0400	0.0400		13.1177	13.1177	0.0131		13.4447
Total	**26.3155**	**1.9109**	**52.0853**	**0.1146**		**6.7622**	**6.7622**		**6.7622**	**6.7622**	**824.2888**	**1,597.1177**	**2,421.4065**	**2.4713**	**0.0560**	**2,499.8604**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2419					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.7870					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1537	1.3138	0.5591	8.3900e-003		0.1062	0.1062		0.1062	0.1062	0.0000	1,677.1765	1,677.1765	0.0322	0.0308	1,687.1431
Landscaping	0.2274	0.0851	7.3328	3.8000e-004		0.0400	0.0400		0.0400	0.0400		13.1177	13.1177	0.0131		13.4447
Total	**3.4100**	**1.3989**	**7.8918**	**8.7700e-003**		**0.1462**	**0.1462**		**0.1462**	**0.1462**	**0.0000**	**1,690.2942**	**1,690.2942**	**0.0452**	**0.0308**	**1,700.5878**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

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

Appendix B

Greenhouse Gas Calculations

"The View" 5101 Overhill Drive

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	88.00	Dwelling Unit	1.00	139,281.00	252
Enclosed Parking with Elevator	206.00	Space	0.84	82,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2018
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

"The View" 5101 Overhill Drive - Los Angeles-South Coast County, Annual

Project Characteristics - Operational year is 2018

Land Use - Project site is 1.84 acres

Construction Phase - Construction schedule per applicant

Off-road Equipment - Equipment estimate based on SCAQMD survey data for a 2-acre site

Off-road Equipment - Equipment estimate based on SCAQMD survey data for a 2-acre site

Grading - Project site is 1.84 acres

Trips and VMT -

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

Vehicle Trips - Trip rate based on project related traffic study.

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

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

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

Energy Mitigation -

Water Mitigation -

Energy Use -

Off-road Equipment -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Parking	100	50
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0

tblConstructionPhase	NumDays	10.00	33.00
tblConstructionPhase	NumDays	200.00	261.00
tblConstructionPhase	NumDays	4.00	44.00
tblConstructionPhase	PhaseEndDate	2/14/2019	12/31/2018
tblConstructionPhase	PhaseEndDate	12/29/2017	12/31/2017
tblConstructionPhase	PhaseStartDate	1/1/2019	11/15/2018
tblConstructionPhase	PhaseStartDate	12/30/2017	1/1/2018
tblGrading	AcresOfGrading	16.50	1.84
tblGrading	MaterialExported	0.00	27,850.00
tblLandUse	BuildingSpaceSquareFeet	88,000.00	139,281.00
tblLandUse	LandUseSquareFeet	88,000.00	139,281.00
tblLandUse	LotAcreage	2.32	1.00
tblLandUse	LotAcreage	1.85	0.84
tblOffRoadEquipment	LoadFactor	0.42	0.42
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Pavers
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblVehicleTrips	WD_TR	6.65	8.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0626	1.0882	0.3411	1.8100e-003	0.1342	0.0269	0.1611	0.0638	0.0248	0.0887	0.0000	175.3060	175.3060	0.0206	0.0000	175.8198
2018	0.9467	3.5326	3.2431	6.2400e-003	0.1627	0.1893	0.3520	0.0436	0.1808	0.2244	0.0000	549.5640	549.5640	0.0862	0.0000	551.7196
Maximum	**0.9467**	**3.5326**	**3.2431**	**6.2400e-003**	**0.1627**	**0.1893**	**0.3520**	**0.0638**	**0.1808**	**0.2244**	**0.0000**	**549.5640**	**549.5640**	**0.0862**	**0.0000**	**551.7196**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0626	1.0882	0.3411	1.8100e-003	0.0782	0.0269	0.1051	0.0336	0.0248	0.0584	0.0000	175.3059	175.3059	0.0206	0.0000	175.8198
2018	0.9467	3.5326	3.2431	6.2400e-003	0.1627	0.1893	0.3520	0.0436	0.1808	0.2244	0.0000	549.5636	549.5636	0.0862	0.0000	551.7192
Maximum	**0.9467**	**3.5326**	**3.2431**	**6.2400e-003**	**0.1627**	**0.1893**	**0.3520**	**0.0436**	**0.1808**	**0.2244**	**0.0000**	**549.5636**	**549.5636**	**0.0862**	**0.0000**	**551.7192**

	ROG	NOx	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**	**18.88**	**0.00**	**10.92**	**28.13**	**0.00**	**9.66**	**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	10-31-2017	1-30-2018	1.4745	1.4745
2	1-31-2018	4-29-2018	0.9720	0.9720
3	4-30-2018	7-30-2018	1.0022	1.0022
4	7-31-2018	9-30-2018	0.6754	0.6754
		Highest	1.4745	1.4745

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	0.8694	0.0335	1.4760	1.4800e-003		0.0890	0.0890		0.0890	0.0890	9.3473	19.4498	28.7971	0.0294	6.3000e-004	29.7201
Energy	5.3000e-003	0.0453	0.0193	2.9000e-004		3.6600e-003	3.6600e-003		3.6600e-003	3.6600e-003	0.0000	568.1978	568.1978	0.0132	3.4800e-003	569.5648
Mobile	0.2895	1.4261	4.0470	0.0114	0.8521	0.0140	0.8660	0.2285	0.0131	0.2416	0.0000	1,050.6851	1,050.6851	0.0650	0.0000	1,052.3102
Waste						0.0000	0.0000		0.0000	0.0000	8.2171	0.0000	8.2171	0.4856	0.0000	20.3575
Water						0.0000	0.0000		0.0000	0.0000	1.8190	63.9476	65.7666	0.1883	4.7200e-003	71.8828
Total	**1.1642**	**1.5048**	**5.5422**	**0.0132**	**0.8521**	**0.1066**	**0.9587**	**0.2285**	**0.1058**	**0.3343**	**19.3833**	**1,702.2803**	**1,721.6636**	**0.7815**	**8.8300e-003**	**1,743.8354**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5831	0.0271	0.9236	1.5000e-004		6.3300e-003	6.3300e-003		6.3300e-003	6.3300e-003	0.0000	20.5064	20.5064	1.8500e-003	3.5000e-004	20.6565
Energy	5.3000e-003	0.0453	0.0193	2.9000e-004		3.6600e-003	3.6600e-003		3.6600e-003	3.6600e-003	0.0000	562.9947	562.9947	0.0131	3.4600e-003	564.3511
Mobile	0.2895	1.4261	4.0470	0.0114	0.8521	0.0140	0.8660	0.2285	0.0131	0.2416	0.0000	1,050.6851	1,050.6851	0.0650	0.0000	1,052.3102
Waste						0.0000	0.0000		0.0000	0.0000	8.2171	0.0000	8.2171	0.4856	0.0000	20.3575
Water						0.0000	0.0000		0.0000	0.0000	1.4552	51.1581	52.6133	0.1507	3.7800e-003	57.5062
Total	**0.8779**	**1.4984**	**4.9898**	**0.0119**	**0.8521**	**0.0239**	**0.8760**	**0.2285**	**0.0231**	**0.2516**	**9.6723**	**1,685.3443**	**1,695.0165**	**0.7162**	**7.5900e-003**	**1,715.1815**

	ROG	NOx	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	**24.59**	**0.43**	**9.97**	**10.08**	**0.00**	**77.55**	**8.63**	**0.00**	**78.15**	**24.74**	**50.10**	**0.99**	**1.55**	**8.36**	**14.04**	**1.64**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	10/31/2017	12/31/2017	5	44	
2	Building Construction	Building Construction	1/1/2018	12/31/2018	5	261	
3	Architectural Coating	Architectural Coating	11/15/2018	12/31/2018	5	33	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.84

Acres of Paving: 0.84

Residential Indoor: 282,044; Residential Outdoor: 94,015; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 4,944 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Pavers	1	8.00	130	0.42
Building Construction	Rollers	1	8.00	80	0.38
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	98.00	23.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	3,481.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1019	0.0000	0.1019	0.0550	0.0000	0.0550	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0414	0.4610	0.2008	3.7000e-004		0.0236	0.0236		0.0217	0.0217	0.0000	34.3953	34.3953	0.0105	0.0000	34.6588
Total	**0.0414**	**0.4610**	**0.2008**	**3.7000e-004**	**0.1019**	**0.0236**	**0.1255**	**0.0550**	**0.0217**	**0.0767**	**0.0000**	**34.3953**	**34.3953**	**0.0105**	**0.0000**	**34.6588**

3.2 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0199	0.6260	0.1274	1.4200e-003	0.0299	3.2200e-003	0.0331	8.2100e-003	3.0800e-003	0.0113	0.0000	138.4478	138.4478	9.9100e-003	0.0000	138.6956
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	1.3800e-003	1.2000e-003	0.0128	3.0000e-005	2.4100e-003	2.0000e-005	2.4300e-003	6.4000e-004	2.0000e-005	6.6000e-004	0.0000	2.4629	2.4629	1.0000e-004	0.0000	2.4655
Total	**0.0212**	**0.6272**	**0.1402**	**1.4500e-003**	**0.0323**	**3.2400e-003**	**0.0356**	**8.8500e-003**	**3.1000e-003**	**0.0120**	**0.0000**	**140.9107**	**140.9107**	**0.0100**	**0.0000**	**141.1610**

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					0.0459	0.0000	0.0459	0.0247	0.0000	0.0247	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0414	0.4610	0.2008	3.7000e-004		0.0236	0.0236		0.0217	0.0217	0.0000	34.3952	34.3952	0.0105	0.0000	34.6587
Total	**0.0414**	**0.4610**	**0.2008**	**3.7000e-004**	**0.0459**	**0.0236**	**0.0695**	**0.0247**	**0.0217**	**0.0465**	**0.0000**	**34.3952**	**34.3952**	**0.0105**	**0.0000**	**34.6587**

3.2 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0199	0.6260	0.1274	1.4200e-003	0.0299	3.2200e-003	0.0331	8.2100e-003	3.0800e-003	0.0113	0.0000	138.4478	138.4478	9.9100e-003	0.0000	138.6956
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	1.3800e-003	1.2000e-003	0.0128	3.0000e-005	2.4100e-003	2.0000e-005	2.4300e-003	6.4000e-004	2.0000e-005	6.6000e-004	0.0000	2.4629	2.4629	1.0000e-004	0.0000	2.4655
Total	**0.0212**	**0.6272**	**0.1402**	**1.4500e-003**	**0.0323**	**3.2400e-003**	**0.0356**	**8.8500e-003**	**3.1000e-003**	**0.0120**	**0.0000**	**140.9107**	**140.9107**	**0.0100**	**0.0000**	**141.1610**

3.3 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.4136	3.0614	2.4380	3.8200e-003		0.1829	0.1829		0.1746	0.1746	0.0000	326.6743	326.6743	0.0753	0.0000	328.5556
Total	**0.4136**	**3.0614**	**2.4380**	**3.8200e-003**		**0.1829**	**0.1829**		**0.1746**	**0.1746**	**0.0000**	**326.6743**	**326.6743**	**0.0753**	**0.0000**	**328.5556**

3.3 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0141	0.3759	0.1057	7.8000e-004	0.0189	2.6100e-003	0.0215	5.4600e-003	2.5000e-003	7.9500e-003	0.0000	75.8378	75.8378	5.2000e-003	0.0000	75.9679
Worker	0.0709	0.0606	0.6520	1.5400e-003	0.1401	1.2700e-003	0.1414	0.0372	1.1700e-003	0.0384	0.0000	139.2460	139.2460	5.2400e-003	0.0000	139.3769
Total	**0.0849**	**0.4365**	**0.7577**	**2.3200e-003**	**0.1591**	**3.8800e-003**	**0.1629**	**0.0427**	**3.6700e-003**	**0.0464**	**0.0000**	**215.0838**	**215.0838**	**0.0104**	**0.0000**	**215.3447**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.4136	3.0614	2.4380	3.8200e-003		0.1829	0.1829		0.1746	0.1746	0.0000	326.6740	326.6740	0.0753	0.0000	328.5552
Total	**0.4136**	**3.0614**	**2.4380**	**3.8200e-003**		**0.1829**	**0.1829**		**0.1746**	**0.1746**	**0.0000**	**326.6740**	**326.6740**	**0.0753**	**0.0000**	**328.5552**

3.3 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0141	0.3759	0.1057	7.8000e-004	0.0189	2.6100e-003	0.0215	5.4600e-003	2.5000e-003	7.9500e-003	0.0000	75.8378	75.8378	5.2000e-003	0.0000	75.9679
Worker	0.0709	0.0606	0.6520	1.5400e-003	0.1401	1.2700e-003	0.1414	0.0372	1.1700e-003	0.0384	0.0000	139.2460	139.2460	5.2400e-003	0.0000	139.3769
Total	**0.0849**	**0.4365**	**0.7577**	**2.3200e-003**	**0.1591**	**3.8800e-003**	**0.1629**	**0.0427**	**3.6700e-003**	**0.0464**	**0.0000**	**215.0838**	**215.0838**	**0.0104**	**0.0000**	**215.3447**

3.4 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4415					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.9300e-003	0.0331	0.0306	5.0000e-005		2.4800e-003	2.4800e-003		2.4800e-003	2.4800e-003	0.0000	4.2129	4.2129	4.0000e-004	0.0000	4.2229
Total	**0.4464**	**0.0331**	**0.0306**	**5.0000e-005**		**2.4800e-003**	**2.4800e-003**		**2.4800e-003**	**2.4800e-003**	**0.0000**	**4.2129**	**4.2129**	**4.0000e-004**	**0.0000**	**4.2229**

3.4 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	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	1.8300e-003	1.5600e-003	0.0168	4.0000e-005	3.6200e-003	3.0000e-005	3.6500e-003	9.6000e-004	3.0000e-005	9.9000e-004	0.0000	3.5930	3.5930	1.4000e-004	0.0000	3.5964
Total	**1.8300e-003**	**1.5600e-003**	**0.0168**	**4.0000e-005**	**3.6200e-003**	**3.0000e-005**	**3.6500e-003**	**9.6000e-004**	**3.0000e-005**	**9.9000e-004**	**0.0000**	**3.5930**	**3.5930**	**1.4000e-004**	**0.0000**	**3.5964**

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	0.4415					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.9300e-003	0.0331	0.0306	5.0000e-005		2.4800e-003	2.4800e-003		2.4800e-003	2.4800e-003	0.0000	4.2129	4.2129	4.0000e-004	0.0000	4.2229
Total	**0.4464**	**0.0331**	**0.0306**	**5.0000e-005**		**2.4800e-003**	**2.4800e-003**		**2.4800e-003**	**2.4800e-003**	**0.0000**	**4.2129**	**4.2129**	**4.0000e-004**	**0.0000**	**4.2229**

3.4 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	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	1.8300e-003	1.5600e-003	0.0168	4.0000e-005	3.6200e-003	3.0000e-005	3.6500e-003	9.6000e-004	3.0000e-005	9.9000e-004	0.0000	3.5930	3.5930	1.4000e-004	0.0000	3.5964
Total	**1.8300e-003**	**1.5600e-003**	**0.0168**	**4.0000e-005**	**3.6200e-003**	**3.0000e-005**	**3.6500e-003**	**9.6000e-004**	**3.0000e-005**	**9.9000e-004**	**0.0000**	**3.5930**	**3.5930**	**1.4000e-004**	**0.0000**	**3.5964**

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	0.2895	1.4261	4.0470	0.0114	0.8521	0.0140	0.8660	0.2285	0.0131	0.2416	0.0000	1,050.6851	1,050.6851	0.0650	0.0000	1,052.3102
Unmitigated	0.2895	1.4261	4.0470	0.0114	0.8521	0.0140	0.8660	0.2285	0.0131	0.2416	0.0000	1,050.6851	1,050.6851	0.0650	0.0000	1,052.3102

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	704.00	562.32	515.68	2,244,581	2,244,581
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	704.00	562.32	515.68	2,244,581	2,244,581

4.3 Trip Type Information

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Enclosed Parking with Elevator	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	510.5876	510.5876	0.0121	2.4900e-003	511.6326
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	515.7907	515.7907	0.0122	2.5200e-003	516.8463
NaturalGas Mitigated	5.3000e-003	0.0453	0.0193	2.9000e-004		3.6600e-003	3.6600e-003		3.6600e-003	3.6600e-003	0.0000	52.4071	52.4071	1.0000e-003	9.6000e-004	52.7185
NaturalGas Unmitigated	5.3000e-003	0.0453	0.0193	2.9000e-004		3.6600e-003	3.6600e-003		3.6600e-003	3.6600e-003	0.0000	52.4071	52.4071	1.0000e-003	9.6000e-004	52.7185

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	982072	5.3000e-003	0.0453	0.0193	2.9000e-004		3.6600e-003	3.6600e-003		3.6600e-003	3.6600e-003	0.0000	52.4071	52.4071	1.0000e-003	9.6000e-004	52.7185
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.3000e-003**	**0.0453**	**0.0193**	**2.9000e-004**		**3.6600e-003**	**3.6600e-003**		**3.6600e-003**	**3.6600e-003**	**0.0000**	**52.4071**	**52.4071**	**1.0000e-003**	**9.6000e-004**	**52.7185**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	982072	5.3000e-003	0.0453	0.0193	2.9000e-004		3.6600e-003	3.6600e-003		3.6600e-003	3.6600e-003	0.0000	52.4071	52.4071	1.0000e-003	9.6000e-004	52.7185
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.3000e-003**	**0.0453**	**0.0193**	**2.9000e-004**		**3.6600e-003**	**3.6600e-003**		**3.6600e-003**	**3.6600e-003**	**0.0000**	**52.4071**	**52.4071**	**1.0000e-003**	**9.6000e-004**	**52.7185**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	370704	206.4676	4.8800e-003	1.0100e-003	206.8902
Enclosed Parking with Elevator	555376	309.3231	7.3100e-003	1.5100e-003	309.9561
Total		**515.7907**	**0.0122**	**2.5200e-003**	**516.8463**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	361362	201.2645	4.7500e-003	9.8000e-004	201.6764
Enclosed Parking with Elevator	555376	309.3231	7.3100e-003	1.5100e-003	309.9561
Total		**510.5876**	**0.0121**	**2.4900e-003**	**511.6326**

6.0 Area Detail

6.1 Mitigation Measures Area

"The View" 5101 Overhill Drive - Los Angeles-South Coast County, Annual

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5831	0.0271	0.9236	1.5000e-004		6.3300e-003	6.3300e-003		6.3300e-003	6.3300e-003	0.0000	20.5064	20.5064	1.8500e-003	3.5000e-004	20.6565
Unmitigated	0.8694	0.0335	1.4760	1.4800e-003		0.0890	0.0890		0.0890	0.0890	9.3473	19.4498	28.7971	0.0294	6.3000e-004	29.7201

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	0.0442					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5086					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.2882	0.0228	0.5594	1.4300e-003		0.0840	0.0840		0.0840	0.0840	9.3473	17.9623	27.3095	0.0279	6.3000e-004	28.1955
Landscaping	0.0284	0.0106	0.9166	5.0000e-005		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003	0.0000	1.4875	1.4875	1.4800e-003	0.0000	1.5246
Total	**0.8694**	**0.0335**	**1.4760**	**1.4800e-003**		**0.0890**	**0.0890**		**0.0890**	**0.0890**	**9.3473**	**19.4498**	**28.7971**	**0.0294**	**6.3000e-004**	**29.7201**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0442					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5086					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.9200e-003	0.0164	6.9900e-003	1.0000e-004		1.3300e-003	1.3300e-003		1.3300e-003	1.3300e-003	0.0000	19.0189	19.0189	3.6000e-004	3.5000e-004	19.1319
Landscaping	0.0284	0.0106	0.9166	5.0000e-005		5.0000e-003	5.0000e-003		5.0000e-003	5.0000e-003	0.0000	1.4875	1.4875	1.4800e-003	0.0000	1.5246
Total	**0.5831**	**0.0271**	**0.9236**	**1.5000e-004**		**6.3300e-003**	**6.3300e-003**		**6.3300e-003**	**6.3300e-003**	**0.0000**	**20.5064**	**20.5064**	**1.8400e-003**	**3.5000e-004**	**20.6565**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	52.6133	0.1507	3.7800e-003	57.5062
Unmitigated	65.7666	0.1883	4.7200e-003	71.8828

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	5.73355 / 3.61463	65.7666	0.1883	4.7200e-003	71.8828
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**65.7666**	**0.1883**	**4.7200e-003**	**71.8828**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	4.58684 / 2.89171	52.6133	0.1507	3.7800e-003	57.5062
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**52.6133**	**0.1507**	**3.7800e-003**	**57.5062**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	8.2171	0.4856	0.0000	20.3575
Unmitigated	8.2171	0.4856	0.0000	20.3575

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	40.48	8.2171	0.4856	0.0000	20.3575
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**8.2171**	**0.4856**	**0.0000**	**20.3575**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	40.48	8.2171	0.4856	0.0000	20.3575
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**8.2171**	**0.4856**	**0.0000**	**20.3575**

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 Investigation

GEOTECHNICAL INVESTIGATION
5101 S. Overhill Drive
Proposed 91 Unit Residential Development
County of Los Angeles, California

HETHERINGTON ENGINEERING, INC.

HETHERINGTON ENGINEERING, INC.

SOIL & FOUNDATION ENGINEERING • ENGINEERING GEOLOGY • HYDROGEOLOGY

November 21, 2014
Project No. 7356.1
Log No. 17085

Mr. Scott Trasn
c/o Alzate Building Corporation
101 South El Camino Real, Suite 104
San Clemente, California 92672

Attention: Mr. Harold Alzate

Subject: GEOTECHNICAL INVESTIGATION
5101 S. Overhill Drive
Proposed 91 Unit Residential Development
County of Los Angeles, California

References: Attached

Dear Mr. Alzate:

In accordance with your request, Hetherington Engineering, Inc., has performed a geotechnical investigation at the subject site. The purpose of our work was to review available published documents and the existing site geotechnical reports, perform site subsurface exploration and laboratory testing, review the current proposed architectural and grading plans and prepare a report providing our geotechnical findings, conclusions, and grading/foundation recommendations. We have been provided with preliminary architectural plans by Michael Luna and Associates, Architect and preliminary grading plans by Toal Engineering, Inc. (References 8 and 9). We understand the project will include five levels of residential units, and three levels of partial subterranean parking.

Our scope of work included the following:

- Review of existing geotechnical reports (provided by Mr. Luna) pertinent to the property.
- Review of published reports and maps relevant to the site vicnity.
- Site reconnaissance.
- Subsurface exploration consisting of two bucket auger borings to depths of 51-feet for soil/bedrock sampling and “down-hole” geologic observation.
- Laboratory testing of samples obtained during the subsurface exploration.

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327 Third Street • Laguna Beach, CA 92651 • (949) 715-5440 • Fax (949) 715-5442
www.hetheringtonengineering.com

- Engineering and geologic analyses.

- Preparation of this report presenting our geotechnical findings, conclusions and recommendations, along with supporting graphics.

SITE DESCRIPTION

The subject site is located south of the intersection of La Brea Avenue and Overhill Drive in the Baldwin Hills area of the County of Los Angeles, California (see Location Map, Figure 1). The site consists of an irregular shaped property, that is currently vacant and supports of low growth of weeds.

Topographically, the property consists of ascending slopes from both La Brea Avenue and Overhill Drive with an elevated hill near the central portion of the site. Near the southwest corner of the site, a cut slope exists reportedly steeper than 1.5:1 (horizontal to vertical). The remainder of the west side of the property is a descending natural slope to La Brea Avenue on the order of 3:1 (horizontal to vertical). The eastern portion of the site is a gently descending slope to Overhill Drive.

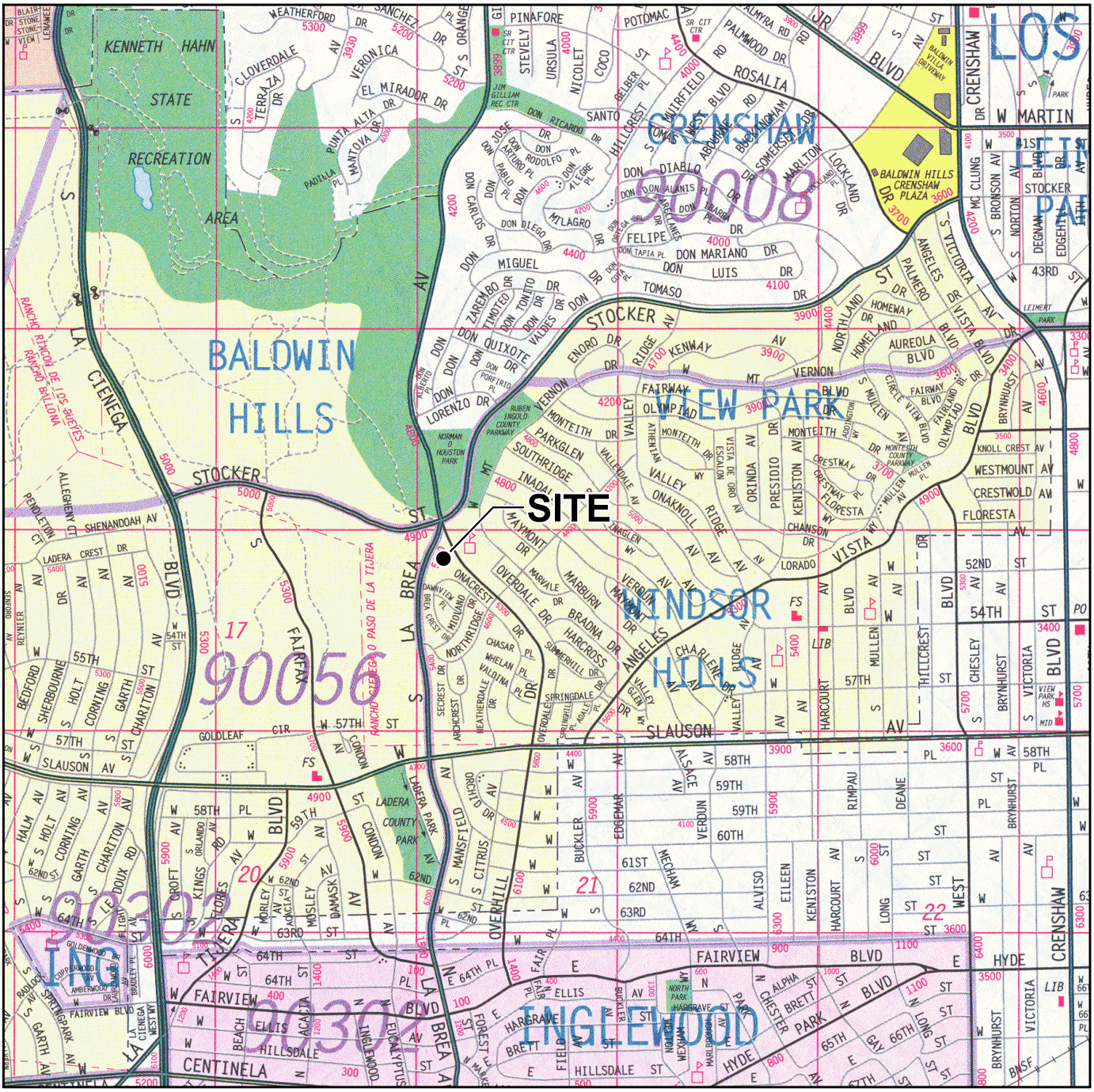
The site is bounded to the north by commercial buildings with a ±10-feet high retaining wall along the common property line, to the south by existing single-family residences and a vacant parcel, to the east by Overhill Drive and to the west by La Brea Avenue. Topographic relief on the site is approximately 50-feet.

PROPOSED DEVELOPMENT

Based on discussions Mr. Michael Luna, Architect, and review of the preliminary architectural plans and preliminary grading plans (References 8 and 9), we understand that the proposed development consists of a 91-unit, multi-family, residential structure that will include five levels of residential units and three levels of partial subterranean parking.

Retaining walls will be utilized within the structure to facilitate the subterranean parking levels and grade changes within the building footprint. Grading will be required to prepare the site for construction. Building loads have not been provided at this time.

Based on the preliminary grading plan, grading primarily consists of cut varying from 0 to 23±-feet. Design fill depths of less than 5-feet are planned. Due to the numerous



ADAPTED FROM: The Thomas Guide, Los Angeles County, 51st Edition, Page 673

N

SCALE: 1" - 2000'
(1 Grid Equals: 0.5 x 0.5 miles)

LOCATION MAP

HETHERINGTON ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

5101 S. Overhill Drive
Los Angeles, California

PROJECT NO. 7356.1 | FIGURE NO. 1

retaining walls proposed, retaining wall backfill will be extensive. No new slopes are proposed.

PREVIOUS GEOTECHNICAL STUDIES

The site has previously been the subject of geotechnical engineering and engineering geologic investigations (References 1 through 7). These investigations have included six borings by Krazan & Associates, Inc. (Reference 1), three fault location trenches by Schroeter Environmental and Geotechnical (Reference 3) and six hand auger borings by MTC Engineering, Inc. (Reference 4). The approximate locations of the prior field exploration are shown on the attached Geotechnical Plan, Plate 1. The boring and fault trench logs by others are provided in the attached Appendix A.

These investigations determined that the site is underlain by up to 10-feet of undocumented fill overlying Quaternary older alluvium, also called the Baldwin Hills sandy gravel (Reference 19). The onsite soils are primarily described as silty to clayey sand and sand, with some sandy silt. No groundwater has been previously encountered to the maximum explored depth of 50-feet.

The site is located within a State of California Earthquake Fault Hazard Zone (Reference 19). Fault trenching performed by Schroeter Environmental and Geotechnical identified earth cracks associated with past subsidence in this portion of the Baldwin Hills. The earth cracks have been identified as being primarily or entirely due to subsidence associated with the extraction of oil from the Inglewood Oil field (References 13 and 20).

Maximum subsidence due to oil extraction was documented to be 5.67-feet between 1911 and 1963, approximately 1/2-mile north of the intersection of Stocker Street and La Cienega Boulevard. The rate of subsidence was observed to decrease after water injection was initiated in 1954 to assist in secondary recovery of oil (Reference 13).

Structural setbacks have been provided from the earth cracks identified adjacent to the west side of the site and on the southeast corner of the site (Reference 3). The location of one of the earth cracks is visible as a linear patch in the asphalt concrete pavement on Overhill Drive, near the southeast portion of the site. The approximate location of the identified earth cracks and structural setbacks are indicated on the attached Geotechnical Plan and Geologic Cross-Sections, Plates 1 and 2.

SUBSURFACE EXPLORATION

Subsurface conditions were explored by drilling two bucket auger borings to depths of 51-feet below existing site grades to obtain samples of the subsurface soils and perform soil/geologic observation. The approximate locations of the borings are shown on the attached Geotechnical Plan, Plate 1.

The subsurface exploration was supervised by a geologist from this office, who visually classified the subsurface soil materials, obtained bulk and relatively undisturbed samples for laboratory testing and "down-hole" logged the borings. The soils were visually classified according to the Unified Soil Classification System. Soil classifications are shown on the attached Boring Logs, Figures 3 through 6.

LABORATORY TESTING

Laboratory testing was performed on samples obtained during the subsurface exploration. Tests performed consisted of the following:

- Dry Density and Moisture Content (ASTM: D 2216)
- Direct Shear (ASTM: D 3080)
- Expansion Index (ASTM: D 4329)

Results of the dry density and moisture content determinations are presented on the Boring Logs, Figures 3 through 6. The remaining laboratory test results are presented on the Laboratory Test Results, Figure 7. Laboratory testing by others is included in Appendix B.

SOIL AND GEOLOGIC CONDITIONS

1. Geologic Setting

   The subject site is located within the Los Angeles Basin at the northwest margin of the Peninsular Ranges Geomorphic Province in the Baldwin Hills area of the County of Los Angeles, California. The Baldwin Hills consist of geologically young sediments that have been uplifted along faults associated with the active Newport-Inglewood fault zone in relatively recent geologic time. A portion of the geologic map from Reference 20 is attached as Published Geologic Map, Figure 2.

Based on the prior field exploration of others and our work, the subject site is underlain by undocumented fill and older alluvium.

2. Geologic Units

a. Fill – The property is mantled by a variable thickness of undocumented fill consisting of damp to moist, loose to medium dense, brown and dark brown silty sand. The undocumented fill material is not considered suitable for the support of the proposed structure or compacted fill in its existing condition.

b. Older Alluvium – Older alluvium, also identified as the Quaternary Baldwin Hills sandy gravel, underlies the fill at depths up to 10-feet below existing site grades and consists generally of silty sand, clayey sand, sand, and sandy silt with varying amounts of gravel and cobbles, which is damp to moist, and medium dense to dense and firm. The older alluvium was found to the maximum explored depth of 51-feet.

3. Groundwater

Groundwater was not encountered in the previous or current exploratory borings to the maximum depth explored of 51-feet. Fluctuations in the amount and level of groundwater may occur due to variations in rainfall, irrigation, and other factors that might not have been evident at the time of the prior or current field exploration.

SEISMICITY

The site is located within the seismically active southern California region and is located within the presently defined limits of an Alquist-Priolo Earthquake Fault Zone (Reference 19). Earth cracks have been identified within the southeast portion of the property during prior fault trenching on site. The primary active or potentially active fault zone that would have the maximum potential impact on the site is the Newport-Inglewood. Traces of this fault zone are located within several hundred feet of the site. A maximum probable earthquake of moment magnitude 7.2 and a slip rate of 1 mm/year have been assigned to this fault zone.

SEISMIC EFFECTS

1. Ground Accelerations

   The most significant earthquake to effect the property is considered to be a 7.2 magnitude earthquake on the Newport-Inglewood fault. Based on Section 1803.5.12 of the 2014 Los Angeles County Building Code, peak ground accelerations modified for site effects (PGA_M) of about 0.68g are possible for the design earthquake.

2. Ground Cracks

   Fault rupture due to active faulting is possible on the existing documented ground cracks. Ground cracks due to shaking from seismic events in the region are possible, as with all southern California.

3. Landsliding

   Review of the State of California Seismic Hazard Zones map (Reference 17) indicates that the site is not located within an area considered susceptible to seismically induced landsliding. The risk of seismically induced landsliding is considered to be low provided the site is graded in accordance with the grading recommendations included herein.

4. Liquefaction

   Review of the State of California Seismic Hazard Zones map (Reference 17) indicates that the site is not located within an area considered susceptible to liquefaction. The risk of liquefaction at the site is considered to be nil due to the in the lack of groundwater in the upper 51-feet and dense/firm older alluvial soils.

5. Tsunamis

   The risk for seismically generated ocean waves to effect the property is considered very low due to the elevation of the property above sea level.

CONCLUSIONS AND RECOMMENDATIONS

1. General

The proposed grading and construction is considered feasible from a geotechnical standpoint. The recommended setbacks from the previously identified earth cracks are considered appropriate and necessary. Foundation and grading plans should consider the appropriate geotechnical features of the site. The proposed construction is not anticipated to adversely impact the adjacent properties from a geotechnical standpoint provided the recommendations in this report are implemented and good construction practices are utilized.

2. Slope Stability

Cut and compacted fill slopes constructed at slope ratios of 2:1 (horizontal to vertical) or flatter are expected to be grossly and surficially stable.

3. Seismic Considerations

Seismic considerations that should be used for structural design, based on Section 1613 of the 2014 Los Angeles County Building Code and ASCE 7-10, include the following:

a. Ground Motion - The proposed structure should be designed and constructed to resist the effects of seismic ground motions as provided in Section 1613 of the 2014 Los Angeles County Building Code.

Site Address: 5101 South Overhill Drive, Los Angeles, California

Latitude: 33.996

Longitude: -118.358

b. Spectral Response Accelerations - Using the location of the property and data obtained from the U. S. G. S. Earthquake Hazard Program short period Spectral Response Accelerations S_s (0.2 second period) and S_1 (1.0 second period) are:

$S_s = 1.865g$
$S_1 = 0.679g$

c. Site Class - In accordance with Chapter 20 of ASCE 7-10 and the underlying geologic conditions, a Site Class D is considered appropriate for the subject property.

d. Site Coefficients F_a and F_v - In accordance with Table 1613.3.3 and considering the values of S_s and S_1, Site Coefficients are:

$F_a = 1.0$
$F_v = 1.5$

e. Spectral Response Acceleration Parameters Sm_s and Sm_1 - In accordance with Section 1613.3.3 and considering the values of S_s and S_1, and F_a and Fv, Spectral Response Acceleration Parameters for Maximum Considered Earthquake are:

$Sm_s = (F_a)(S_s) = (1.0)(1.865) = 1.865g$
$Sm_1 = (F_v)(S_1) = (1.5)(0.679) = 1.019g$

f. Design Spectral Response Acceleration Parameters Sd_s and Sd_1 - In accordance with Section 1613.3.4 and considering the values of Sm_s and Sm_1, Design Spectral Response Acceleration Parameters for Maximum Considered Earthquake are:

$Sd_s = 2/3\ Sm_s = 2/3\ (1.865) = 1.243g$
$Sd_1 = 2/3\ Sm_1 = 2/3\ (1.019) = 0.679g$

g. Long Period Transition Period - A Long Period Transitional Period of $T_L = 8$ seconds is provided for this portion of Los Angeles County.

h. Seismic Design Category - In accordance with Tables 1604.5, 1613.3.5(1) and 1613.3.5(2) and ASCE 7-10, a Risk Category II and a Seismic Design Category D are considered appropriate for the subject property.

4. Site Grading

Prior to grading, the site should be cleared of existing debris and vegetation. Materials generated during clearing should be properly disposed of at an approved location off-site. Holes resulting from the removal of buried obstructions (old septic tanks/seepage pits) that may be encountered during construction, or other underground structures should be removed in accordance with local ordinances and replaced with compacted fill or lean concrete.

In the area of proposed construction and when not removed by planned cut, the existing undocumented fill and any disturbed older alluvium should be removed down to approved older alluvium (approximately 3 to 12-feet below existing grade) and replaced as compacted fill in order to achieve design grades. Removals should extend to a distance equal to the removal depth beyond the limits of the proposed improvements. Final removal depths should be determined in the field during grading by the Geotechnical Consultant.

The exposed subgrade should be scarified 6 to 8-inches, moisture conditioned to approximately optimum moisture content and compacted to a minimum of 90-percent relative compaction based upon ASTM: D 1557. Fill should be moisture conditioned as necessary to near optimum moisture content and compacted by mechanical means in uniform horizontal lifts of 6 to 8-inches in thickness. Where fills are placed on ground sloping at 5 to 1 (horizontal to vertical) or steeper, fills should be keyed and benched into competent older alluvium as described in the attached General Earthwork and Site Grading Specifications, Appendix C. All fill should be compacted to a minimum relative compaction of 90-percent based upon ASTM: D 1557. The on-site materials are considered suitable for use as compacted fill provided all vegetation and debris are removed. Rock fragments over 6-inches in maximum dimension and other perishable or unsuitable materials should be excluded from the fill.

All grading and fill placement should be observed and tested as necessary by the Geotechnical Consultant and in accordance with Appendix J of the 2014 Los Angeles County Building Code.

5. Temporary Slopes

Temporary slopes in undocumented fill and older alluvium may be excavated up to 5-feet vertically and at 1:1 (horizontal to vertical) slope ratios over 5-feet. No shoring is anticipated at this time. Geologic mapping of excavations should be performed by the Engineering Geologist to confirm anticipated conditions or to provide additional recommendations as needed.

6. Foundation and Slab Recommendations

For preliminary design purposes, the foundation and slab system should be designed by the Structural Engineer in accordance with the 2014 Los Angeles County Building Code. The recommendations that follow assume that when building loads are known the estimated total and differential settlements under foundation loads will be within

acceptable limits for the proposed construction. If estimated settlements are excessive, a more robust foundation and slab system such as a mat slab or drilled/driven piers may be necessary. The following recommendations are considered geotechnical minimums and may be increased by structural requirements.

The proposed building may be supported by conventional continuous/spread footings founded in compacted fill and/or approved older alluvial deposits. Conventional continuous/spread footings extending at least 24-inches into approved bearing materials and at least 18-inches wide may be designed for a dead plus live load bearing capacity of 3500-pounds-per-square-foot. This value may be increased by one-third for loads including wind and seismic forces. A lateral bearing value of 300-pounds-per-square-foot per foot of depth and a coefficient of friction between foundation soil and concrete of 0.35 may be assumed. Continuous footings should be reinforced with at least four No. 5 bars, two top and two bottom. Foundations located adjacent to utility trenches should extend below a 1:1 (horizontal to vertical) plane projected upward from the bottom of the trench.

Footing excavations should be observed by the Geotechnical Consultant prior to placement of reinforcement and concrete to ensure that appropriate bearing materials have been encountered.

Slab-on-grade floors supported by compacted fill or older approved alluvium should have a minimum thickness of 5-inches and should be reinforced with at least #4 bars spaced at 18-inches, center to center, in two directions, and supported on chairs so that the reinforcement is at mid-height in the slab. Floor slabs including garages should be underlain with a moisture vapor retarder consisting of a minimum 10-mil polyvinyl chloride membrane. At least 2-inches of clean sand should be placed below the vapor retarder and 2-inches above. The vapor retarder should be placed in accordance with ASTM: E 1643. Prior to placing concrete, the slab subgrade soils should be thoroughly moistened.

Vapor retarders are not intended to provide a waterproofing function. Should moisture vapor sensitive floor coverings be planned, a qualified consultant/contractor should be consulted to evaluate moisture vapor transmission rates and to provide recommendations to mitigate potential adverse impacts of moisture vapor transmissions on the proposed flooring.

7. Retaining Walls

Retaining walls free to rotate (cantilevered walls) should be designed for an active pressure of 40-pounds-per-cubic-foot (equivalent fluid pressure) assuming level backfill consisting of on-site or imported very low expansion potential granular soils. Walls restrained from movement at the top should be designed for an at-rest earth pressure of 60-pounds-per-cubic-foot (equivalent fluid pressure) assuming level backfill consisting of on-site or imported very low expansion potential granular soils. Any additional surcharge pressures behind retaining walls should be added to these values. Retaining walls should be provided with adequate drainage to prevent buildup of hydrostatic pressure and should be adequately waterproofed.

The subdrain system behind retaining walls should consist at a minimum of 4-inch diameter Schedule 40 (or equivalent) perforated (perforations "down") PVC pipe embedded in at least 1-cubic-foot of 3/4 inch crushed rock per lineal foot of pipe all wrapped in approved filter fabric. Recommendations for wall waterproofing should be provided by the Project Architect and/or Structural Engineer

The lateral pressure on retaining walls due to earthquake motions (dynamic lateral force) may be calculated as $P_A = 3/8\ \gamma\ H^2 k_h$ where

P_A	=	dynamic lateral force (lbs)
γ	=	unit weight = 115 pcf
H	=	height of wall (feet)
k_h	=	seismic coefficient = 0.34g

The dynamic lateral force is in addition to the static force and should be applied using a triangular distribution with the resultant applied at 0.3H above the base of the wall. Retaining walls that are less than 6-feet high do not require design to resist the additional earth pressure caused by seismic ground shaking.

8. Hardscape

Concrete flatwork should be at least 5-inches thick (actual) and reinforced with No. 4 bars spaced at 18-inches on-center (two directions) and placed on chairs so that the reinforcement is in the center of the concrete. Contraction joints should be provided at 8-feet spacing (maximum). Joints should create square panels where possible. For rectangular panels (where necessary) the long dimension should be no more than 1.5 times the short dimension. Joint depth should be at least 0.25 times the flatwork

thickness. Expansion joints should be thoroughly sealed to prevent the infiltration of water into the underlying soils.

9. Corrosivity

The results of prior soluble sulfate testing by others indicate the sulfate content is consistent with a negligible sulfate exposure classification per American Concrete Institute Publication 318, Section 4.3. Consequently, special provisions for sulfate resistant concrete are not considered necessary. Other corrosivity testing has not been performed, consequently, the on-site soils should be assumed to be severely corrosive to buried metals unless testing is performed to indicate otherwise.

10. Trench and Retaining Wall Backfill

All retaining wall and utility trench backfill should be compacted to at least 90-percent relative compaction (ASTM: D 1557). Backfill should be tested and observed by the Geotechnical Consultant.

11. Site Drainage

The following recommendations are intended to minimize the potential adverse effects of water on the structure and appurtenances. Surface drainage should be designed by the project Architect and/or Civil Engineer.

a. Consideration should be given to providing the structure with roof gutters and downspouts that discharge to an area drain system and/or to suitable locations away from the structures.

b. All site drainage should be directed away from the structure and not be allowed to flow over slopes. On-site soils are sandy in nature and considered erodible if exposed to concentrated drainage.

c. No landscaping should be allowed against the structure. Moisture accumulation or watering adjacent to foundations can result in deterioration of wood/stucco and may affect foundation performance.

d. Irrigated areas should not be over-watered. Irrigation should be limited to that required to maintain the vegetation. Additionally, automatic systems must be seasonally adjusted to minimize over-saturation potential particularly in the winter (rainy) season.

e. All yard and roof drains should be periodically checked to verify they are not blocked and flow properly. This may be accomplished either visually or, in the case of subsurface drains, by placing a hose at the inlet and checking the outlet for flow.

12. Recommended Observation and Testing During Construction

The following tests and/or observations by the Geotechnical Consultant are recommended:

a. Grading.

b. Foundation excavations prior to placement of forms and reinforcing steel.

c. Retaining wall subdrains.

d. Retaining wall backfill.

e. Interior and exterior utility trench backfill.

f. Concrete flatwork subgrade.

13. Grading and Foundation Plan Review

Final grading and foundation plans should be reviewed by the Geotechnical Consultant to confirm conformance with the recommendations presented herein or to modify the recommendations as necessary.

14. Mandatory Building Code Statement

This statement is made in accordance with Section 111 of the County of Los Angeles Building Code. It is the opinion of this office, provided our recommendations are followed and the site is properly maintained, (1) the proposed development will be safe for its intended use against hazard from landslide, settlement or slippage and (2) the proposed grading and development will have no adverse effect on the stability of the area outside of the proposed work.

LIMITATIONS

The analyses, conclusions and recommendations contained in this report are based on our work and site conditions reported in the referenced documents and further assume the excavations to be representative of the subsurface conditions throughout the site. If different subsurface conditions from those reported are observed or appear to be present in excavations, the Geotechnical Consultant should be promptly notified for review and reconsideration of recommendations.

Our work was performed using the degree of care and skill ordinarily exercised, under similar circumstances, by reputable Geotechnical Consultants practicing in this or similar localities. No other warranty, express or implied, is made as to the conclusions and professional advice included in this report.

This opportunity to be of service is sincerely appreciated. If you have any questions, please call this office.

Sincerely,
HETHERINGTON ENGINEERING, INC.

Paul A. Bogseth
Professional Geologist 3772
Certified Engineering Geologist 591
Certified Hydrogeologist 591
(expires 3/31/16)

CERTIFIED ENGINEERING GEOLOGIST PAUL A. BOGSETH E.G. 1153 Exp. STATE OF CALIFORNIA

Mark D. Hetherington
Civil Engineer 30488
Geotechnical Engineer 397
(expires 3/31/16)

REGISTERED PROFESSIONAL ENGINEER MARK D. HETHERINGTON No. 397 Exp. Date GEOTECHNICAL STATE OF CALIFORNIA

Attachments:	Location Map	Figure 1
	Published Geologic Map	Figure 2
	Boring Logs	Figures 3 through 6
	Laboratory Test Results	Figure 7
	Geotechnical Plan	Plate 1
	Geologic Cross-Sections	Plate 2
	Boring Logs and Fault Trench Logs by others	Appendix A
	Laboratory Test Data by others	Appendix B
	General Earthwork and Site Grading Specifications	Appendix C

Distribution: 6-Addressee
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REFERENCES

CONSULTANTS REPORTS (Chronologic)

1) "Geotechnical Engineering Investigation, Proposed Residential Development La Brea Avenue and Overhill Drive, Windsor Hills, California," by Krazan & Associates, Inc., dated January 9, 2003.

2) "Geotechnical Engineering Investigation Proposed LeBiarritz – Condominium Development, 5101 South Overhill Drive, Windsor Hills, California," by Krazan & Associates, Inc., dated June 30, 2003.

3) "Engineering Geology Investigation, Geotechnical Feasibility Study and Fault Study and Seismic Risk Assessment Report, Bedford Group/Overhill New Residential Building Complex, 5101 S. Overhill Dr., Baldwin Hills, Los Angeles County, California," by Schroeter Environmental and Geotechnical, dated August 7, 2003.

4) "Geologic Trenching for Potential Fault Tracing and Preliminary Soils and Engineering Geologic Engineering Investigation, Proposed Six to Seven-Story Apartment Buildings with Retaining Walls, 5101 S. Overhill Drive, Los Angeles, CA.," by MTC Engineering, Inc., dated September 29, 2003.

5) "Addendum Report, Geologic Trenching for Potential Fault Tracing and Preliminary Soils and Engineering Geologic Engineering Investigation, Proposed Five-Story Apartment Buildings with Retaining Walls, 5101 S. Overhill Drive, Los Angeles, CA.," by MTC Engineering, Inc., dated March 1, 2004.

6) "Addendum Report II, Geologic Trenching For Potential Fault Tracing and Preliminary Soils and Engineering Geologic Engineering Investigation, Proposed Five-Story Apartment Buildings with Retaining Walls, 5101 S. Overhill Drive, Los Angeles, CA," by MTC Engineering, Inc., dated September 21, 2004.

7) "Addendum Report, Geologic Trenching for Potential Fault Tracing and Preliminary Soils and Engineering Geologic Engineering Investigation, Proposed Five-Story Apartment Buildings with Retaining Walls, 5101 S. Overhill Drive, Los Angeles, CA/Tract File #60002," by MTC Engineering, Inc., dated April 6, 2006.

PLANS

8) "Preliminary Architectural Plans, LA Condos, 5101 South Overhill Drive, Los Angeles, CA," by Michael Luna & Associates, dated April 22, 2014 (Sheets A101 through A108).

9) "Preliminary Grading Plan, Por. Lot 1, Tract No. 12584, 5101 S. Overhill Drive, Los Angeles, CA," by Toal engineering, Inc., dated October 24, 2014 (Sheet 1 of 2).

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PUBLISHED DOCUMENTS

10) American Society of Civil Engineers, "Minimum Design Loads for Buildings and other Structures, ASCE/7-10," dated 2010.

11) Barrows, A.G. "A Review of the Geology and Earthquake History of the Newport-Inglewood Structural Zone, Southern California," California Division of Mines and Geology, Special Report 114, dated 1974.

12) Cao, Tianaing, et al, "The Revised 2002 California Probabilistic Seismic Hazard Maps," dated June 2003.

13) Castle, R.O. and Yerkes, R.F., "Recent Surface Movements in the Baldwin Hills, Los Angeles County, California," United States Geological Survey, Professional Paper 882, dated 1976.

14) "County of Los Angeles Building Code," 2014.

15) ICBO, "Maps of Known Active Faults Near-Source Zones in California and Adjacent Portions of Nevada," dated February 1998.

16) Petersen, Mark P., "Documentation for the 2008 Update of the United States National Seismic Hazards Maps," USGS Open File Report 2008-1128, dated 2008.

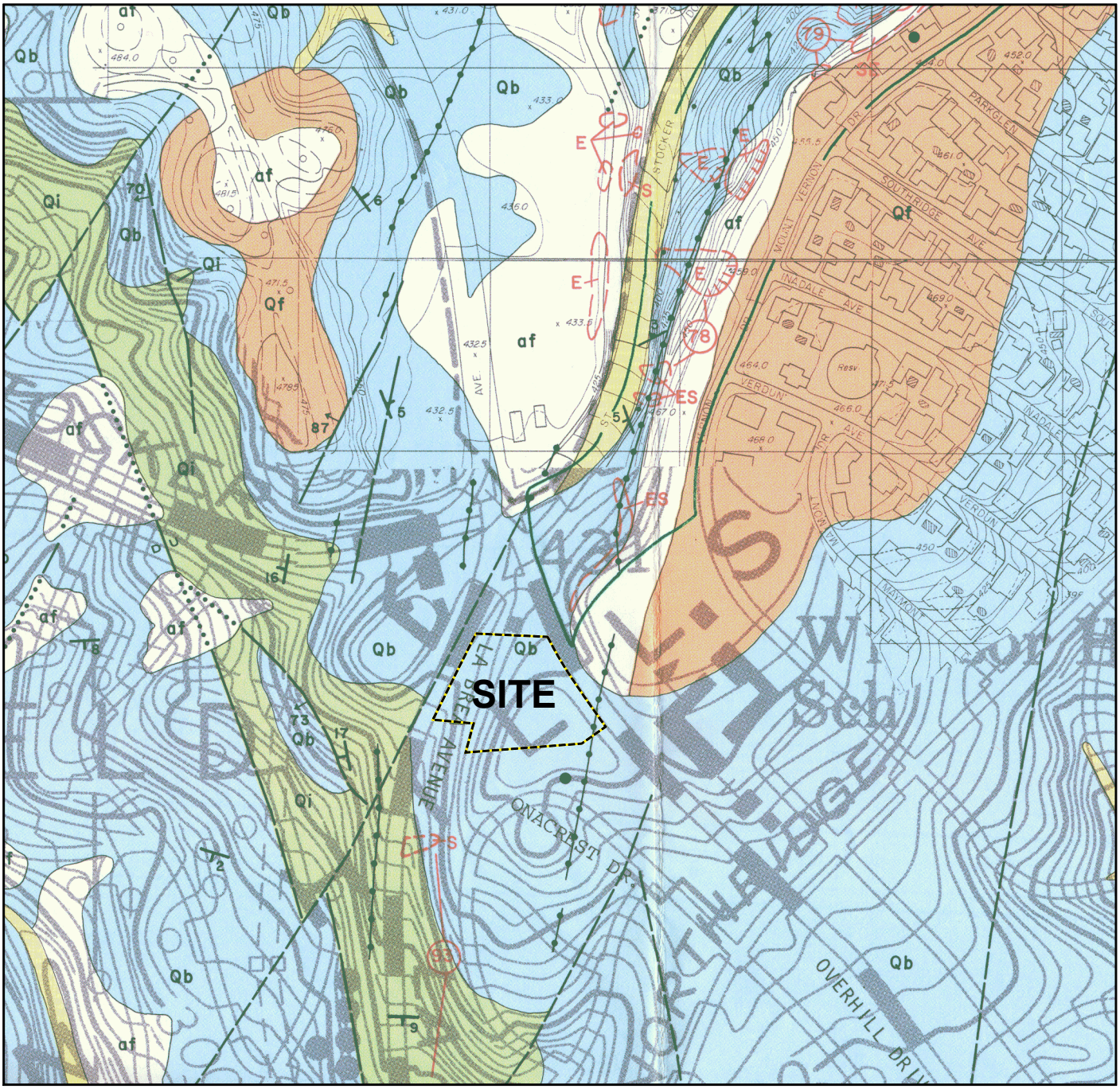
17) State of California, "Seismic Hazard Zones, Inglewood Quadrangle, Official Map," dated March 25, 1999.

18) State of California, "Seismic Hazard Zone Report for the Inglewood 7.5-Minute Quadrangle, Los Angeles County, California," California Division of Mines and Geology, Seismic Hazard Zone Report 027, dated 1998.

19) State of California, "Special Studies Zones, Inglewood Quadrangle, Revised Official Map," California Division of Mines and Geology, dated July 1, 1986.

20) Weber, F.H., et al, "Slope Stability and Geology of the Baldwin Hills, Los Angeles County, California," California Division of Mines and Geology, Special Report 152, dated 1982.

21) 2007 Working Group on California Earthquake Probability, "The Uniform California Earthquake Rupture Forecast, Version 2 (UCERF-2)," USGS Open File Report 2007-1437 and CGS Special Report 203, dated 2008.



FROM: SLOPE STABILITY AND GEOLOGY OF THE BALDWIN HILLS, LOS ANGELES COUNTY, CALIFORNIA CDMG SPECIAL REPORT 152, 1982.

EXPLANATION

Qb	BALDWIN HILLS SANDY GRAVEL
— — —	FAULTS (DASHED WHERE APPROXIMATE)
—●—●—	EARTH CRACK

N

SCALE: 1" = 400'

0 1 2

0 200 400 600 800

PUBLISHED GEOLOGIC MAP

HETHERINGTON ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

5101 S. Overhill Drive
Los Angeles, California

PROJECT NO. 7356.1 | FIGURE NO. 2

DRILLING COMPANY: **Big Johnny** RIG: **Bucket Auger** DATE: **09/16/14**

BORING DIAMETER: **24"** DRIVE WEIGHT: **Varies** DROP: **30"** ELEVATION: **' ±**

BORING NO. **B-1**

DEPTH (FEET)	BULK SAMPLE	DRIVE SAMPLE	BLOWS/FOOT	DRY DENSITY (pcf)	MOISTURE CONTENT (%)	SOIL CLASS. (U.S.C.S.)	SOIL DESCRIPTION
0.0	X					SM	**FILL:** Brown silty fine to medium sand, damp to moist, loose, abundant fine to coarse granular gravel and cobbles. Construction debris present (sand bags, rebar), roots and rootlets
						SM SC	**OLDER ALLUVIUM:** Brown silty to clayey fine to medium sand and sandy clay, moist, medium dense to firm, porous, weathered
5.0	X	■	2	113	8.6		
							@ 9': Near horizontal gradational contact
10.0		■	14	128	8.3	SM	@ 10' Red brown to tan brown silty fine to coarse sand, moist, dense, scattered subrounded to rounded cobbles
							@ 13.5': Horizontal gradational contact
15.0		■	4	102	24.1	SM SC ML	@ 15' Light gray brown clayey to silty fine sand and clayey sandy silt, moist, medium dense to firm
	X						@ 17': ~ Horizontal gradational contact
20.0		■	5	97	13.2	SM	@ 20': Light gray brown silty fine sand, moist, medium dense
25.0		■	6	117	14.4	SM	@ 25': Brown to light gray brown silty fine to coarse sand, moist, medium dense to dense, sparse rounded gravel grades to clean sand to 29'
							@ 29': ~ Horizontal gradational contact
30.0							

BORING LOG

HETHERINGTON ENGINEERING, INC.

GEOTECHNICAL CONSULTANTS

5101 S. Overhill Drive
Los Angeles, California

PROJECT NO. **7356.1** FIGURE NO. **3**

DRILLING COMPANY: **Big Johnny** RIG: **Bucket Auger** DATE: **09/16/14**

BORING DIAMETER: **24"** DRIVE WEIGHT: **Varies** DROP: **30"** ELEVATION: **' ±**

BORING NO. **B-1**

DEPTH (FEET)	BULK SAMPLE	DRIVE SAMPLE	BLOWS/FOOT	DRY DENSITY (pcf)	MOISTURE CONTENT (%)	SOIL CLASS. (U.S.C.S.)	SOIL DESCRIPTION
30.0			7	107	25.2	SM ML	@ 30': Light gray brown silty fine sand to sandy silt, moist, medium dense to firm
							Gradually coarsens to 35'
35.0			9	109	2.7		@ 35': Horizontal contact
							@ 38': Approximate attitude of discontinuous lense N50E, 15ºSE
40.0			14	117	2.5	SM	@ 40': Light gray brown to red brown silty fine to coarse sand, damp, dense to very dense, subangular to subrounded gravel, sparse cobble, friable
							@ 42': Approximate attitude on gravel lense 40W, 10ºNE
45.0			10	112	3.4		
50.0			13	106	38.6	SP ML	@ 50' Light gray brown fine to coarse sand, moist, dense, subrounded to rounded gravel, sparse cobble @ 50.5': Greenish gray clayey silt, very moist, stiff, oxidation staining
55.0							Total Depth 51 feet Minor Caving 35 - 51 feet No Groundwater Drive Weights: 0 - 29' 3,300 lb 30' - 51' 2,200 lbs Boring Downhole Logged
60.0							

BORING LOG

HETHERINGTON ENGINEERING, INC.

GEOTECHNICAL CONSULTANTS

5101 S. Overhill Drive
Los Angeles, California

PROJECT NO. **7356.1** FIGURE NO. **4**

DRILLING COMPANY: **Big Johnny** RIG: **Bucket Auger** DATE: **09/16/14**

BORING DIAMETER: **24"** DRIVE WEIGHT: **Varies** DROP: **30"** ELEVATION: **' ±**

BORING NO. **B-2**

DEPTH (FEET)	BULK SAMPLE	DRIVE SAMPLE	BLOWS/FOOT	DRY DENSITY (pcf)	MOISTURE CONTENT (%)	SOIL CLASS. (U.S.C.S.)	SOIL DESCRIPTION
0.0						SM	**FILL:** Brown silty fine to medium sand, damp to moist, loose, abundant fine to coarse granular gravel and cobbles. Construction debris present (sand bags, rebar), roots and rootlets
						SM	**OLDER ALLUVIUM** Dark brown silty fine to medium sand, moist, medium dense, weathered
5.0			3	112	9.2		
							@ 9': Near horizontal gradational contact
10.0			8	107	11.3	SM ML	@ 10': Tan silty fine sand to sandy silt, moist, dense to firm
15.0			6	103	22.4	SM ML	@ 15': Light gray brown to tan silty fine sand to sandy silt, moist, dense to firm
20.0			6	117	9.6	SM	@ 20': Red brown slightly silty fine to medium sand, moist, dense
						SM ML	@ 23': Red brown clayey to silty find sand to clayey sandy silt, moist, dense to firm
25.0							
30.0							

BORING LOG

HETHERINGTON ENGINEERING, INC.

GEOTECHNICAL CONSULTANTS

5101 S. Overhill Drive
Los Angeles, California

PROJECT NO. **7356.1** FIGURE NO. **5**

DRILLING COMPANY: **Big Johnny** RIG: **Bucket Auger** DATE: **09/16/14**

BORING DIAMETER: **24"** DRIVE WEIGHT: **Varies** DROP: **30"** ELEVATION: **' ±**

BORING NO. **B-2**

DEPTH (FEET)	BULK SAMPLE	DRIVE SAMPLE	BLOWS/FOOT	DRY DENSITY (pcf)	MOISTURE CONTENT (%)	SOIL CLASS. (U.S.C.S.)	SOIL DESCRIPTION
30.0		■	7	117	15.3	SM ML	@ 30': Light brown clayey silty fine sand to clayey sandy silt, moist, dense to firm
						SM	@ 33': Light gray brown silty fine to coarse sand, moist, dense, friable, sparse subrounded fine gravel
35.0						SM	@ 35': Light gray brown slightly silty fine to coarse sand, moist, dense to very dense, friable
						SP	@ 36': Layer of clean sand approximate attitude N15W, 15ºNE
40.0		■	13	115	2.8	SP	@ 40': Light gray brown to red brown fine to coarse sand, moist, dense to very dense, cobbles, friable @ 41': ~ Horizontal gradational contact
						SP	@ 41': Cross bedded red brown fine to coarse sand, moist, dense, abundant subrounded fine to coarse gravels, friable
45.0							
50.0		■	10	111	2.8	SP	@ 50': Light gray brown to tan fine to coarse sand, moist, dense, fine to coarse subangular to subrounded gravel, friable
							Total Depth 51 feet No Groundwater No Caving
							Drive Weights: 0 - 29': 3,300 lbs 30 - 51': 2,200 lbs
55.0							
60.0							

BORING LOG

HETHERINGTON ENGINEERING, INC.

GEOTECHNICAL CONSULTANTS

5101 S. Overhill Drive
Los Angeles, California

PROJECT NO. **7356.1** FIGURE NO. **6**

LABORATORY TEST RESULTS

MAXIMUM DRY DENSITY/OPTIMUM MOISTURE CONTENT (ASTM: D 1557A)			
Sample Location	**Description**	**Maximum Dry Density (pcf)**	**Optimum Moisture Content (%)**
B-1 @ 5 – 9’	Silty to clayey sand	126.0	10.0

DIRECT SHEAR (ASTM: D 3080)			
Sample Location	**Angle of Internal Friction (°)**	**Cohesion (psf)**	**Remarks**
B-1 @ 5 – 9’	33	0	Remolded to 90% @ optimum, consolidated, saturated, drained

EXPANSION INDEX (ASTM D: 4829)					
Sample Location	**Initial Moisture (%)**	**Compacted Dry Density (pcf)**	**Final Moisture (%)**	**Expansion Index**	**Expansion Potential**
B-1 @ 5 – 9’	10.1	109.4	22.4	88	Medium

Figure 7
Project No. 7356.1
Log No. 17085

APPENDIX A

Boring Logs and Fault Trench Logs by others

GENERAL EARTHWORK AND SITE GRADING SPECIFICATIONS

A. GENERAL INTENT

These specifications present general procedures and requirements for grading and earthwork as shown on the approved grading plans, including preparation of areas to be filled, placement of fill, installation of subdrains, and excavations. The recommendations contained in the geotechnical report are a part of the earthwork and grading specifications and shall supersede the provisions contained hereinafter in the case of conflict. Evaluations performed by the consultant during the course of grading may result in new recommendations which could supersede these specifications or the recommendations of the geotechnical report.

B. OBLIGATIONS OF PARTIES

Bl. The Geotechnical Consultant should provide observation and testing services and should make evaluations to advise the Client on geotechnical matters. The Geotechnical Consultant should report his findings and recommendations to the Client or his authorized representative.

B2. The Client should be chiefly responsible for all aspects of the project. He or his authorized representative has the responsibility of reviewing the findings and recommendations of the Geotechnical Consultant. He shall authorize or cause to have authorized the Contractor and/or other consultants to perform work and/or provide services. During grading the Client or his authorized representative should remain on-site or should remain reasonably accessible to all concerned parties in order to make decisions necessary to maintain the flow of the project.

B3. The Contractor should be responsible for the safety of the project and satisfactory completion of all grading and other associated operations on construction projects, including but not limited to earthwork in accordance with the project plans, specifications and controlling agency requirements. During grading, the Contractor or his authorized representative should remain on-site. Overnight and on days off, the Contractor should remain accessible.

C. SITE PREPARATION

Cl. The Client, prior to any site preparation or grading, should arrange and attend a meeting among the Grading Contractor, the Design Engineer, the Geotechnical Consultant, representatives of the appropriate governing authorities as well as any other concerned parties. All parties should be given at least 48-hours notice.

C2. Clearing and grubbing should consist of the removal of vegetation such as brush, grass, wood, stumps, trees, roots of trees and otherwise deleterious natural materials from the areas to be graded. Clearing and grubbing should extend to the outside of all proposed excavation and fill areas.

C3. Demolition should include removal of buildings, structures, foundations, reservoirs, utilities (including underground pipelines, septic tanks, leach fields, seepage pits, cisterns, mining shafts, tunnels, etc.) and other man-made surface and subsurface

improvements from the areas to be graded. Demolition of utilities should include proper capping and/or rerouting of pipelines at the project perimeter and cutoff and capping of wells in accordance with the requirements of the governing authorities and the recommendations of the Geotechnical Consultant at the time of demolition.

C4. Trees, plants or man-made improvements not planned to be removed or demolished should be protected by the Contractor from damage or injury.

C5. Debris generated during clearing, grubbing and/or demolition operations should be removed from areas to be graded and disposed of off-site. Clearing, grubbing and demolition operations should be performed under the observation of the Geotechnical Consultant.

C6. The Client or Contractor should obtain the required approvals from the controlling authorities for the project prior, during and/or after demolition, site preparation and removals, etc. The appropriate approvals should be obtained prior to proceeding with grading operations.

D. SITE PROTECTION

DI. Protection of the site during the period of grading should be the responsibility of the Contractor. Unless other provisions are made in writing and agreed upon among the concerned parties, completion of a portion of the project should not be considered to preclude that portion or adjacent areas from the requirements for site protection until such time as the entire project is complete as identified by the Geotechnical Consultant, the Client and the regulating agencies.

D2. The Contractor should be responsible for the stability of all temporary excavations. Recommendations by the Geotechnical Consultant pertaining temporary excavations (e.g., backcuts) are made in consideration of stability of the completed project and, therefore, should not be considered to preclude the responsibilities of the Contractor. Recommendations by the Geotechnical Consultant should not be considered to preclude more restrictive requirements by the regulating agencies.

D3. Precautions should be taken during the performance of site clearing, excavations and grading to protect the work site from flooding, ponding or inundation by poor or improper surface drainage. Temporary provisions should be made during the rainy season to adequately direct surface drainage away from and off the work site. Where low areas cannot be avoided, pumps should be kept on hand to continually remove water during periods of rainfall.

D4. During periods of rainfall, plastic sheeting should be kept reasonably accessible to prevent unprotected slopes from becoming saturated. Where necessary during periods of rainfall, the Contractor should install checkdams, desilting basins, rip-rap, sand bags or other devices or methods necessary to control erosion and provide safe conditions.

D5. During periods of rainfall, the Geotechnical Consultant should be kept informed by the Contractor as to the nature of remedial or preventative work being performed (e.g., pumping, placement of sandbags or plastic sheeting, other labor, dozing, etc.).

D6. Following periods of rainfall, the Contractor should contact the Geotechnical Consultant and arrange a walkover of the site in order to visually assess rain-related damage. The Geotechnical Consultant may also recommend excavations and testing in

order to aid in his assessments. At the request of the Geotechnical Consultant, the Contractor shall make excavations in order to evaluate the extent of rain-related damage.

D7. Rain-related damage should be considered to include, but may not be limited to, erosion, silting, saturation, swelling, structural distress and other adverse conditions identified by the Geotechnical Consultant. Soil adversely affected should be classified as unsuitable materials and should be subject to overexcavation and replacement with compacted fill or other remedial grading as recommended by the Geotechnical Consultant.

D8. Relatively level areas, where saturated soils and/or erosion gullies exist to depths of greater than 1-foot, should be overexcavated to unaffected, competent material. Where less than 1-foot in depth, unsuitable materials may be processed in-place to achieve near-optimum moisture conditions, then thoroughly recompacted in accordance with the applicable specifications. If the desired results are not achieved, the affected materials should be overexcavated, then replaced in accordance with the applicable specifications.

D9. In slope areas where saturated soil and/or erosion gullies exist to depths of greater than 1-foot, they should be overexcavated and replaced as compacted fill in accordance with the applicable specifications. Where affected materials exist to depths of 1-foot or less below proposed finished grade, remedial grading by moisture conditioning in-place, followed by thorough recompaction in accordance with the applicable grading guidelines herein, may be attempted. If the desired results are not achieved, all affected materials should be overexcavated and replaced as compacted fill in accordance with the slope repair recommendations herein. As field conditions dictate, other slope repair procedures may be recommended by the Geotechnical Consultant.

E. FILL MATERIAL

El. Excavated on-site materials which are acceptable to the Geotechnical Consultant may be utilized as compacted fill, provided trash, vegetation and other deleterious materials are removed prior to placement.

E2. Materials which are unsuitable should be excavated under the observation and recommendations of the Geotechnical Consultant. Unsuitable materials include, but may not be limited to, dry, loose, soft, wet, organic, compressible natural soils and fractured, weathered, soft bedrock and non- engineered or otherwise deleterious fill materials.

E3. Material identified by the Geotechnical Consultant as unsatisfactory due to its moisture content should be overexcavated, watered or dried, as needed, and thoroughly blended to a uniform near optimum moisture condition prior to placement as compacted fill.

E4. Where import materials are required for use on-site, the Geotechnical Consultant should be notified at least 72-hours in advance of importing, in order to sample and test materials from proposed borrow sites. No import materials should be delivered for use on-site without prior sampling and testing by Geotechnical Consultant.

E5. Where oversized rock or similar irreducible material is generated during grading, it is recommended where practical to waste such material off-site or on-site in areas designated as “nonstructural rock disposal areas.” Rock placed in disposal rows should be placed with sufficient fines to fill voids. The rock should be compacted in lifts to an

unyielding condition. The disposal area should be covered with at least 3-feet of compacted fill which is free of oversized material. The upper 3-feet should be placed in accordance with the guidelines for compacted fill herein.

E6. Rocks 12-inches in maximum dimension and smaller may be utilized within the compacted fill, provided they are placed in such manner that nesting of the rock is avoided. Fill should be placed and thoroughly compacted over and around all rock.

E7. During the course of grading operations, rocks or similar irreducible materials greater than 12-inches maximum dimension (oversized material), may be generated. These rocks should not be placed within the compacted fill unless placed as recommended by the Geotechnical Consultant.

E8. Where rocks or similar irreducible materials of greater than 12-inches but less than 4-feet of maximum dimension are generated during grading or otherwise desired to be placed within an engineered fill, special handling is recommended (details can be provided upon request). Rocks greater than 4-feet should be broken down or disposed of off-site. Rocks up to 4-feet maximum dimension should be placed below the upper 10-feet of any fill and should not be closer than 20-feet to any slope face. These recommendations could vary as locations of improvements dictate. Where practical, oversized material should not be placed below areas where underground structures or deep utilities are proposed. Oversized material should be placed in windrows on a clean, overexcavated or unyielding compacted fill or firm natural ground surface. Select native or imported granular soil (S.E. 30 or higher) should be placed and thoroughly flooded over and around all windrowed rock, such that voids are filled. Windrows of oversized materials should be staggered so that successive strata of oversized material are not in the same vertical plane. The Contractor should be aware that the placement of rock in windrows will significantly slow the grading operation and may require additional and/or special equipment.

E9. It may be possible to dispose of individual larger rock as field conditions dictate and as recommended by the Geotechnical Consultant at the time of placement.

EIO. Material that is considered unsuitable by the Geotechnical Consultant should not be utilized in the compacted fill.

Ell. During grading operations, placing and mixing the materials from the cut and/or borrow areas may result in soil mixtures which possess unique physical properties. Testing may be required of samples obtained directly from the fill areas in order to verify conformance with the specifications. Processing of these additional samples may take two or more working days. The Contractor may elect to move the operation to other areas within the project, or may continue placing compacted fill pending laboratory and field test results. Should he elect the second alternative, fill placed is done so at the Contractor's risk.

F. PLACEMENT OF COMPACTED FILL

Fl. All fill materials should be compacted as specified below or by other methods specifically recommended by the Geotechnical Consultant. Unless otherwise specified, the minimum degree of compaction (relative compaction) should be 90-percent of the laboratory maximum dry density in accordance with ASTM: D 1557.

F2. Prior to placement of compacted fill, the Contractor should request a review by the Geotechnical Consultant of the exposed ground surface. Unless otherwise recommended, the exposed ground surface should then be scarified (6-inches minimum), watered or dried as needed, thoroughly blended to achieve near- optimum moisture conditions, then thoroughly compacted to a minimum of 90-percent of the maximum density. The review by the Geotechnical Consultant should not be considered to preclude requirement of inspection and approval by the governing agency.

F3. Compacted fill should be placed in horizontal lifts not exceeding 8-inches in loose thickness prior to compaction. Each lift should be moisture conditioned, thoroughly blended to achieve near optimum moisture conditions, then thoroughly compacted by mechanical methods to a minimum of 90-percent of laboratory maximum dry density. Each lift should be treated in a like manner until the desired finished grades are achieved.

F4. The Contractor should have suitable and sufficient mechanical compaction equipment and watering apparatus on the job site to handle the amount of fill being placed in consideration of moisture retention properties of the materials. If necessary" excavation equipment should be "shut down" temporarily in order to permit proper compaction of fills. Earthmoving equipment should only be considered a supplement and not substituted for conventional compaction equipment.

F5. When placing fill in horizontal lifts adjacent to areas sloping steeper than 5:1 (horizontal to vertical), horizontal keys and vertical benches should be excavated into the adjacent slope area. Keying and benching should be such that the lowest bench shall be at least 15-feet wide with a minimum of 4-feet of vertical bench height within the firm natural ground, firm bedrock, or engineered compacted fill. All consecutive benches shall be at least 6-feet wide and a minimum of 4-feet in height. No compacted fill should be placed in an area subsequent to keying and benching until the area has been reviewed by the Geotechnical Consultant. Material generated by the benching operation should be moved sufficiently away from the bench area to allow for the recommended review of the horizontal bench prior to placement of fill. Typical keying and benching details can be provided upon request.

F6. Within a single fill area where grading procedures dictate two or more separate fills, temporary slopes (false slopes) may be created. When placing fill adjacent to a false slope, benching should be conducted in the same manner as above described. At least a 3-feet vertical bench should be established within the firm core of adjacent approved compacted fill prior to placement of additional fill. Benching should proceed in at least 3-feet vertical increments until the desired finished grades are achieved.

F7. Fill should be tested for compliance with the recommended relative compaction and moisture conditions. Field density testing should conform to ASTM Method of Test D 1556, D 2922 and/or D 2937. Tests should be provided for about every 2-vertical feet or 1000-cubic-yards of fill placed. Actual test intervals may vary as field conditions dictate. Fill found not to be in conformance with the grading recommendations should be removed or otherwise handled as recommended by the Geotechnical Consultant.

F8. The Contractor should assist the Geotechnical Consultant and/or his representative by digging test pits for removal determinations and/or for testing compacted fill.

F9. Any fill placed in areas not previously reviewed and evaluated by the Geotechnical Consultant, and/or in other areas, without prior notification to the Geotechnical Consultant, may require removal and recompaction at the Contractor's expense. Determination of overexcavations should be made upon review of field conditions by the Geotechnical Consultant.

FI0. As recommended by the Geotechnical Consultant, the Contractor should "shut down" or remove grading equipment from an area being tested.

Fll. The Geotechnical Consultant should maintain a plan with estimated locations of field tests. Unless the Client provides for actual surveying of test locations, the estimated locations by the Geotechnical Consultant should only be considered rough estimates and should not be utilized for the purpose of preparing cross-sections showing test locations or in any case for the purpose of after-the-fact evaluating of the sequence of fill placement.

F12. For field testing purposes, "near-optimum" moisture will vary with material type and other factors including compaction procedure. "Near-optimum" may be specifically recommended in Preliminary investigation Reports and/or may be evaluated during grading. As a preliminary guideline, "near-optimum" should be considered from 1-percent below to 3-percent above optimum.

G. FILL SLOPES

GI. Unless otherwise recommended by the Geotechnical Consultant and approved by the regulating agencies, permanent fill slopes should not be steeper than 2:1 (horizontal to vertical).

G2. Except as specifically recommended otherwise or as otherwise provided for in these grading guidelines, compacted fill slopes should be overbuilt and cut back to grade, exposing the firm, compacted fill inner core. The actual amount of overbuilding may vary as field conditions dictate. If the desired results are not achieved, the existing slope should be overexcavated and reconstructed under the guidelines of the Geotechnical Consultant. The degree of overbuilding shall be increased until the desired compacted slope surface condition is achieved. Care should be taken by the Contractor to provide thorough mechanical compaction to the outer edge of the overbuilt slope surface.

G3. Although no construction procedure produces a slope free from risk of future movement, overfilling and cutting back of slope to a compacted inner core is, given no other constraints, the most desirable procedure. Other constraints, however, must often be considered. These constraints may include property lines situations, access, the critical nature of the development and cost. Where such constraints are identified, slope face compaction on slopes of 2:1 (horizontal to vertical) or flatter may be attempted as a second best alternative by conventional construction procedures including backrolling techniques upon specific recommendation by the Geotechnical Consultant.

Fill placement should proceed in thin lifts (i.e., 6 to 8-inch loose thickness). Each lift should be moisture conditioned and thoroughly compacted. The desired moisture condition should be maintained and/or reestablished, where necessary, during the period between successive lifts. Selected lifts should be tested to ascertain that desired compaction is being achieved. Care should be taken to extend compactive effort to the outer edge of the slope.

Each lift should extend horizontally to the desired finished slope surface or more as needed to ultimately establish desired grades. Grade during construction should not be allowed to roll off at the edge of the slope. It may be helpful to elevate slightly the outer edge of the slope. Slough resulting from the placement of individual lifts should not be allowed to drift down over previous lifts. At intervals not exceeding 4-feet in vertical slope height or the capability of available equipment, whichever is less, fill slopes should be thoroughly backrolled utilizing a conventional sheepsfoot-type roller. Care should be taken to maintain the desired moisture conditions and/or reestablish same as needed prior to backrolling. Upon achieving final grade, the slopes should again be moisture-conditioned and thoroughly backrolled. The use of a side-boom roller will probably be necessary and vibratory methods are strongly recommended. Without delay, so as to avoid (if possible) further moisture conditioning, the slopes should then be grid- rolled to achieve a relatively smooth surface and uniformly compact condition.

In order to monitor slope construction procedures, moisture and density tests should be taken at regular intervals. Failure to achieve the desired results will likely result in a recommendation by the Geotechnical Consultant to overexcavate the slope surfaces followed by reconstruction of the slopes utilizing over-filling and cutting back procedures and/or further attempt at the conventional backrolling approach. Other recommendations may also be provided which would be commensurate with field conditions.

G4. Where placement of fill above a natural slope or above a cut slope is proposed, special fill slope configuration should be adopted (details can be provided upon request).

H. CUT SLOPES

HI. Unless otherwise recommended by the Geotechnical Consultant and approved by the regulating agencies, permanent cut slopes should not be steeper than 2:1 (horizontal to vertical).

H2. If excavations for cut slopes expose loose, cohesionless, significantly fractured or otherwise unsuitable material, overexcavation and replacement of the unsuitable materials with a compacted stabilization fill should be accomplished as recommended by the Geotechnical Consultant.

H3. The Geotechnical Consultant should review cut slopes during excavation. The Geotechnical Consultant should be notified by the Contractor prior to beginning slope excavations.

H4. If, during the course of grading, adverse or potentially adverse geotechnical conditions are encountered which were not anticipated in the preliminary report, the Geotechnical Consultant should explore, analyze and make recommendations to treat these problems.

H5. When cut slopes are made in the direction of the prevailing drainage, a non-erodible diversion swale (brow ditch) should be provided at the top-of-cut.

J. PAD AREAS

JI. All lot pad areas, including side yard terraces, above stabilization fills or buttresses should be overexcavated to provide for a minimum of 3-feet of compacted fill over the entire pad area. Pad areas with both fill and cut materials exposed and pad areas

containing both very shallow (less than 3-feet) and deeper fill should be overexcavated to provide for a uniform compacted fill blanket with a minimum of 3-feet in thickness. Cut areas exposing significantly varying material types should also be overexcavated to provide for at least a 3-feet thick compacted fill blanket. Geotechnical conditions may require greater depth of overexcavation. The actual depth should be delineated by the Geotechnical Consultant during grading.

J2. For pad areas created above fill, cut or natural slopes, positive drainage should be established away from the top-of-slope. This may be accomplished utilizing a berm and/or an appropriate pad gradient. A gradient in soil areas away from the top-of-slopes of 2-percent or greater is recommended.

K. TRENCH BACKFILL

KI. Utility trench backfill should, unless otherwise recommended, be compacted by mechanical means. Unless otherwise recommended, the degree of compaction should be a minimum of 90-percent of the laboratory maximum density.

K2. Backfill of exterior and interior trenches extending below a 1:1 (horizontal to vertical) projection from the outer edge of foundations should be mechanically compacted to a minimum of 90-percent of the laboratory maximum density.

K3. Within slab areas, but outside the influence of foundations, trenches up to 1-feet wide and 2-feet deep may be backfilled with sand and consolidated by jetting, flooding or by mechanical means. If on-site materials are utilized, they should be wheelrolled, tamped or otherwise compacted to at least 90-percent relative compaction.

K4. If utility contractors indicate that it is undesirable to use compaction equipment in close proximity to a buried conduit, the Contractor may elect the utilization of lightweight mechanical compaction equipment and/or shading of the conduit with clean, granular material, which would be thoroughly jetted in-place above the conduit, prior to initiating mechanical compaction procedures. Other methods of utility trench compaction may also be appropriate such as a lean slurry mix, upon review by the Geotechnical Consultant at the time of construction.

K5. In cases where clean granular materials are proposed for use in lieu of native materials or where flooding or jetting is proposed, the procedure should be considered subject to review by the Geotechnical Consultant.

K6. Clean granular backfill and/or bedding are not recommended in slope areas unless provisions are made for a drainage system to mitigate the potential build-up of seepage forces.

L. DRAINAGE

LI. Canyon subdrain systems specified by the Geotechnical Consultant should be installed (details can be provided upon request).

L2. Subdrains for compacted fill buttresses, slope stabilizations or sidehill masses should be installed (details can be provided upon request).

L3. Roof, pad and slope drainage should be directed away from slopes and areas of structures to suitable disposal areas via non-erodible devices (i.e., gutters, downspouts, concrete swales).

L4. For drainage over soil areas immediately away from structures (i.e., within 4-feet), a minimum of 4-percent gradient should be maintained. Pad drainage of at least 6-

percent should be maintained over soil areas. Pad drainage may be reduced to at least 1-percent for projects where no slopes exist, either natural or man-made, of greater than 10-feet in height and where no slopes are planned, either natural or man-made, steeper than 2:1 (horizontal to vertical slope ratio).

L5. Drainage patterns established at the time of fine grading should be maintained throughout the life of the project. Property owners should be made aware that altering drainage patterns can be detrimental to slope stability and foundation performance.

M. OFF-SITE FILL

MI. Off-site fill should be treated in the same manner as recommended in these specifications for site preparation, excavation, drains, compaction, etc.

M2. Off-site canyon fill should be placed in preparation for future additional fill (details can be provided upon request).

M3. Off-site fill subdrains temporarily terminated (up canyon) should be surveyed for future relocation and connection.

N. MAINTENANCE

Nl. Property owners should be made aware that overwatering of slopes is detrimental to slope stability.

N2. Periodic inspections of landscaped slope areas should be planned and appropriate measures should be taken to control weeds and enhance growth of the landscape plants. Some areas may require occasional replanting and/or reseeding.

N3. Terrace drains and downdrains should be periodically inspected and maintained free of debris. Damage to drainage improvements should be repaired immediately.

N4. Property owners should be made aware that burrowing animals can be detrimental to slope stability. A preventative program should be established to control burrowing animals.

N5. As a precautionary measure, plastic sheeting should be readily available, or kept on hand, to protect all slope areas from saturation by periods of heavy or prolonged rainfall. This measure is strongly recommended, beginning with the period of time prior to landscape planting.

N6. If slope failures occur, the Geotechnical Consultant should be contacted for a field review of site conditions and development of recommendations for evaluation and repair.

N7. If slope failures occur as a result of exposure to periods of heavy rainfall, the failure area and currently unaffected areas should be covered with plastic sheeting to protect against additional saturation.

O. STATUS OF GRADING

O1. Prior to proceeding with any grading operation, the Geotechnical Consultant should be notified at least two working days in advance in order to schedule the necessary observation and testing services.

O2. Prior to any significant expansion or cutback in the grading operation, the Geotechnical Consultant should be provided with adequate notice (i.e., two days) in order to make appropriate adjustments in observation and testing services.

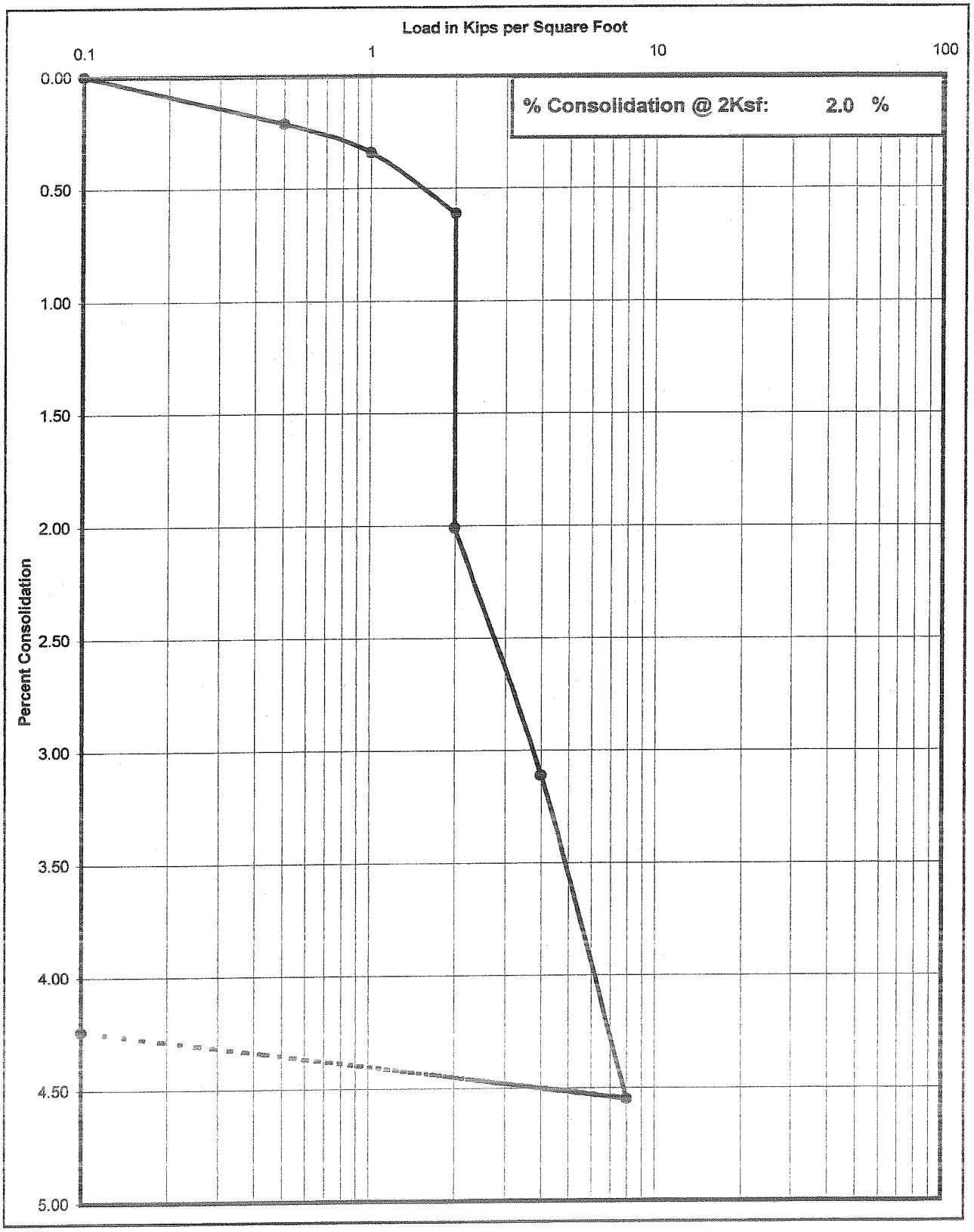
O3. Following completion of grading operations and/or between phases of a grading operation, the Geotechnical Consultant should be provided with at least two working days notice in advance of commencement operations.

APPENDIX B

Laboratory Test Data by others

Consolidation Test

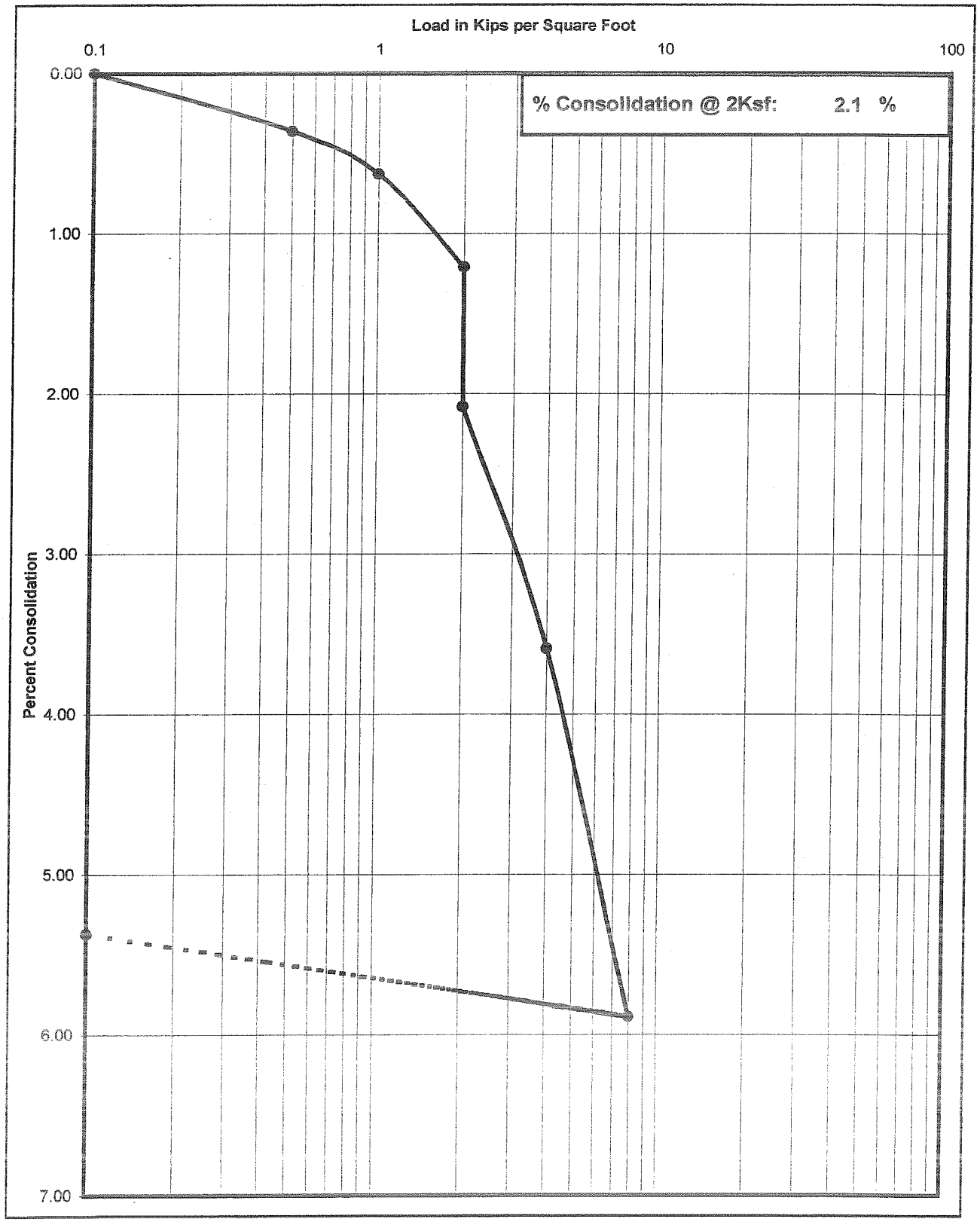
Project No	Boring No. & Depth	Date	Soil Classification
112-02080	B-3 @ 5'	1/8/03	(SM)Silty Sand



Krazan Testing Laboratory

Consolidation Test

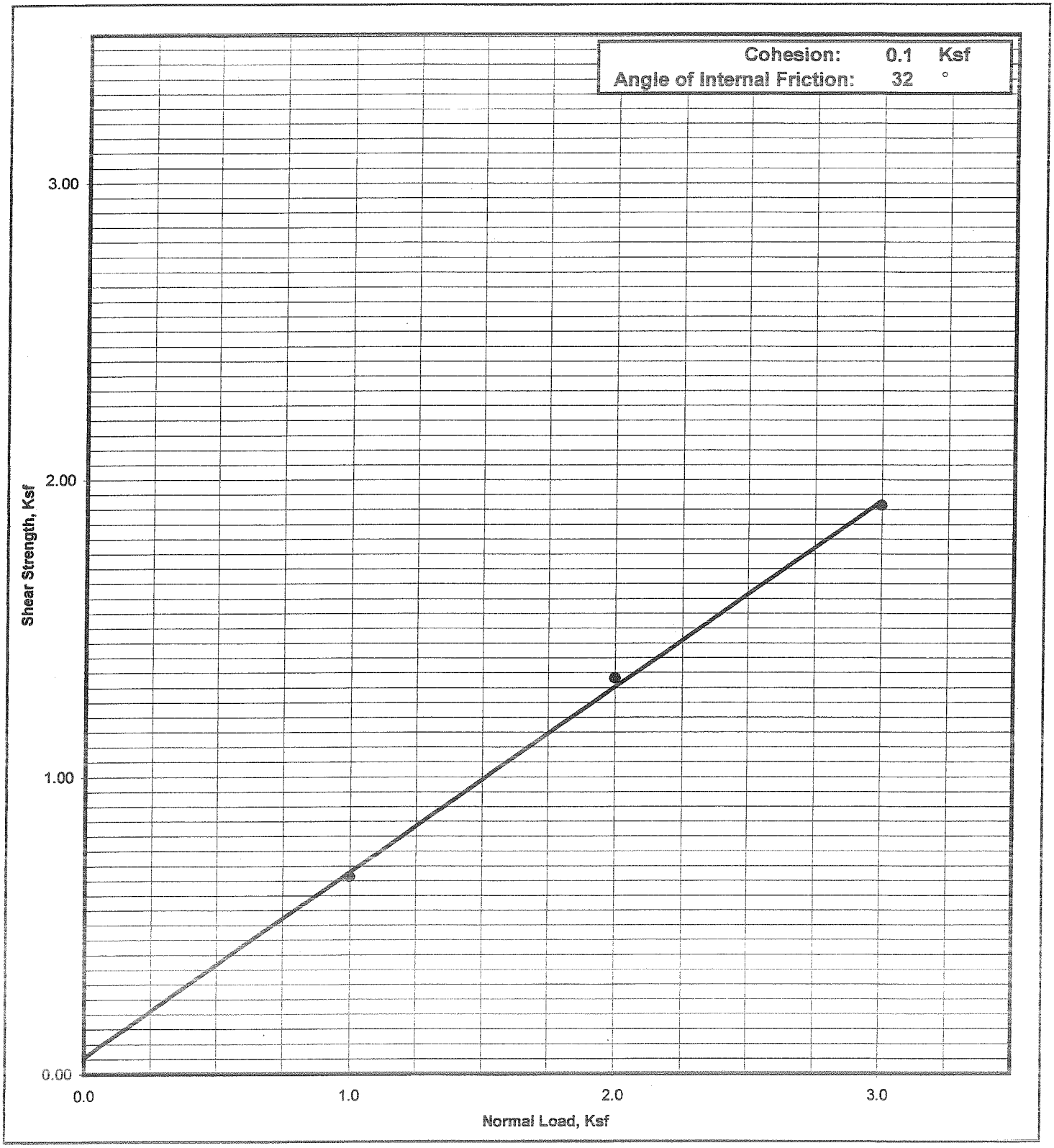
Project No	Boring No. & Depth	Date	Soil Classification
112-02080	B-4 @ 2'	1/8/03	(SM-ML)Silty Sand-Sandy Silt



Krazan Testing Laboratory

Shear Strength Diagram (Direct Shear)
ASTM D - 3080 / AASHTO T - 236

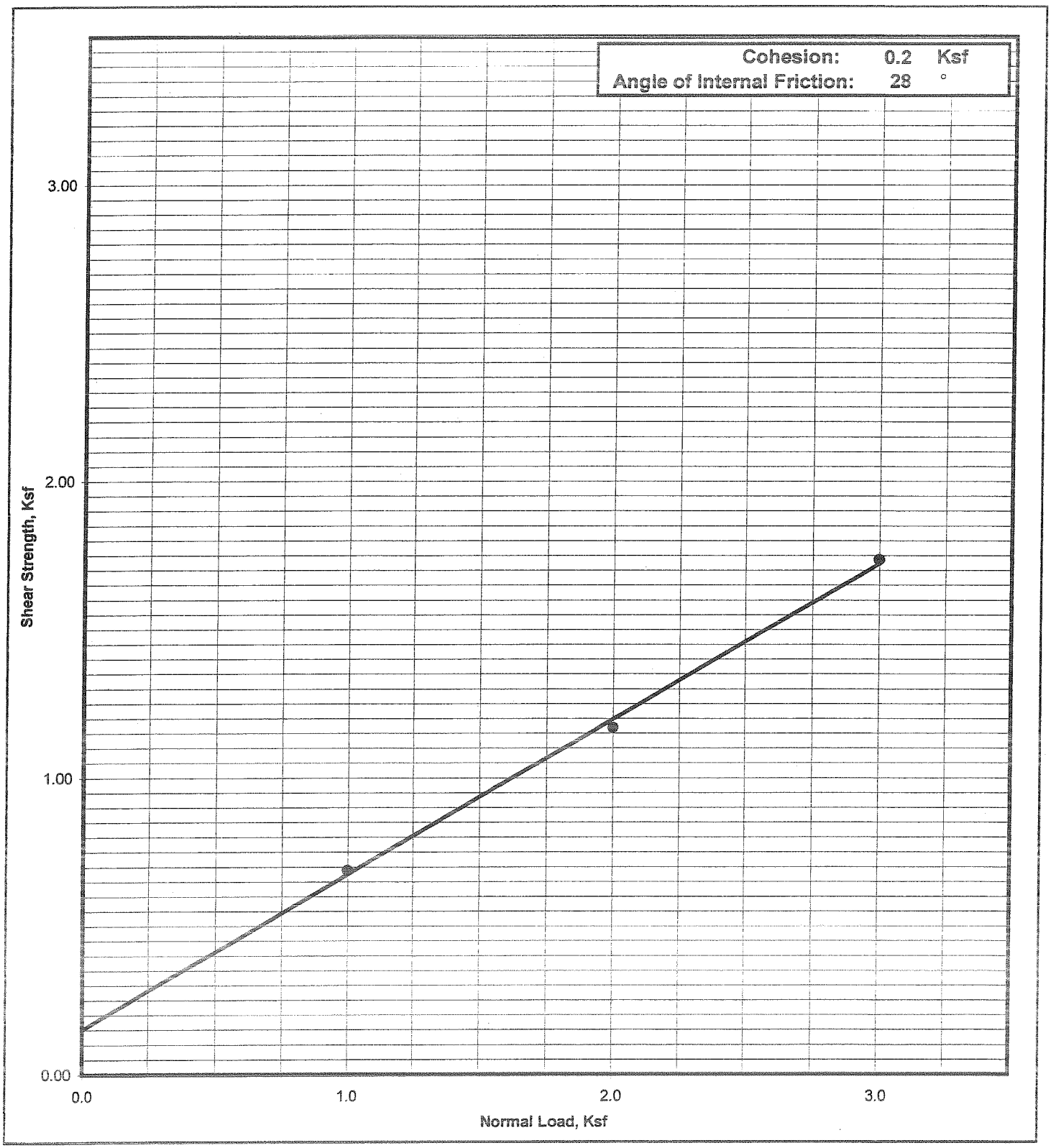
Project Number	Boring No. & Depth	Soil Type	Date
112-02080	B-3 @ 5'	(SM)Silty Sand	1/8/03



Krazan Testing Laboratory

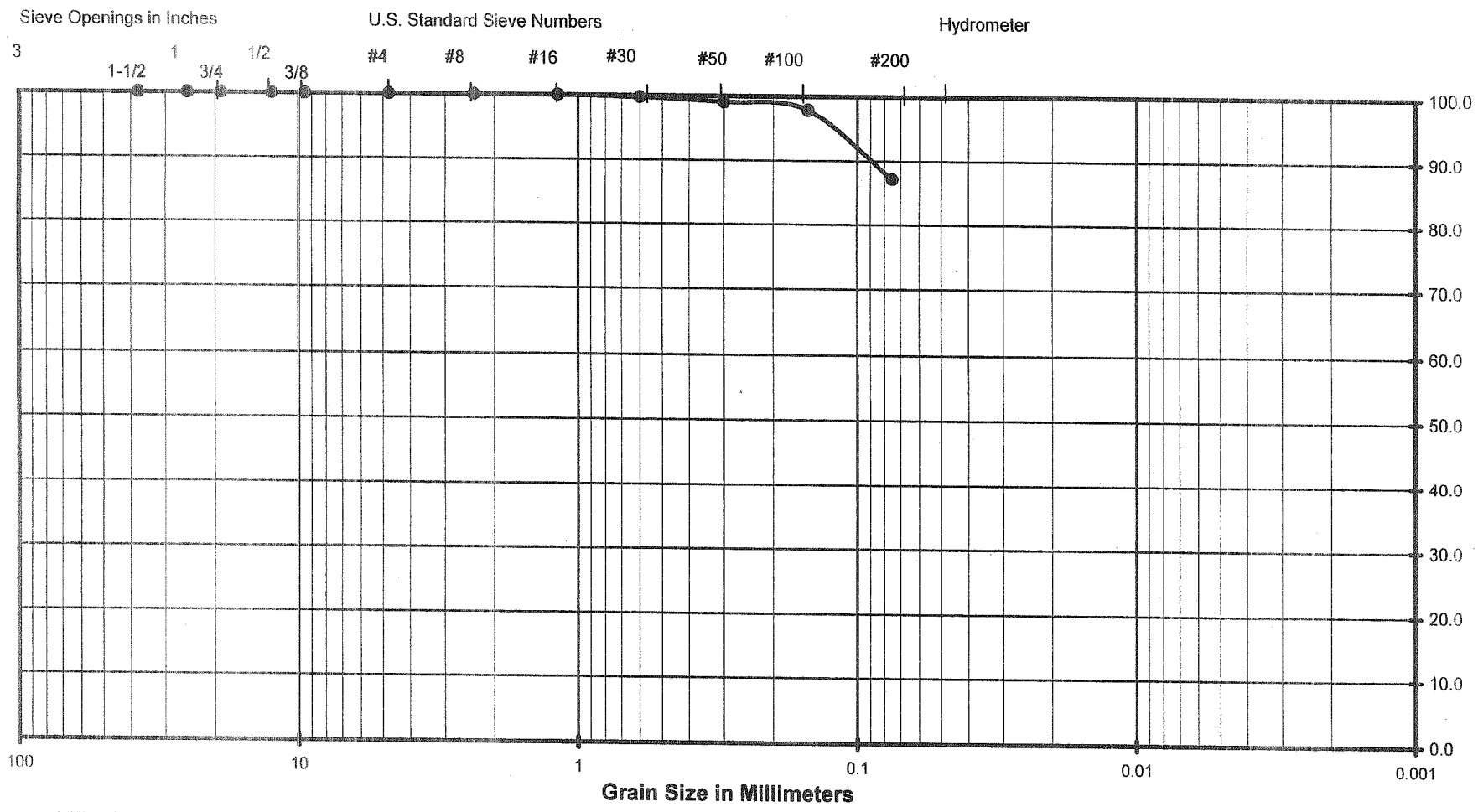
Shear Strength Diagram (Direct Shear)
ASTM D - 3080 / AASHTO T - 236

Project Number	Boring No. & Depth	Soil Type	Date
112-02080	B-4 @ 2'	(SM-ML))Silty Sand--Sandy Silt	1/8/03



Krazan Testing Laboratory

Grain Size Analysis



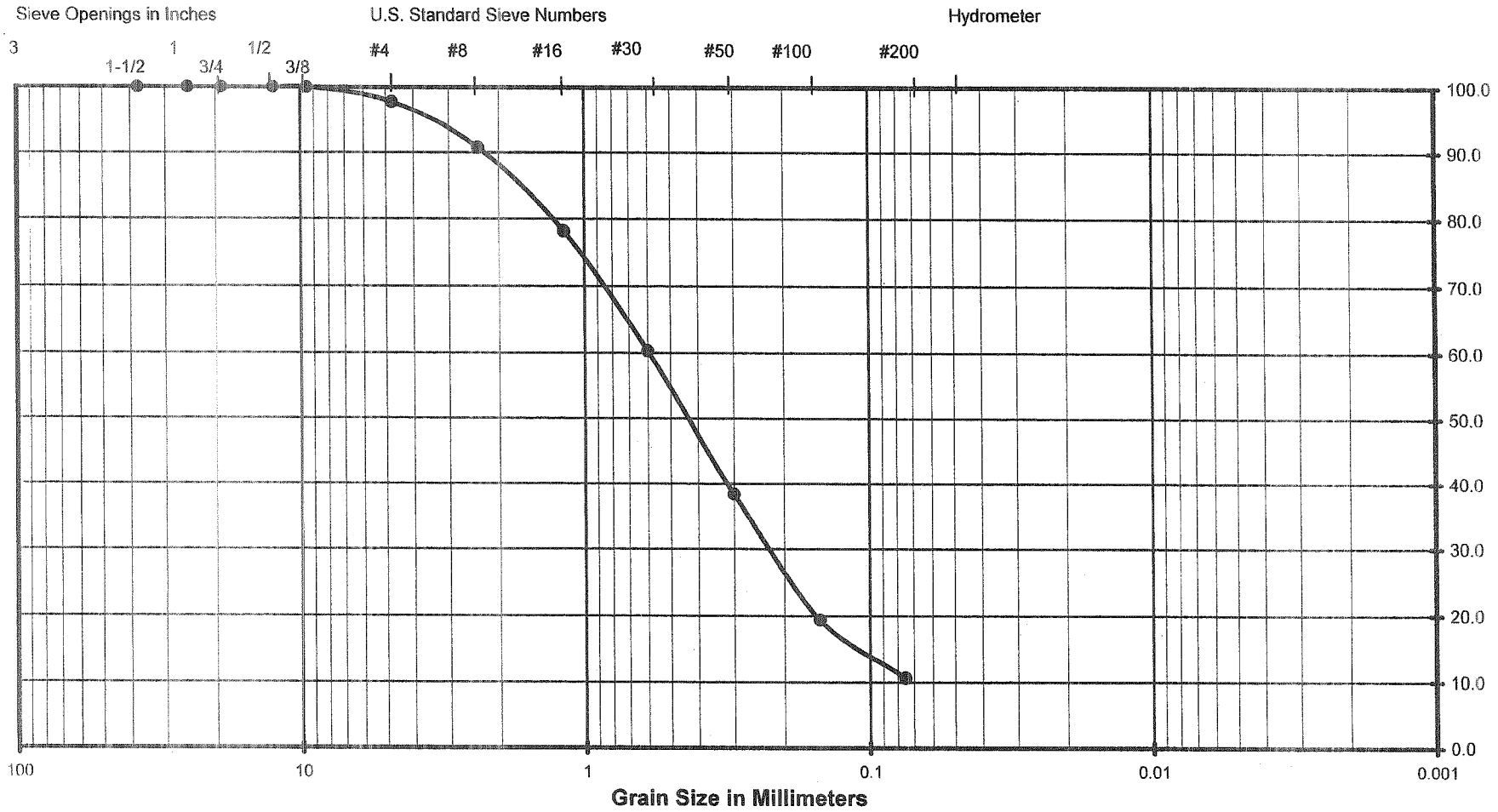
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

Project Name	Prop. Residential Dev.
Project Number	112-02080
Soil Classification	(ML)Sandy Silt w/Trace Of Clay
Sample Number	B-1 @ 5'

Krazan Testing Laboratory

Grain Size Analysis



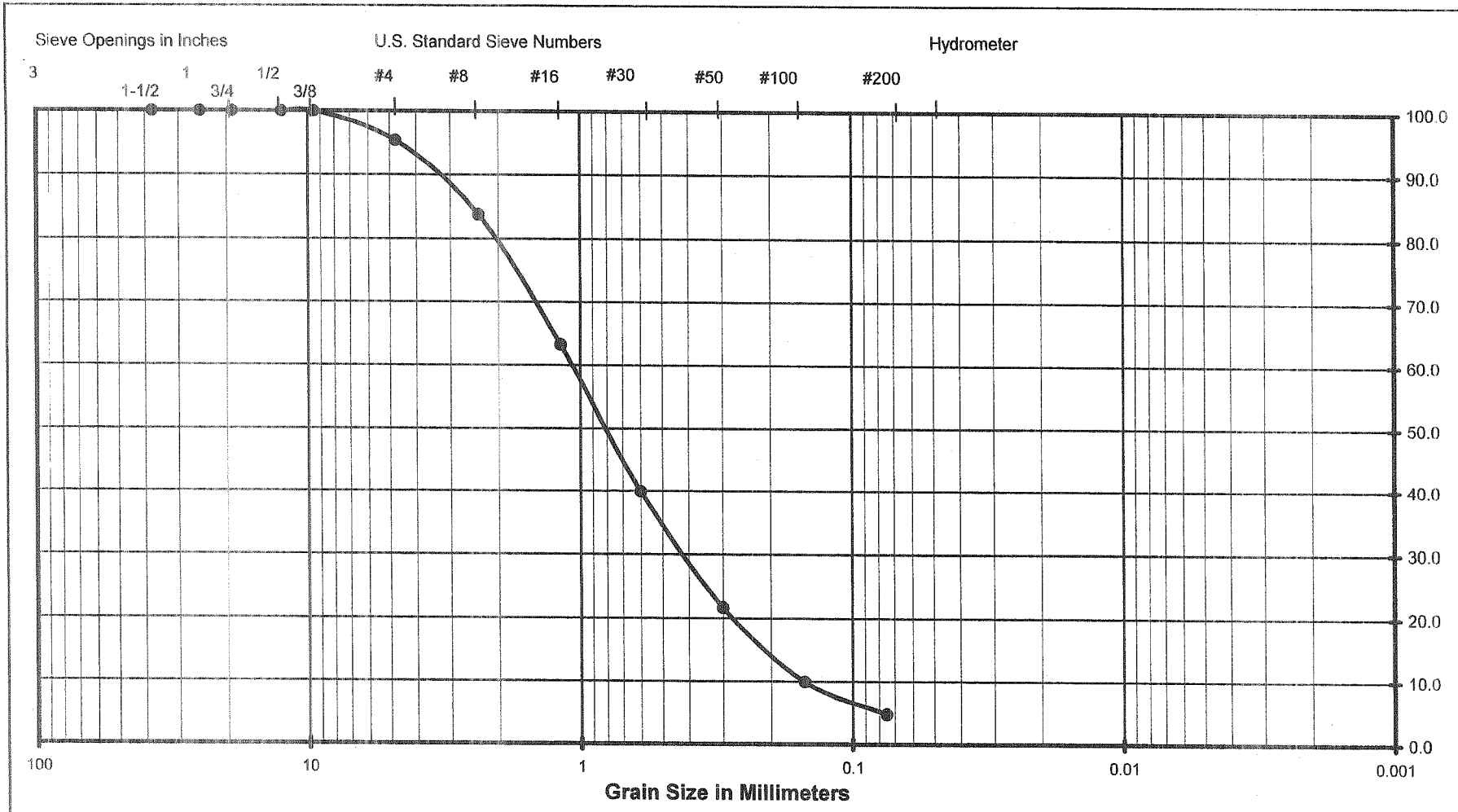
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

Project Name	Prop. Residential Dev.
Project Number	112-02080
Soil Classification	(SM-SP)Silty Sand-Sand
Sample Number	B-1 @ 15'

Krazan Testing Laboratory

Grain Size Analysis

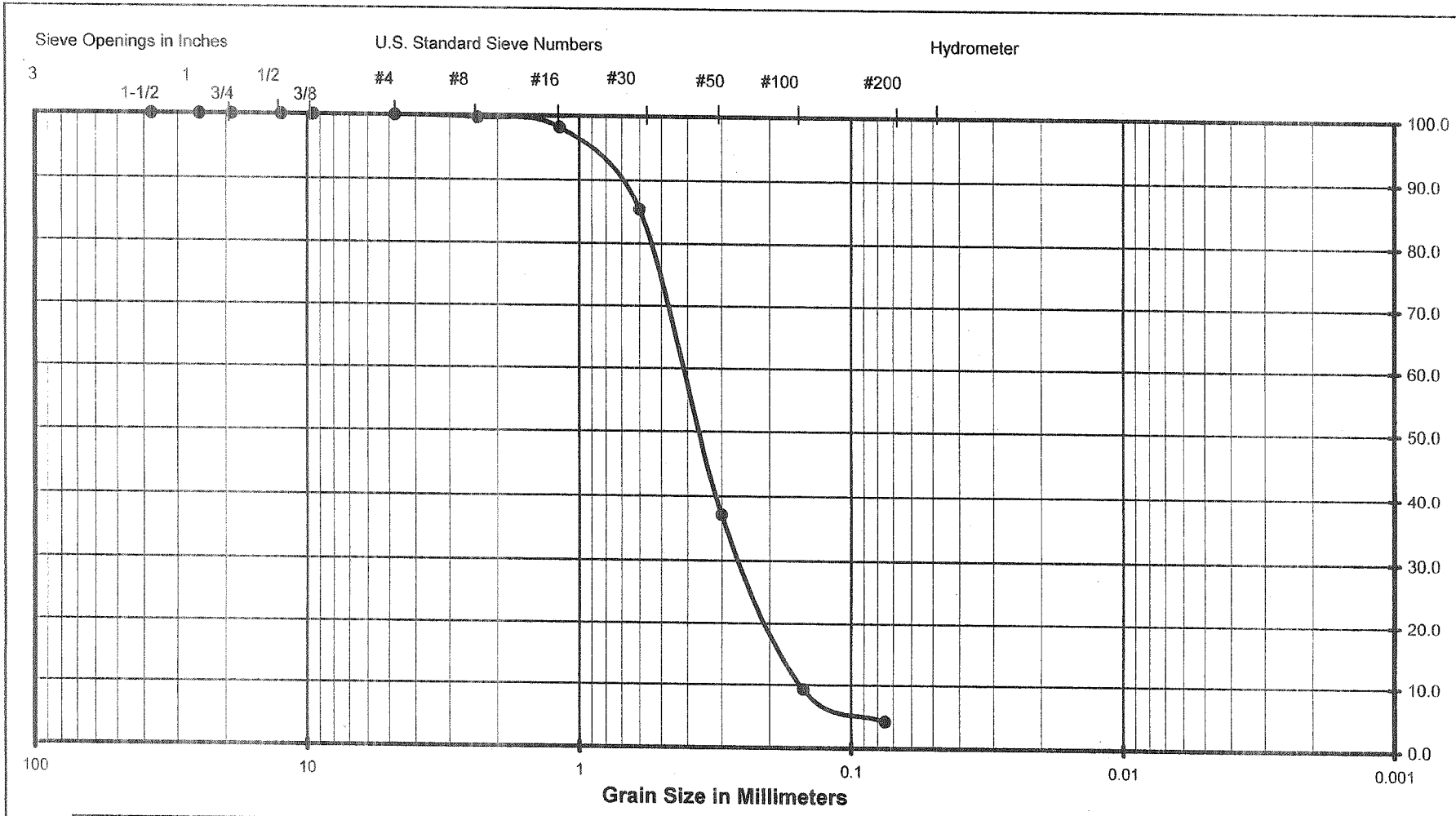


(Unified Soils Classification)

Project Name	Prop. Residential Dev.
Project Number	112-02080
Soil Classification	(SP) Sand
Sample Number	B-1 @ 25'

Krazan Testing Laboratory

Grain Size Analysis



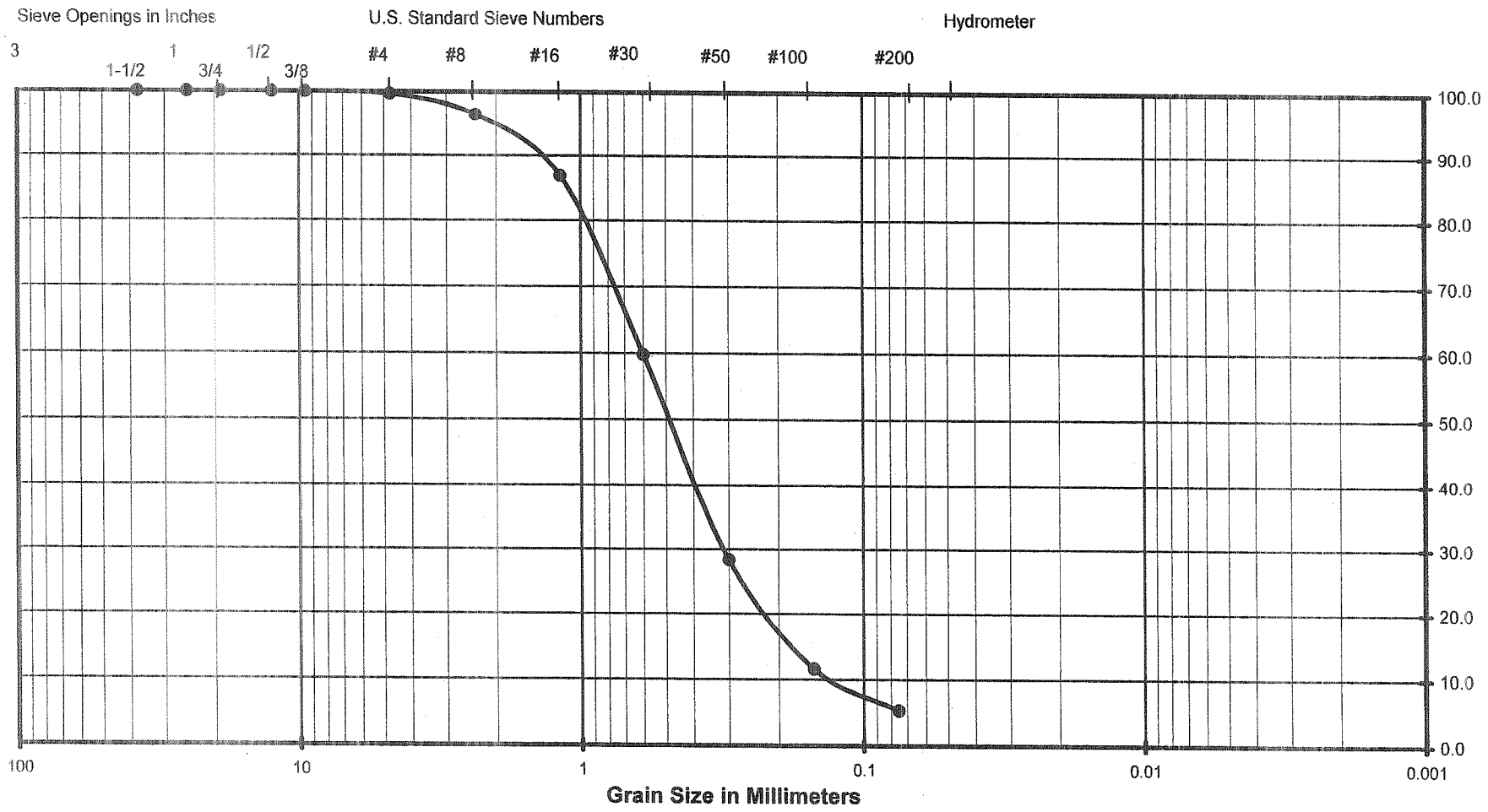
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

Project Name	Prop. Residential Dev.
Project Number	112-02080
Soil Classification	(SP) Sand
Sample Number	B-1 @ 35'

Krazan Testing Laboratory

Grain Size Analysis



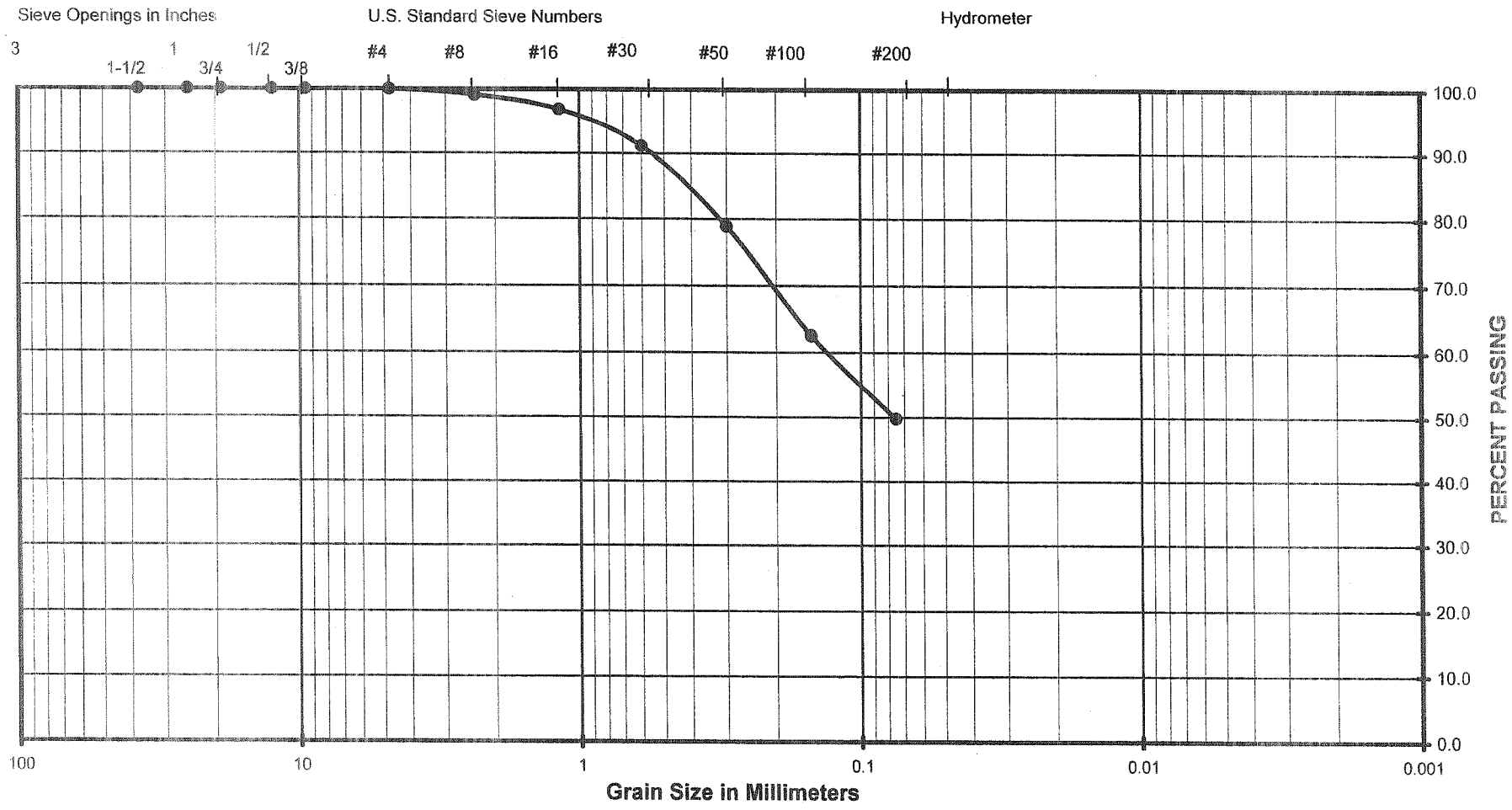
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

Project Name	Prop. Residential Dev.
Project Number	112-02080
Soil Classification	(SP) Sand
Sample Number	B-1 @ 45'

Krazan Testing Laboratory

Grain Size Analysis



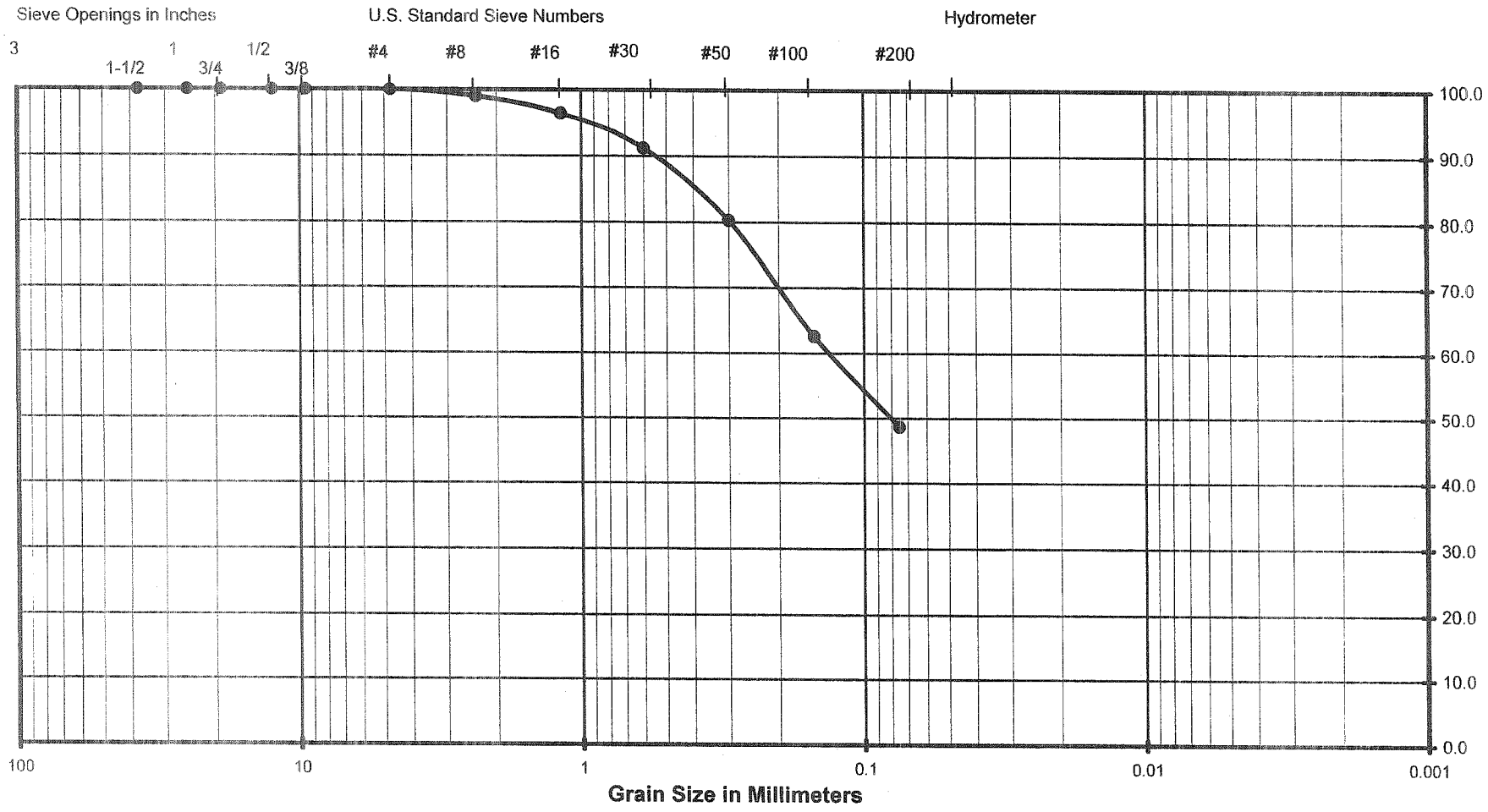
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

Project Name	Prop. Residential Dev.
Project Number	112-02080
Soil Classification	(SM-ML)Silty Sand-Sandy Silt w/Trace of Clay
Sample Number	RV # 1

Krazan Testing Laboratory

Grain Size Analysis



Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

Project Name	Prop. Residential Dev.
Project Number	112-02080
Soil Classification	(SM-ML)Silty Sand-Sandy Silt w/Trace of Clay
Sample Number	RV # 2

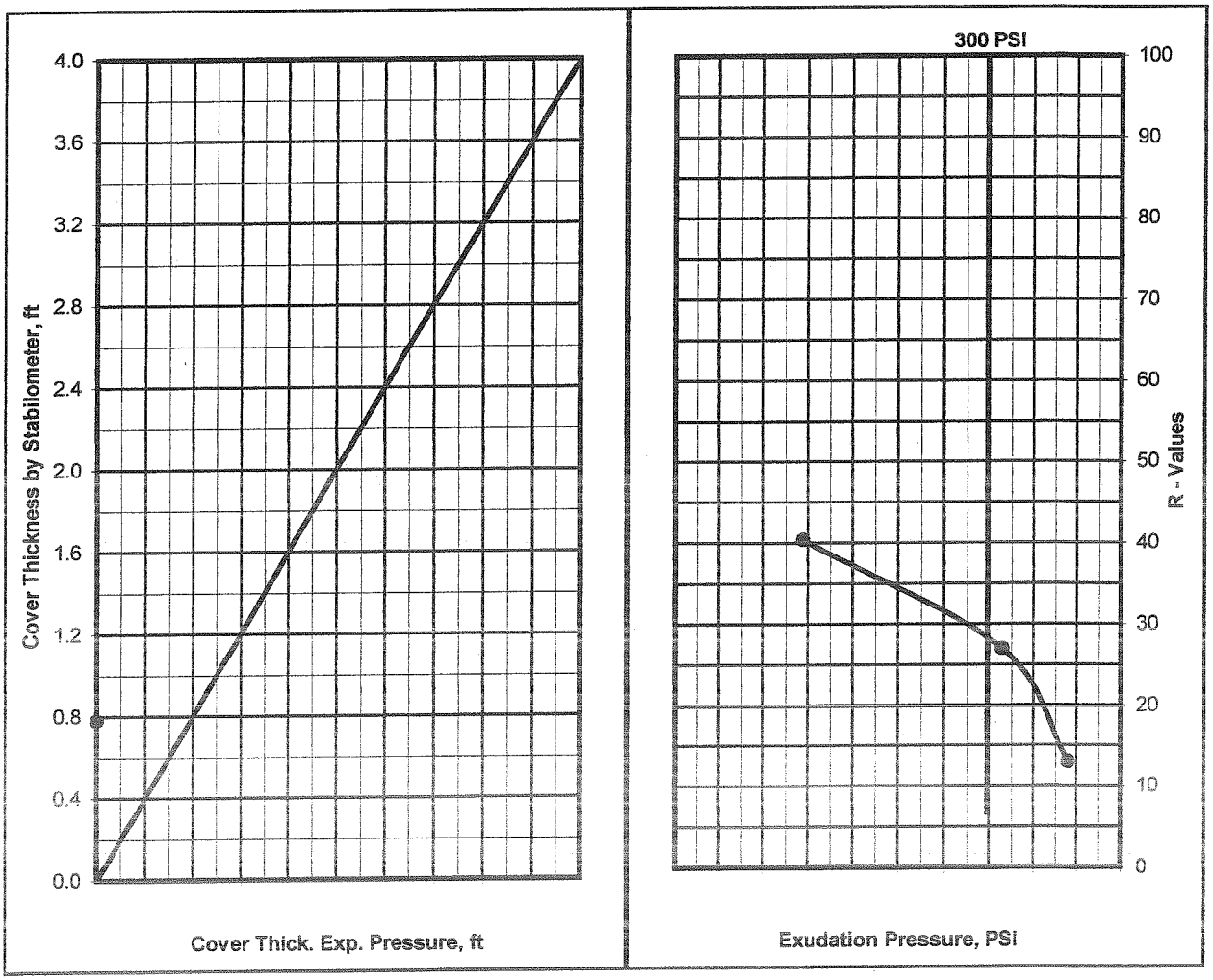
Krazan Testing Laboratory

R - VALUE TEST
ASTM D - 2844 / CAL 301

Project Number	:	112-02080
Project Name	:	Prop.Residential Dev.
Date	:	1/8/03
Sample Location/Curve Number	:	RV# 1
Soil Classification	:	(SM-ML), Silty Sand-Sandy Silt w/Trace Clay

TEST	A	B	C
Percent Moisture @ Compaction, %	11.7	12.8	10.7
Dry Density, lbm/cu.ft.	122.2	121.7	121.6
Exudation Pressure, psi	270	120	710
Expansion Pressure, (Dial Reading)	0	0	0
Expansion Pressure, psf	0	0	0
Resistance Value R	27	13	40

R Value at 300 PSI Exudation Pressure	**28**
R Value by Expansion Pressure (TI =): 5	**Expansion Pressure nil**



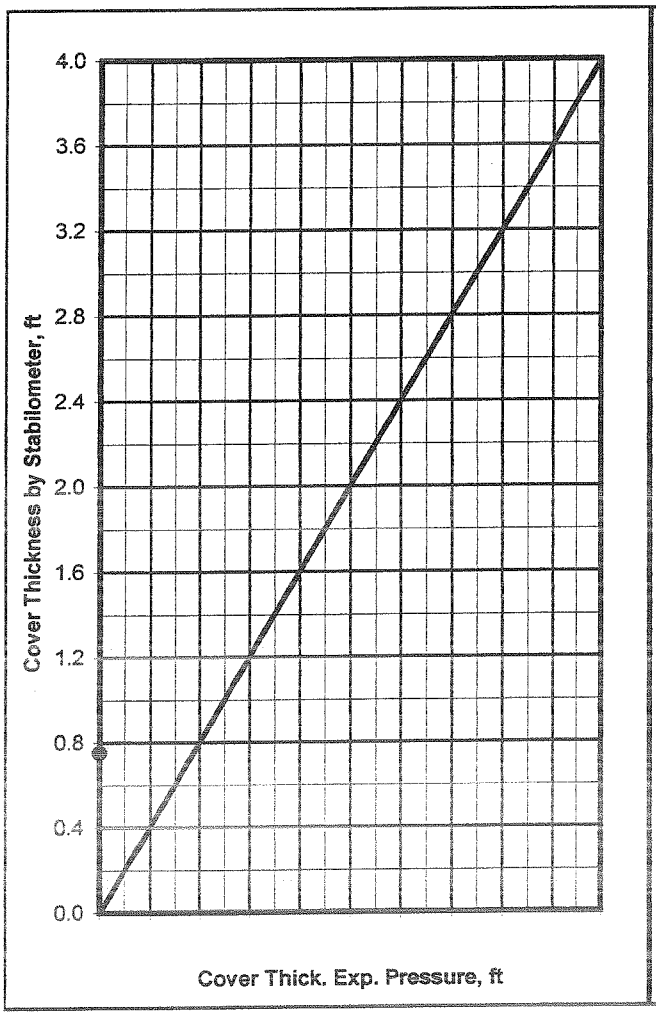
Krazan Testing Laboratory

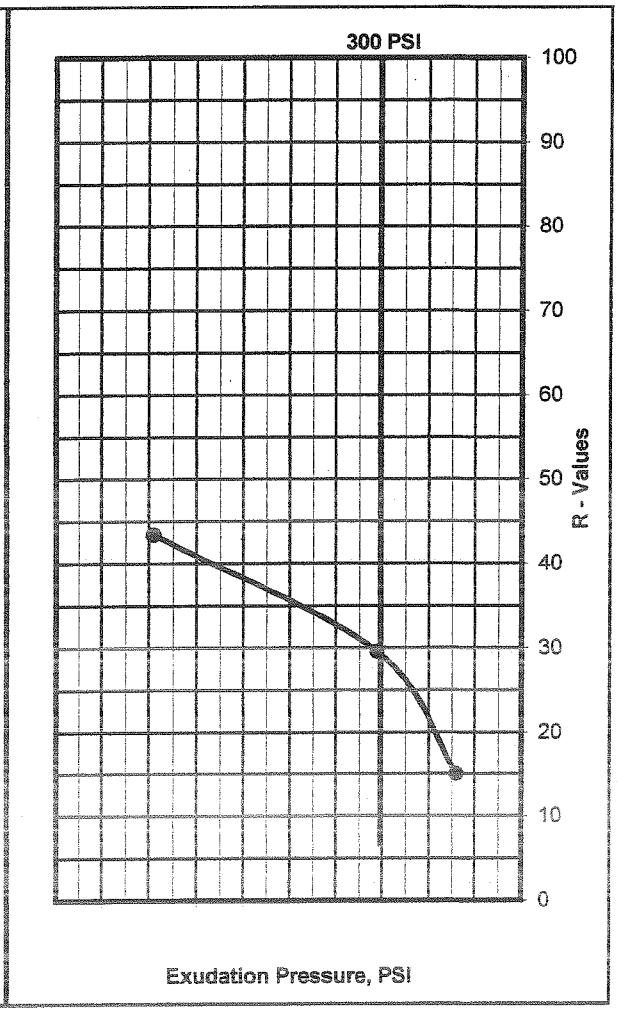
R - VALUE TEST
ASTM D - 2844 / CAL 301

Project Number	:	112-02080
Project Name	:	Prop.Residential Dev.
Date	:	1/8/03
Sample Location/Curve Number	:	RV# 2
Soil Classification	:	(SM-ML), Silty Sand-Sandy Silt w/Trace Clay

TEST	A	B	C
Percent Moisture @ Compaction, %	12.0	13.1	11.0
Dry Density, lbm/cu.ft.	122.0	121.1	121.5
Exudation Pressure, psi	310	140	790
Expansion Pressure, (Dial Reading)	0	0	0
Expansion Pressure, psf	0	0	0
Resistance Value R	30	15	43

R Value at 300 PSI Exudation Pressure	**29**
R Value by Expansion Pressure (TI =): 5	**Expansion Pressure nil**





Krazan Testing Laboratory

Expansion Index Test

ASTM D - 4829/ UBC Std. 18-2

Project Number	: 112-02080
Project Name	: Prop. Residential Dev.
Date	: 1/8/03
Sample location/ Depth	: B-3 @ 0-2'
Sample Number	: 1
Soil Classification	: (SM-ML)Silty Sand-Sandy Silt w/Trace of Clay

Trial #	1	2	3
Weight of Soil & Mold, gms	559.6		
Weight of Mold, gms	171.0		
Weight of Soil, gms	388.6		
Wet Density, Lbs/cu.ft.	117.2		
Weight of Moisture Sample (Wet), gms	300.0		
Weight of Moisture Sample (Dry), gms	274.9		
Moisture Content, %	9.1		
Dry Density, Lbs/cu.ft.	107.4		
Specific Gravity of Soil	2.7		
Degree of Saturation, %	43.3		

Time	Inital	30 min	1 hr	6hrs	12 hrs	24 hrs
Dial Reading	--	--	--	--	--	0.014

Expansion Index $_{measured}$ = 14

Expansion Index $_{50}$ = 11.0

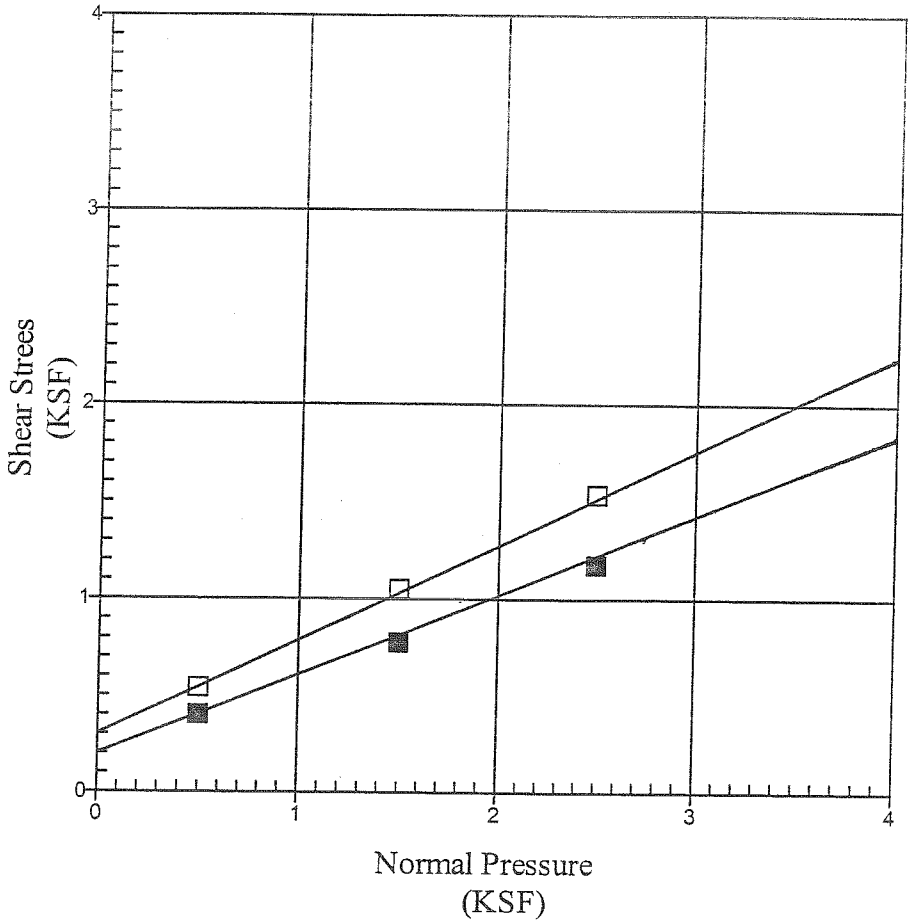
Expansion Index = 11

Expansion Potential Table	
Exp. Index	Potential Exp.
0 - 20	Very Low
21 - 50	Low
51 - 90	Medium
91 - 130	High
>130	Very High

Krazan Testing Laboratory

DIRECT SHEAR

(ASTM D3080)



□	Peak Value	Cohesion (psf) = 300	Friction Angle (degree) =26.0
■	Residual Value	Cohesion (psf) =200	Friction Angle (degree) =22.0

Location:	B-2
Depth (ft):	2.0'
Soil Type:	SM
Initial Moisture Content (%):	14.6
Dry Density (pcf):	111.4
Saturated Moisture Content(%):	

Relatively undisturbed soil/bedrock samples were collected during field investigation, the samples were saturated (overnight), tested at slow rate test (0.01 inch/min.) of 4 cycles The bedrock samples were soaked for more than 48 hours.

Date: 08/03

Prepared by: BH

MTC ENGINEERING, INC.	Project Name	Project Number	Plate
5924 Temple City Blvd. Temple City, CA 91780 Tel: (626)287-8416 Fax: (626)287-0560	Bedford/Overhill	29-6-1SGF	DS-1

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DIRECT SHEAR

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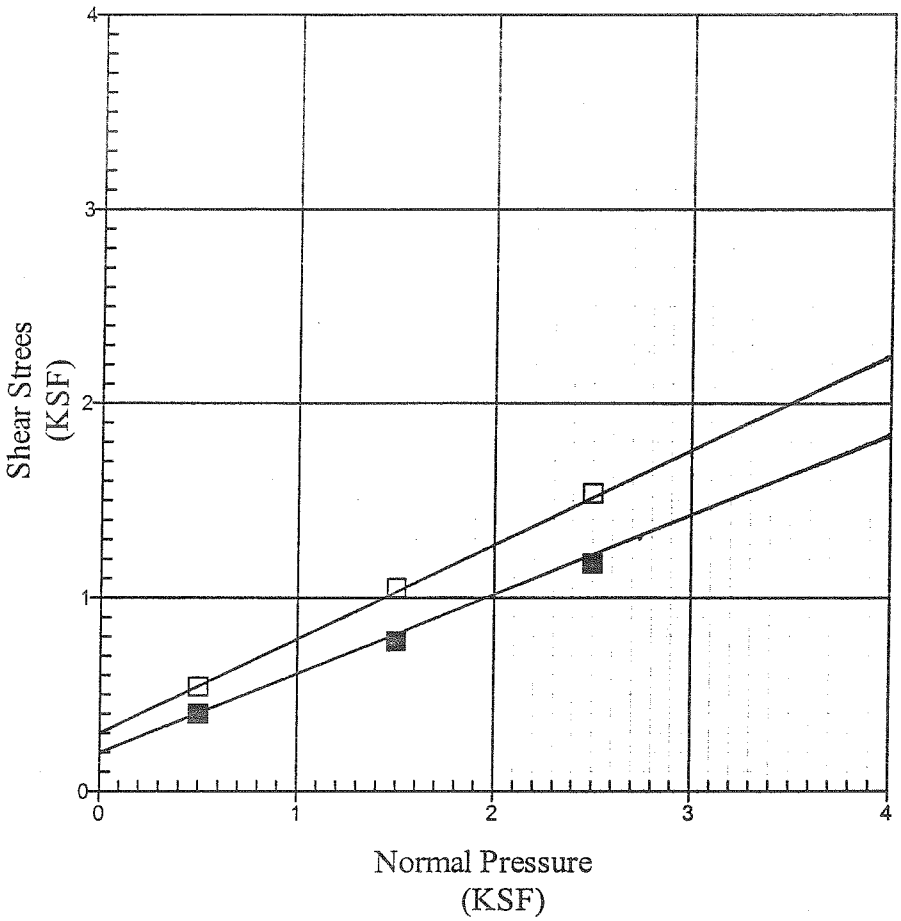

□	Peak Value	Cohesion (psf) = 300	Friction Angle (degree) =26.0
■	Residual Value	Cohesion (psf) =200	Friction Angle (degree) =22.0

Location:	B-2
Depth (ft):	2.0'
Soil Type:	SM
Initial Moisture Content (%):	14.6
Dry Density (pcf):	111.4
Saturated Moisture Content(%):	

Relatively undisturbed soil/bedrock samples were collected during field investigation, the samples were saturated (overnight), tested at slow rate test (0.01 inch/min.) of 4 cycles The bedrock samples were soaked for more than 48 hours.

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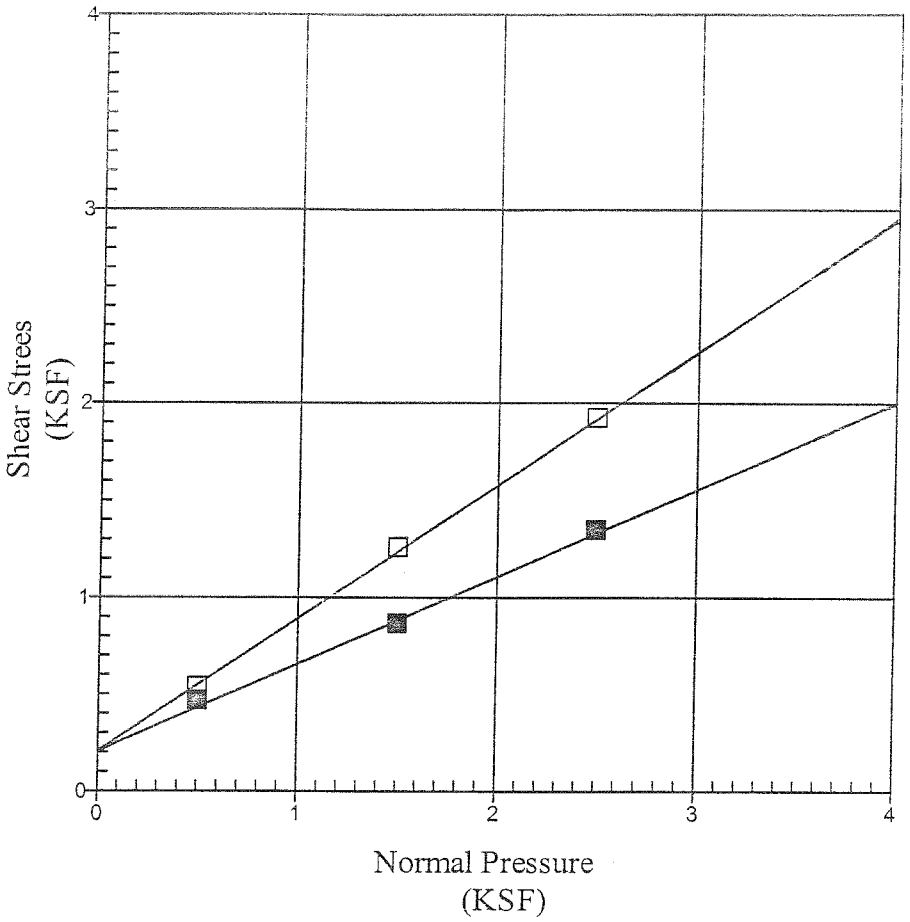

□	Peak Value	Cohesion (psf) = 200	Friction Angle (degree) =35.0
■	Residual Value	Cohesion (psf) =200	Friction Angle (degree) =24.5

Location:	B-2
Depth (ft):	9.0'
Soil Type:	SM
Initial Moisture Content (%):	10.6
Dry Density (pcf):	113.8
Saturated Moisture Content(%):	

Relatively undisturbed soil/bedrock samples were collected during field investigation, the samples were saturated (overnight), tested at slow rate test (0.01 inch/min.) of 4 cycles The bedrock samples were soaked for more than 48 hours.

Date: 08/03

Prepared by: BH

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5924 Temple City Blvd. Temple City, CA 91780 Tel: (626)287-8416 Fax: (626)287-0560	Bedford/Overhill	29-6-1SGF	DS-2

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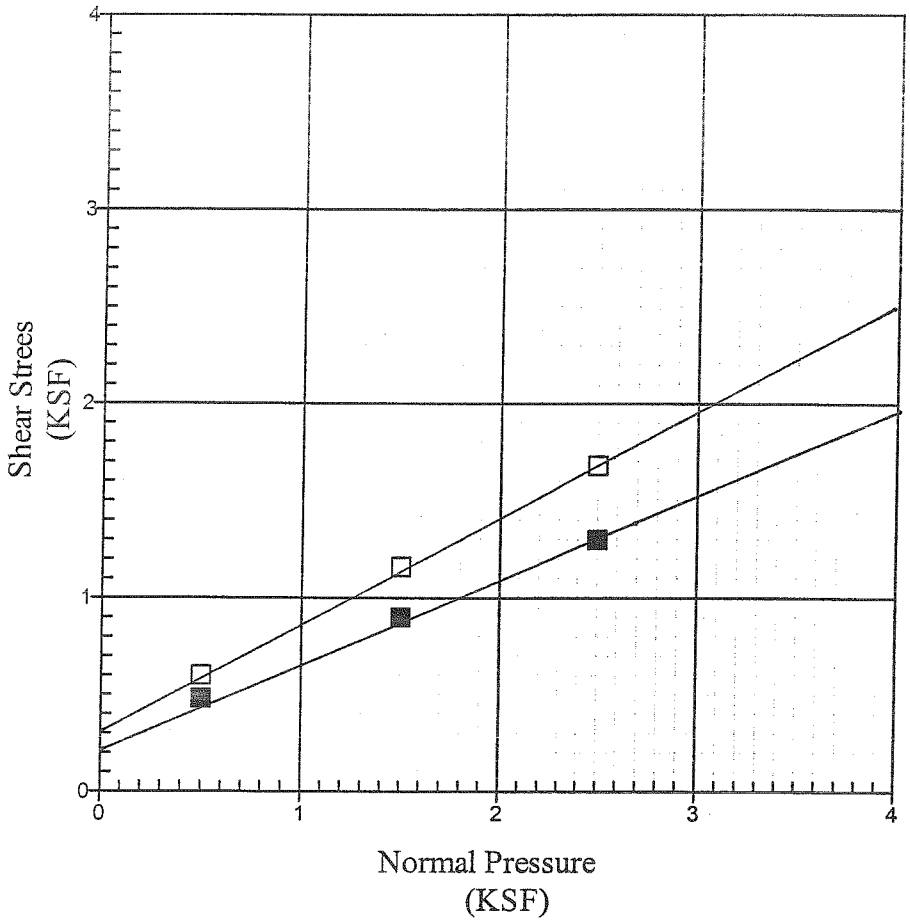

□	Peak Value	Cohesion (psf) = 300	Friction Angle (degree) =29.0
■	Residual Value	Cohesion (psf) =200	Friction Angle (degree) =24.0

Location:	B-4
Depth (ft):	4.0'
Soil Type:	SM
Initial Moisture Content (%):	11.2
Dry Density (pcf):	111.3
Saturated Moisture Content(%):	

Relatively undisturbed soil/bedrock samples were collected during field investigation, the samples were saturated (overnight), tested at slow rate test (0.01 inch/min.) of 4 cycles The bedrock samples were soaked for more than 48 hours.

Date: 08/03

Prepared by: BH

MTC ENGINEERING, INC.	Project Name	Project Number	Plate
5924 Temple City Blvd. Temple City, CA 91780 Tel: (626)287-8416 Fax: (626)287-0560	Bedford/Overhill	29-6-1SGF	DS-3

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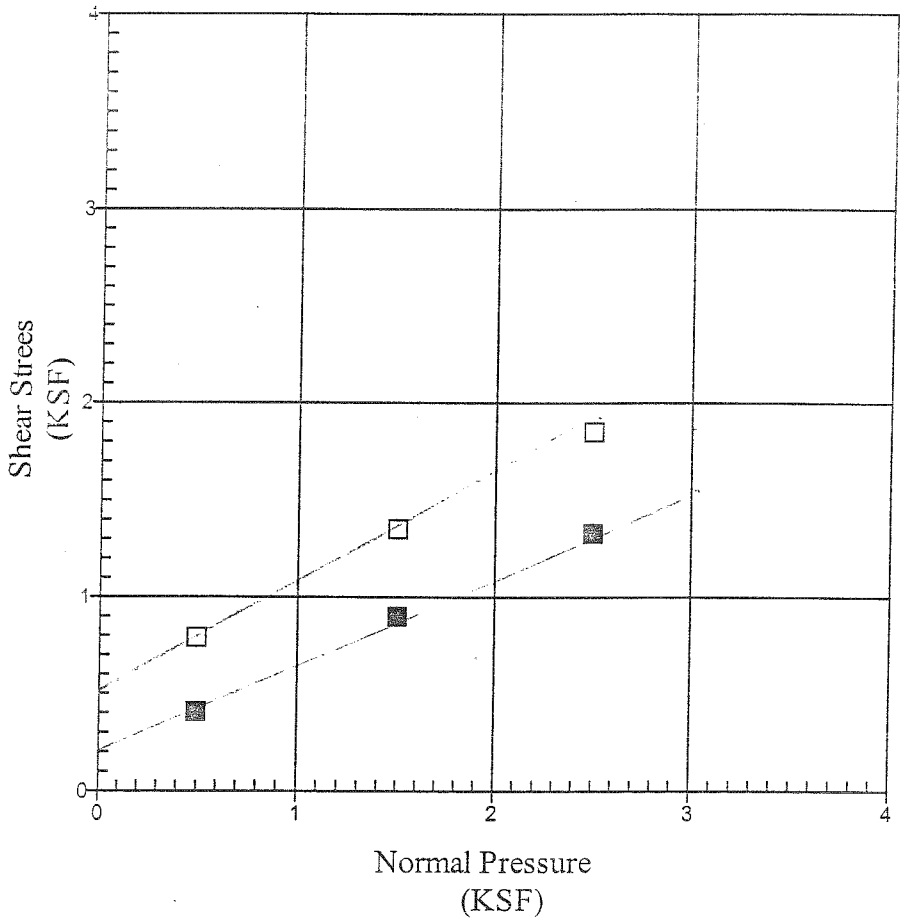

□	Peak Value	Cohesion (psf) =500	Friction Angle (degree) =29.0
■	Residual Value	Cohesion (psf) =200	Friction Angle (degree) =24.0

Location:	B-5
Depth (ft):	4.0'
Soil Type:	SM
Initial Moisture Content (%):	10.7
Dry Density (pcf):	114.9
Saturated Moisture Content(%):	

Relatively undisturbed soil/bedrock samples were collected during field investigation, the samples were saturated (overnight), tested at slow rate test (0.01 inch/min.) of 4 cycles The bedrock samples were soaked for more than 48 hours.

Date: 08/03

Prepared by: BH

MTC ENGINEERING, INC.	Project Name	Project Number	Plate
5924 Temple City Blvd. Temple City, CA 91780 Tel: (626)287-8416 Fax: (626)287-0560	Bedford/Overhill	29-6-1SGF	DS-4

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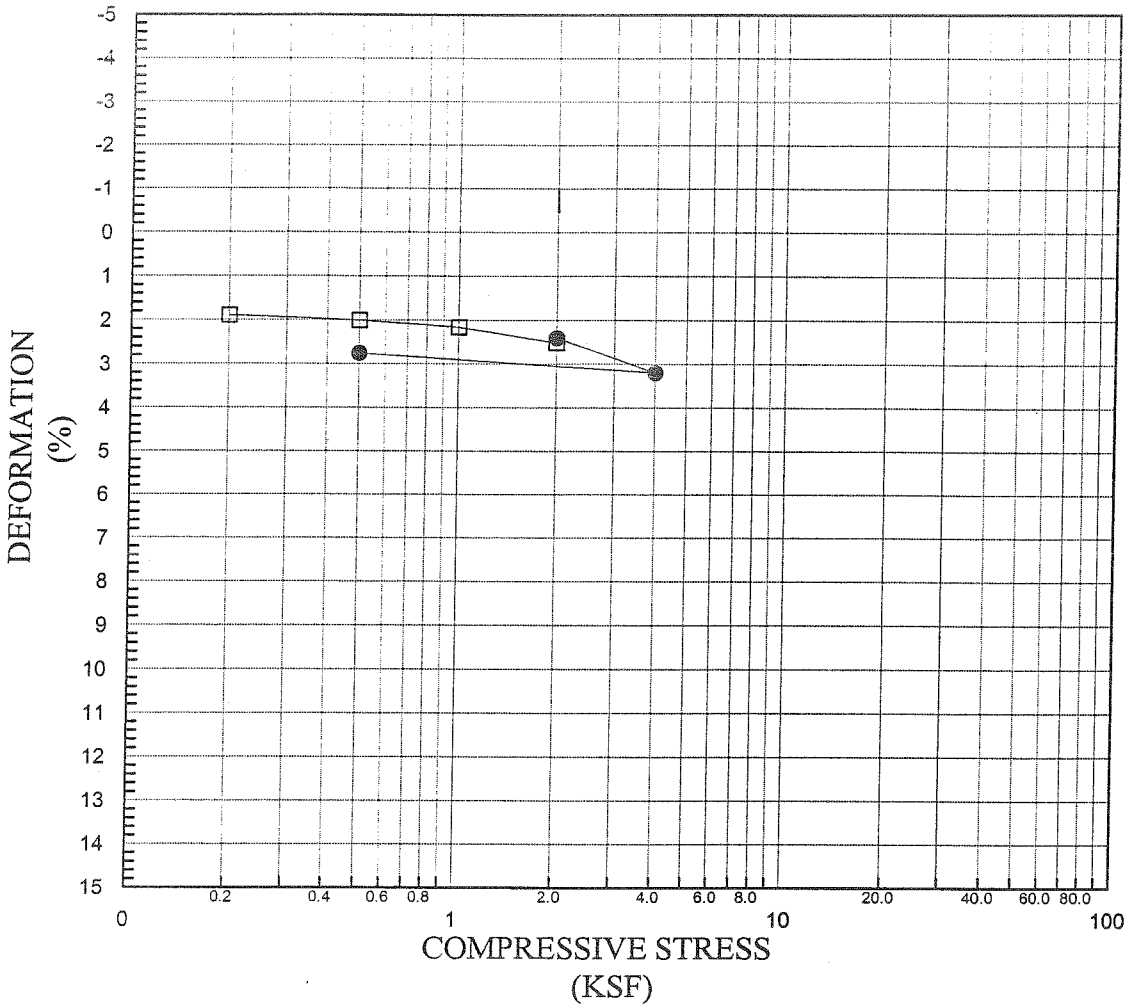
CONSOLIDATION

(ASTM D2435)



□ Field Moisture

● Saturated

Location:	B-4
Depth (ft):	4.0'
Soil Type:	SM
Initial Moisture Content (%):	11.2
Dry Density (pcf):	111.3
Void Ratio:	

Date: 08/03

Prepared by: BH

MTC ENGINEERING, INC.	Project Name	Project Number	Plate
5924 Temple City Blvd. Temple City, CA 91780 Tel: (626)287-8416 Fax: (626)287-0560	Bedford/Overhill	29-6-1SGF	CS-1

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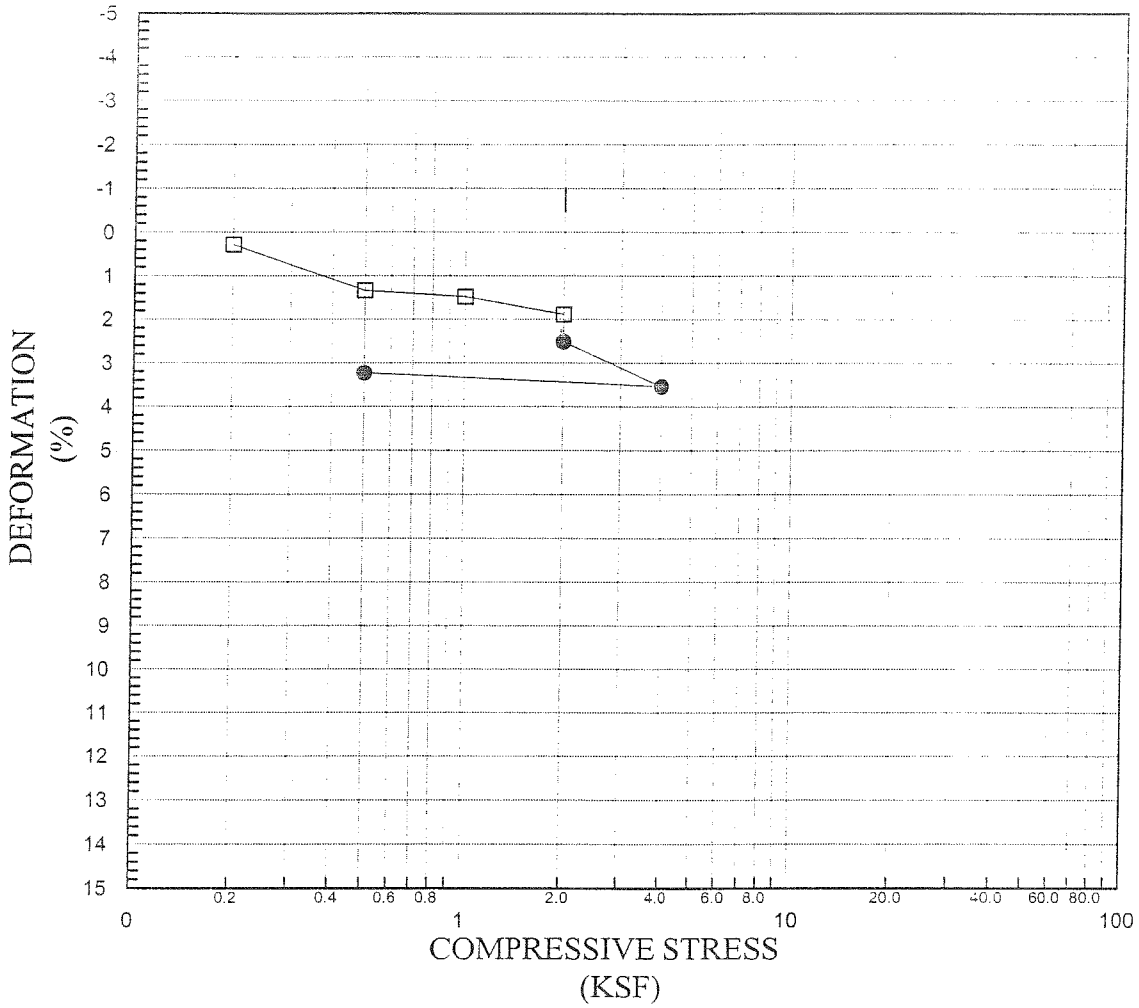
CONSOLIDATION

(ASTM D2435)



□ Field Moisture

● Saturated

Location:	B-5
Depth (ft):	4.0'
Soil Type:	SM
Initial Moisture Content (%):	10.7
Dry Density (pcf):	114.9
Void Ratio:	

Date: 08/03

Prepared by: BH

MTC ENGINEERING, INC.	Project Name	Project Number	Plate
5924 Temple City Blvd. Temple City, CA 91780 Tel: (626)287-8416 Fax: (626)287-0560	Bedford/Overhill	29-6-1SGF	CS-2

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APPENDIX C

General Earthwork and Site Grading Specifications

GENERAL EARTHWORK AND SITE GRADING SPECIFICATIONS

A. GENERAL INTENT

These specifications present general procedures and requirements for grading and earthwork as shown on the approved grading plans, including preparation of areas to be filled, placement of fill, installation of subdrains, and excavations. The recommendations contained in the geotechnical report are a part of the earthwork and grading specifications and shall supersede the provisions contained hereinafter in the case of conflict. Evaluations performed by the consultant during the course of grading may result in new recommendations which could supersede these specifications or the recommendations of the geotechnical report.

B. OBLIGATIONS OF PARTIES

B1. The Geotechnical Consultant should provide observation and testing services and should make evaluations to advise the Client on geotechnical matters. The Geotechnical Consultant should report his findings and recommendations to the Client or his authorized representative.

B2. The Client should be chiefly responsible for all aspects of the project. He or his authorized representative has the responsibility of reviewing the findings and recommendations of the Geotechnical Consultant. He shall authorize or cause to have authorized the Contractor and/or other consultants to perform work and/or provide services. During grading the Client or his authorized representative should remain on-site or should remain reasonably accessible to all concerned parties in order to make decisions necessary to maintain the flow of the project.

B3. The Contractor should be responsible for the safety of the project and satisfactory completion of all grading and other associated operations on construction projects, including but not limited to earthwork in accordance with the project plans, specifications and controlling agency requirements. During grading, the Contractor or his authorized representative should remain on-site. Overnight and on days off, the Contractor should remain accessible.

C. SITE PREPARATION

C1. The Client, prior to any site preparation or grading, should arrange and attend a meeting among the Grading Contractor, the Design Engineer, the Geotechnical Consultant, representatives of the appropriate governing authorities as well as any other concerned parties. All parties should be given at least 48-hours notice.

C2. Clearing and grubbing should consist of the removal of vegetation such as brush, grass, wood, stumps, trees, roots of trees and otherwise deleterious natural materials from the areas to be graded. Clearing and grubbing should extend to the outside of all proposed excavation and fill areas.

C3. Demolition should include removal of buildings, structures, foundations, reservoirs, utilities (including underground pipelines, septic tanks, leach fields, seepage pits, cisterns, mining shafts, tunnels, etc.) and other man-made surface and subsurface improvements from the areas to be graded. Demolition of utilities should include proper

capping and/or rerouting of pipelines at the project perimeter and cutoff and capping of wells in accordance with the requirements of the governing authorities and the recommendations of the Geotechnical Consultant at the time of demolition.

C4. Trees, plants or man-made improvements not planned to be removed or demolished should be protected by the Contractor from damage or injury.

C5. Debris generated during clearing, grubbing and/or demolition operations should be removed from areas to be graded and disposed of off-site. Clearing, grubbing and demolition operations should be performed under the observation of the Geotechnical Consultant.

C6. The Client or Contractor should obtain the required approvals from the controlling authorities for the project prior, during and/or after demolition, site preparation and removals, etc. The appropriate approvals should be obtained prior to proceeding with grading operations.

D. SITE PROTECTION

DI. Protection of the site during the period of grading should be the responsibility of the Contractor. Unless other provisions are made in writing and agreed upon among the concerned parties, completion of a portion of the project should not be considered to preclude that portion or adjacent areas from the requirements for site protection until such time as the entire project is complete as identified by the Geotechnical Consultant, the Client and the regulating agencies.

D2. The Contractor should be responsible for the stability of all temporary excavations. Recommendations by the Geotechnical Consultant pertaining temporary excavations (e.g., backcuts) are made in consideration of stability of the completed project and, therefore, should not be considered to preclude the responsibilities of the Contractor. Recommendations by the Geotechnical Consultant should not be considered to preclude more restrictive requirements by the regulating agencies.

D3. Precautions should be taken during the performance of site clearing, excavations and grading to protect the work site from flooding, ponding or inundation by poor or improper surface drainage. Temporary provisions should be made during the rainy season to adequately direct surface drainage away from and off the work site. Where low areas cannot be avoided, pumps should be kept on hand to continually remove water during periods of rainfall.

D4. During periods of rainfall, plastic sheeting should be kept reasonably accessible to prevent unprotected slopes from becoming saturated. Where necessary during periods of rainfall, the Contractor should install checkdams, desilting basins, rip-rap, sand bags or other devices or methods necessary to control erosion and provide safe conditions.

D5. During periods of rainfall, the Geotechnical Consultant should be kept informed by the Contractor as to the nature of remedial or preventative work being performed (e.g., pumping, placement of sandbags or plastic sheeting, other labor, dozing, etc.).

D6. Following periods of rainfall, the Contractor should contact the Geotechnical Consultant and arrange a walkover of the site in order to visually assess rain-related damage. The Geotechnical Consultant may also recommend excavations and testing in order to aid in his assessments. At the request of the Geotechnical Consultant, the Contractor shall make excavations in order to evaluate the extent of rain-related damage.

D7. Rain-related damage should be considered to include, but may not be limited to, erosion, silting, saturation, swelling, structural distress and other adverse conditions identified by the Geotechnical Consultant. Soil adversely affected should be classified as unsuitable materials and should be subject to overexcavation and replacement with compacted fill or other remedial grading as recommended by the Geotechnical Consultant.

D8. Relatively level areas, where saturated soils and/or erosion gullies exist to depths of greater than 1-foot, should be overexcavated to unaffected, competent material. Where less than 1-foot in depth, unsuitable materials may be processed in-place to achieve near-optimum moisture conditions, then thoroughly recompacted in accordance with the applicable specifications. If the desired results are not achieved, the affected materials should be overexcavated, then replaced in accordance with the applicable specifications.

D9. In slope areas where saturated soil and/or erosion gullies exist to depths of greater than 1-foot, they should be overexcavated and replaced as compacted fill in accordance with the applicable specifications. Where affected materials exist to depths of 1-foot or less below proposed finished grade, remedial grading by moisture conditioning in-place, followed by thorough recompaction in accordance with the applicable grading guidelines herein, may be attempted. If the desired results are not achieved, all affected materials should be overexcavated and replaced as compacted fill in accordance with the slope repair recommendations herein. As field conditions dictate, other slope repair procedures may be recommended by the Geotechnical Consultant.

E. FILL MATERIAL

E1. Excavated on-site materials which are acceptable to the Geotechnical Consultant may be utilized as compacted fill, provided trash, vegetation and other deleterious materials are removed prior to placement.

E2. Materials which are unsuitable should be excavated under the observation and recommendations of the Geotechnical Consultant. Unsuitable materials include, but may not be limited to, dry, loose, soft, wet, organic, compressible natural soils and fractured, weathered, soft bedrock and non- engineered or otherwise deleterious fill materials.

E3. Material identified by the Geotechnical Consultant as unsatisfactory due to its moisture content should be overexcavated, watered or dried, as needed, and thoroughly blended to a uniform near optimum moisture condition prior to placement as compacted fill.

E4. Where import materials are required for use on-site, the Geotechnical Consultant should be notified at least 72-hours in advance of importing, in order to sample and test materials from proposed borrow sites. No import materials should be delivered for use on-site without prior sampling and testing by Geotechnical Consultant.

E5. Where oversized rock or similar irreducible material is generated during grading, it is recommended where practical to waste such material off-site or on-site in areas designated as "nonstructural rock disposal areas." Rock placed in disposal rows should be placed with sufficient fines to fill voids. The rock should be compacted in lifts to an unyielding condition. The disposal area should be covered with at least 3-feet of compacted fill which is free of oversized material. The upper 3-feet should be placed in accordance with the guidelines for compacted fill herein.

E6. Rocks 12-inches in maximum dimension and smaller may be utilized within the compacted fill, provided they are placed in such manner that nesting of the rock is avoided. Fill should be placed and thoroughly compacted over and around all rock.

E7. During the course of grading operations, rocks or similar irreducible materials greater than 12-inches maximum dimension (oversized material), may be generated. These rocks should not be placed within the compacted fill unless placed as recommended by the Geotechnical Consultant.

E8. Where rocks or similar irreducible materials of greater than 12-inches but less than 4-feet of maximum dimension are generated during grading or otherwise desired to be placed within an engineered fill, special handling is recommended (details can be provided upon request). Rocks greater than 4-feet should be broken down or disposed of off-site. Rocks up to 4-feet maximum dimension should be placed below the upper 10-feet of any fill and should not be closer than 20-feet to any slope face. These recommendations could vary as locations of improvements dictate. Where practical, oversized material should not be placed below areas where underground structures or deep utilities are proposed. Oversized material should be placed in windrows on a clean, overexcavated or unyielding compacted fill or firm natural ground surface. Select native or imported granular soil (S.E. 30 or higher) should be placed and thoroughly flooded over and around all windrowed rock, such that voids are filled. Windrows of oversized materials should be staggered so that successive strata of oversized material are not in the same vertical plane. The Contractor should be aware that the placement of rock in windrows will significantly slow the grading operation and may require additional and/or special equipment.

E9. It may be possible to dispose of individual larger rock as field conditions dictate and as recommended by the Geotechnical Consultant at the time of placement.

EIO. Material that is considered unsuitable by the Geotechnical Consultant should not be utilized in the compacted fill.

Ell. During grading operations, placing and mixing the materials from the cut and/or borrow areas may result in soil mixtures which possess unique physical properties. Testing may be required of samples obtained directly from the fill areas in order to verify conformance with the specifications. Processing of these additional samples may take two or more working days. The Contractor may elect to move the operation to other areas within the project, or may continue placing compacted fill pending laboratory and field test results. Should he elect the second alternative, fill placed is done so at the Contractor's risk.

F. PLACEMENT OF COMPACTED FILL

Fl. All fill materials should be compacted as specified below or by other methods specifically recommended by the Geotechnical Consultant. Unless otherwise specified, the minimum degree of compaction (relative compaction) should be 90-percent of the laboratory maximum dry density in accordance with ASTM: D 1557.

F2. Prior to placement of compacted fill, the Contractor should request a review by the Geotechnical Consultant of the exposed ground surface. Unless otherwise recommended, the exposed ground surface should then be scarified (6-inches minimum), watered or dried as needed, thoroughly blended to achieve near- optimum moisture conditions, then thoroughly compacted to a minimum of 90-percent of the maximum

density. The review by the Geotechnical Consultant should not be considered to preclude requirement of inspection and approval by the governing agency.

F3. Compacted fill should be placed in horizontal lifts not exceeding 8-inches in loose thickness prior to compaction. Each lift should be moisture conditioned, thoroughly blended to achieve near optimum moisture conditions, then thoroughly compacted by mechanical methods to a minimum of 90-percent of laboratory maximum dry density. Each lift should be treated in a like manner until the desired finished grades are achieved.

F4. The Contractor should have suitable and sufficient mechanical compaction equipment and watering apparatus on the job site to handle the amount of fill being placed in consideration of moisture retention properties of the materials. If necessary" excavation equipment should be "shut down" temporarily in order to permit proper compaction of fills. Earthmoving equipment should only be considered a supplement and not substituted for conventional compaction equipment.

F5. When placing fill in horizontal lifts adjacent to areas sloping steeper than 5:1 (horizontal to vertical), horizontal keys and vertical benches should be excavated into the adjacent slope area. Keying and benching should be such that the lowest bench shall be at least 15-feet wide with a minimum of 4-feet of vertical bench height within the firm natural ground, firm bedrock, or engineered compacted fill. All consecutive benches shall be at least 6-feet wide and a minimum of 4-feet in height. No compacted fill should be placed in an area subsequent to keying and benching until the area has been reviewed by the Geotechnical Consultant. Material generated by the benching operation should be moved sufficiently away from the bench area to allow for the recommended review of the horizontal bench prior to placement of fill. Typical keying and benching details can be provided upon request.

F6. Within a single fill area where grading procedures dictate two or more separate fills, temporary slopes (false slopes) may be created. When placing fill adjacent to a false slope, benching should be conducted in the same manner as above described. At least a 3-feet vertical bench should be established within the firm core of adjacent approved compacted fill prior to placement of additional fill. Benching should proceed in at least 3-feet vertical increments until the desired finished grades are achieved.

F7. Fill should be tested for compliance with the recommended relative compaction and moisture conditions. Field density testing should conform to ASTM Method of Test D 1556, D 2922 and/or D 2937. Tests should be provided for about every 2-vertical feet or 1000-cubic-yards of fill placed. Actual test intervals may vary as field conditions dictate. Fill found not to be in conformance with the grading recommendations should be removed or otherwise handled as recommended by the Geotechnical Consultant.

F8. The Contractor should assist the Geotechnical Consultant and/or his representative by digging test pits for removal determinations and/or for testing compacted fill.

F9. Any fill placed in areas not previously reviewed and evaluated by the Geotechnical Consultant, and/or in other areas, without prior notification to the Geotechnical Consultant, may require removal and recompaction at the Contractor's expense. Determination of overexcavations should be made upon review of field conditions by the Geotechnical Consultant.

FI0. As recommended by the Geotechnical Consultant, the Contractor should "shut down" or remove grading equipment from an area being tested.

Fll. The Geotechnical Consultant should maintain a plan with estimated locations of field tests. Unless the Client provides for actual surveying of test locations, the estimated locations by the Geotechnical Consultant should only be considered rough estimates and should not be utilized for the purpose of preparing cross-sections showing test locations or in any case for the purpose of after-the-fact evaluating of the sequence of fill placement.

F12. For field testing purposes, "near-optimum" moisture will vary with material type and other factors including compaction procedure. "Near-optimum" may be specifically recommended in Preliminary investigation Reports and/or may be evaluated during grading. As a preliminary guideline, "near-optimum" should be considered from 1-percent below to 3-percent above optimum.

G. FILL SLOPES

GI. Unless otherwise recommended by the Geotechnical Consultant and approved by the regulating agencies, permanent fill slopes should not be steeper than 2:1 (horizontal to vertical).

G2. Except as specifically recommended otherwise or as otherwise provided for in these grading guidelines, compacted fill slopes should be overbuilt and cut back to grade, exposing the firm, compacted fill inner core. The actual amount of overbuilding may vary as field conditions dictate. If the desired results are not achieved, the existing slope should be overexcavated and reconstructed under the guidelines of the Geotechnical Consultant. The degree of overbuilding shall be increased until the desired compacted slope surface condition is achieved. Care should be taken by the Contractor to provide thorough mechanical compaction to the outer edge of the overbuilt slope surface.

G3. Although no construction procedure produces a slope free from risk of future movement, overfilling and cutting back of slope to a compacted inner core is, given no other constraints, the most desirable procedure. Other constraints, however, must often be considered. These constraints may include property lines situations, access, the critical nature of the development and cost. Where such constraints are identified, slope face compaction on slopes of 2:1 (horizontal to vertical) or flatter may be attempted as a second best alternative by conventional construction procedures including backrolling techniques upon specific recommendation by the Geotechnical Consultant.

Fill placement should proceed in thin lifts (i.e., 6 to 8-inch loose thickness). Each lift should be moisture conditioned and thoroughly compacted. The desired moisture condition should be maintained and/or reestablished, where necessary, during the period between successive lifts. Selected lifts should be tested to ascertain that desired compaction is being achieved. Care should be taken to extend compactive effort to the outer edge of the slope.

Each lift should extend horizontally to the desired finished slope surface or more as needed to ultimately establish desired grades. Grade during construction should not be allowed to roll off at the edge of the slope. It may be helpful to elevate slightly the outer edge of the slope. Slough resulting from the placement of individual lifts should not be allowed to drift down over previous lifts. At intervals not exceeding 4-feet in vertical slope height or the capability of available equipment, whichever is less, fill slopes should

be thoroughly backrolled utilizing a conventional sheepsfoot-type roller. Care should be taken to maintain the desired moisture conditions and/or reestablish same as needed prior to backrolling. Upon achieving final grade, the slopes should again be moisture-conditioned and thoroughly backrolled. The use of a side-boom roller will probably be necessary and vibratory methods are strongly recommended. Without delay, so as to avoid (if possible) further moisture conditioning, the slopes should then be grid- rolled to achieve a relatively smooth surface and uniformly compact condition.

In order to monitor slope construction procedures, moisture and density tests should be taken at regular intervals. Failure to achieve the desired results will likely result in a recommendation by the Geotechnical Consultant to overexcavate the slope surfaces followed by reconstruction of the slopes utilizing over-filling and cutting back procedures and/or further attempt at the conventional backrolling approach. Other recommendations may also be provided which would be commensurate with field conditions.

G4. Where placement of fill above a natural slope or above a cut slope is proposed, special fill slope configuration should be adopted (details can be provided upon request).

H. CUT SLOPES

HI. Unless otherwise recommended by the Geotechnical Consultant and approved by the regulating agencies, permanent cut slopes should not be steeper than 2:1 (horizontal to vertical).

H2. If excavations for cut slopes expose loose, cohesionless, significantly fractured or otherwise unsuitable material, overexcavation and replacement of the unsuitable materials with a compacted stabilization fill should be accomplished as recommended by the Geotechnical Consultant.

H3. The Geotechnical Consultant should review cut slopes during excavation. The Geotechnical Consultant should be notified by the Contractor prior to beginning slope excavations.

H4. If, during the course of grading, adverse or potentially adverse geotechnical conditions are encountered which were not anticipated in the preliminary report, the Geotechnical Consultant should explore, analyze and make recommendations to treat these problems.

H5. When cut slopes are made in the direction of the prevailing drainage, a non-erodible diversion swale (brow ditch) should be provided at the top-of-cut.

J. PAD AREAS

JI. All lot pad areas, including side yard terraces, above stabilization fills or buttresses should be overexcavated to provide for a minimum of 3-feet of compacted fill over the entire pad area. Pad areas with both fill and cut materials exposed and pad areas containing both very shallow (less than 3-feet) and deeper fill should be overexcavated to provide for a uniform compacted fill blanket with a minimum of 3-feet in thickness. Cut areas exposing significantly varying material types should also be overexcavated to provide for at least a 3-feet thick compacted fill blanket. Geotechnical conditions may require greater depth of overexcavation. The actual depth should be delineated by the Geotechnical Consultant during grading.

J2. For pad areas created above fill, cut or natural slopes, positive drainage should be established away from the top-of-slope. This may be accomplished utilizing a berm and/or an appropriate pad gradient. A gradient in soil areas away from the top-of-slopes of 2-percent or greater is recommended.

K. TRENCH BACKFILL

KI. Utility trench backfill should, unless otherwise recommended, be compacted by mechanical means. Unless otherwise recommended, the degree of compaction should be a minimum of 90-percent of the laboratory maximum density.

K2. Backfill of exterior and interior trenches extending below a 1:1 (horizontal to vertical) projection from the outer edge of foundations should be mechanically compacted to a minimum of 90-percent of the laboratory maximum density.

K3. Within slab areas, but outside the influence of foundations, trenches up to 1-feet wide and 2-feet deep may be backfilled with sand and consolidated by jetting, flooding or by mechanical means. If on-site materials are utilized, they should be wheelrolled, tamped or otherwise compacted to at least 90-percent relative compaction.

K4. If utility contractors indicate that it is undesirable to use compaction equipment in close proximity to a buried conduit, the Contractor may elect the utilization of lightweight mechanical compaction equipment and/or shading of the conduit with clean, granular material, which would be thoroughly jetted in-place above the conduit, prior to initiating mechanical compaction procedures. Other methods of utility trench compaction may also be appropriate such as a lean slurry mix, upon review by the Geotechnical Consultant at the time of construction.

K5. In cases where clean granular materials are proposed for use in lieu of native materials or where flooding or jetting is proposed, the procedure should be considered subject to review by the Geotechnical Consultant.

K6. Clean granular backfill and/or bedding are not recommended in slope areas unless provisions are made for a drainage system to mitigate the potential build-up of seepage forces.

L. DRAINAGE

LI. Canyon subdrain systems specified by the Geotechnical Consultant should be installed (details can be provided upon request).

L2. Subdrains for compacted fill buttresses, slope stabilizations or sidehill masses should be installed (details can be provided upon request).

L3. Roof, pad and slope drainage should be directed away from slopes and areas of structures to suitable disposal areas via non-erodible devices (i.e., gutters, downspouts, concrete swales).

L4. For drainage over soil areas immediately away from structures (i.e., within 4-feet), a minimum of 4-percent gradient should be maintained. Pad drainage of at least 6-percent should be maintained over soil areas. Pad drainage may be reduced to at least 1-percent for projects where no slopes exist, either natural or man-made, of greater than 10-feet in height and where no slopes are planned, either natural or man-made, steeper than 2:1 (horizontal to vertical slope ratio).

L5. Drainage patterns established at the time of fine grading should be maintained throughout the life of the project. Property owners should be made aware that altering drainage patterns can be detrimental to slope stability and foundation performance.

M. OFF-SITE FILL

MI. Off-site fill should be treated in the same manner as recommended in these specifications for site preparation, excavation, drains, compaction, etc.

M2. Off-site canyon fill should be placed in preparation for future additional fill (details can be provided upon request).

M3. Off-site fill subdrains temporarily terminated (up canyon) should be surveyed for future relocation and connection.

N. MAINTENANCE

Nl. Property owners should be made aware that overwatering of slopes is detrimental to slope stability.

N2. Periodic inspections of landscaped slope areas should be planned and appropriate measures should be taken to control weeds and enhance growth of the landscape plants. Some areas may require occasional replanting and/or reseeding.

N3. Terrace drains and downdrains should be periodically inspected and maintained free of debris. Damage to drainage improvements should be repaired immediately.

N4. Property owners should be made aware that burrowing animals can be detrimental to slope stability. A preventative program should be established to control burrowing animals.

N5. As a precautionary measure, plastic sheeting should be readily available, or kept on hand, to protect all slope areas from saturation by periods of heavy or prolonged rainfall. This measure is strongly recommended, beginning with the period of time prior to landscape planting.

N6. If slope failures occur, the Geotechnical Consultant should be contacted for a field review of site conditions and development of recommendations for evaluation and repair.

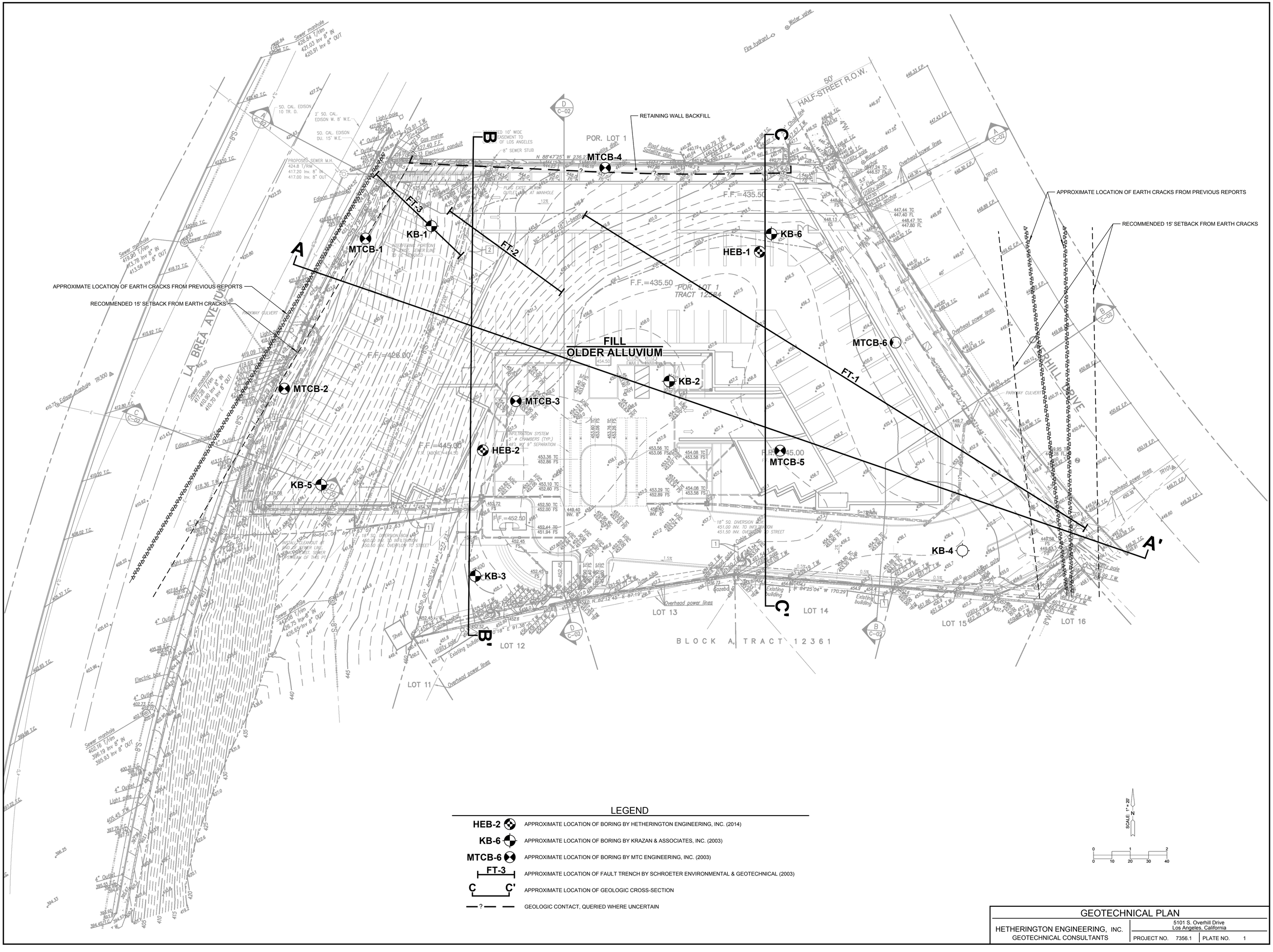
N7. If slope failures occur as a result of exposure to periods of heavy rainfall, the failure area and currently unaffected areas should be covered with plastic sheeting to protect against additional saturation.

O. STATUS OF GRADING

O1. Prior to proceeding with any grading operation, the Geotechnical Consultant should be notified at least two working days in advance in order to schedule the necessary observation and testing services.

O2. Prior to any significant expansion or cutback in the grading operation, the Geotechnical Consultant should be provided with adequate notice (i.e., two days) in order to make appropriate adjustments in observation and testing services.

O3. Following completion of grading operations and/or between phases of a grading operation, the Geotechnical Consultant should be provided with at least two working days notice in advance of commencement operations.



LEGEND

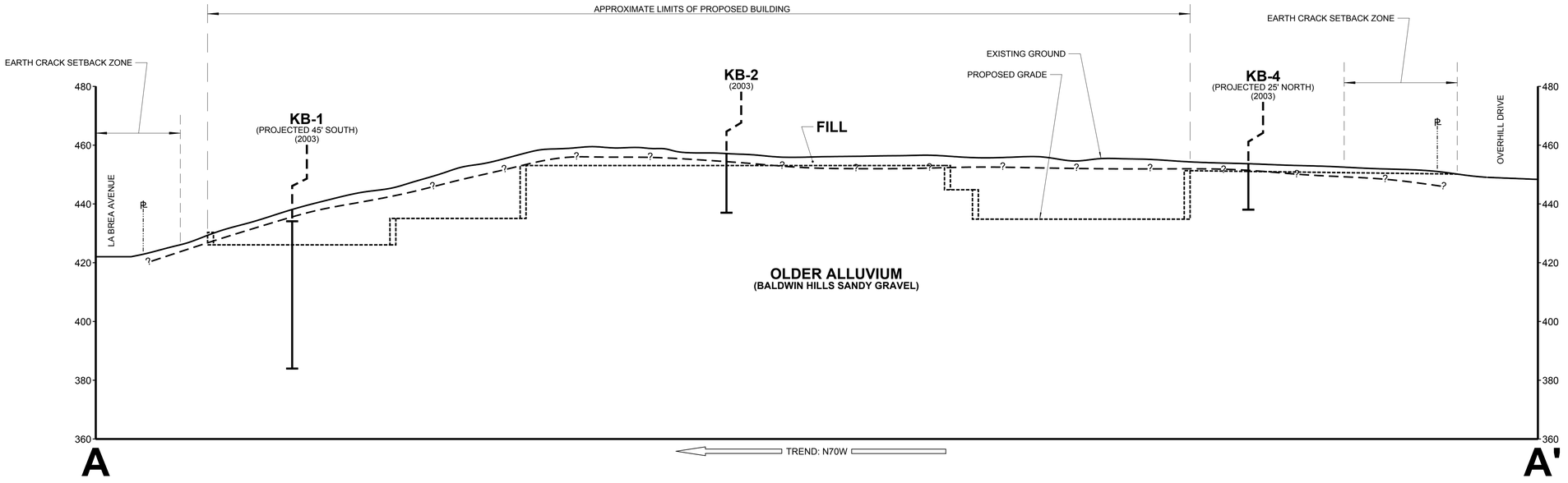
HEB-2	APPROXIMATE LOCATION OF BORING BY HETHERINGTON ENGINEERING, INC. (2014)
KB-6	APPROXIMATE LOCATION OF BORING BY KRAZAN & ASSOCIATES, INC. (2003)
MTCB-6	APPROXIMATE LOCATION OF BORING BY MTC ENGINEERING, INC. (2003)
FT-3	APPROXIMATE LOCATION OF FAULT TRENCH BY SCHROETER ENVIRONMENTAL & GEOTECHNICAL (2003)
C C'	APPROXIMATE LOCATION OF GEOLOGIC CROSS-SECTION
?	GEOLOGIC CONTACT, QUERIED WHERE UNCERTAIN

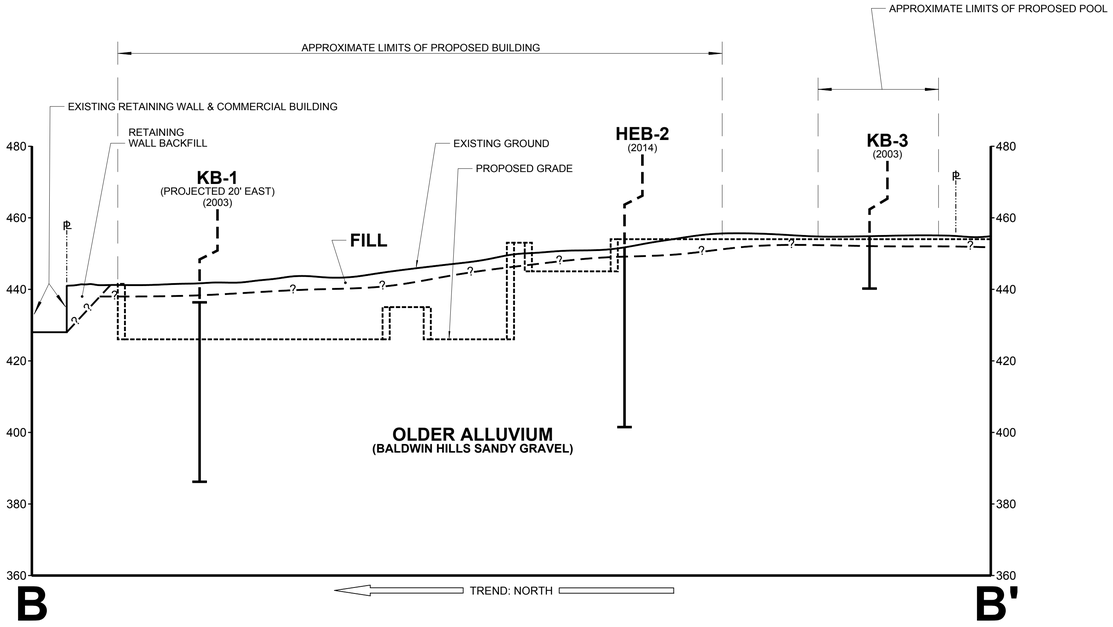
GEOTECHNICAL PLAN

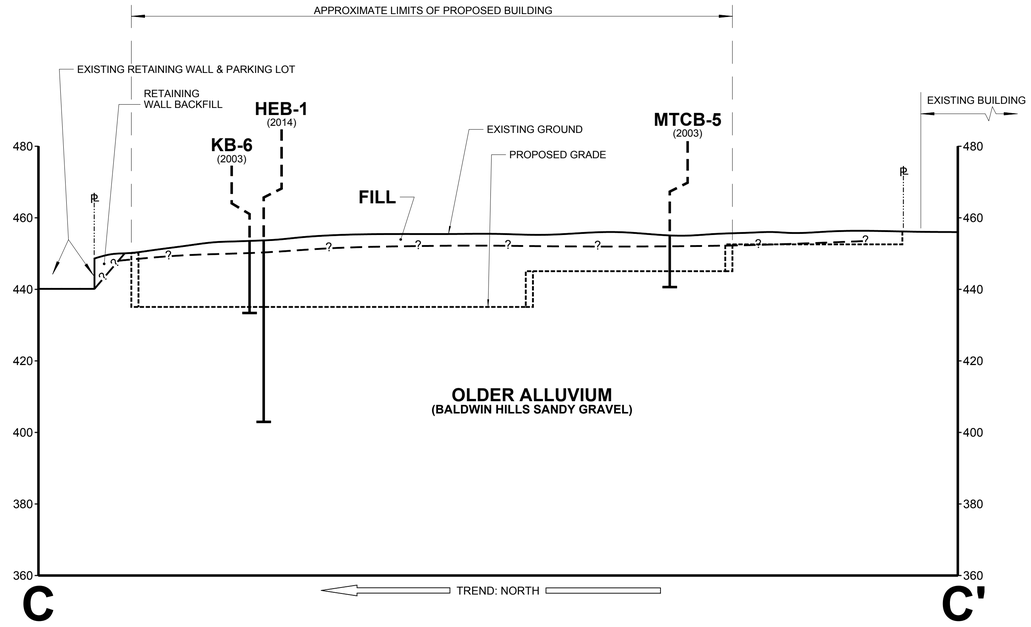
HETHERINGTON ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

5101 S. Overhill Drive
Los Angeles, California

PROJECT NO. 7356.1 | PLATE NO. 1







SCALE: 1" = 20'

0 1 2

0 10 20 30 40

GEOLOGIC CROSS-SECTIONS

HETHERINGTON ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

5101 S. Overhill Drive
Los Angeles, California

PROJECT NO. 7356.1 | PLATE NO. 2

Hydrology/Hydraulic Calculations

HYDROLOGY/HYDRAULIC CALCULATIONS

For

#5101 Overhill Drive
Portion Lot 1, Tract 12584
Los Angeles County, California

Job No. 15341

January 20, 2015

Prepared by:

Toal Engineering, Inc.
139 Avenida Navarro
San Clemente, CA 92672
Tel: (949) 492-8586
Fax: (949) 498-8625

……

Caleb Rios R.C.E. 57587 Exp. 12-31-15

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Narrative

This hydrology study was prepared to respond to the County of Los Angeles requirements concerning the proposed drainage system for the project at #5101 Overhill Drive, Los Angeles, CA. The project involves construction of a 90-unit condominium development including an underground garage, a pool and associated hardscape and landscape features. The County has requested calculations that demonstrate the building will be protected from a 100 year storm event.

The existing lot at 5101 Overhill Drive consists of relatively flat building pad with about a 3% slope that covers the middle of the lot. There is a high point at about the center of this pad and the grade slopes away in all directions. To the west of this point, lies an approximately 50' high slope that varies in grade from 2% to about 1.5% in some areas. To the east lies Overhill Drive, to the west lies La Brea Avenue, to the south lies an adjacent property separated from the subject lot by an existing wall and to the north lies another adjacent property. To the north, runoff flows into an existing concrete swale that directs runoff through a series of curb outlets and onto La Brea Avenue. To the south, an existing wall a natural swale split runoff evenly and directs runoff via sheetflow onto La Brea Avenue to the west and Overhill Drive to the east. To the east, runoff sheetflows onto Overhill Drive. To the west, runoff sheetflows onto La Brea Avenue.

The proposed improvements will maintain existing drainage patterns. Runoff from the proposed development will collect runoff and evenly split and discharge through the curb via a parkway culvert and onto La Brea Avenue to the west, and Overhill Drive to the east. 12" diameter discharge storm drain pipes will carry runoff to each of the parkway culverts prior to flowing onto the streets and entering the County of Los Angeles storm drain system.

Per the attached calculations, the post-construction improvements tributary to the 12" diameter discharge pipes can produce runoff of up to 3.0 cfs for the west drainage subarea (area #1) and 1.66 cfs for the subarea to the east (subarea #2) for a 100 year storm event. As the calculations below show, the proposed 12" diameter discharge drainlines have the hydraulic capacity to convey 10.52 cfs flowing full to La Brea Avenue and 5.47 cfs flowing full to Overhill Drive to more than handle 100-year flows generated in the drainage subareas.

Additionally, calculations have been to show the minimum size of the parkway culvert openings in order to achieve a maximum exit velocity of 5 fps.

Post-Construction
Hydrology Calculations for 100-year Flood Conditions

Per the attached Drainage Map (see Figure 1), the total drainage area is 0.85 acres. Also, per the Drainage Map, the runoff is collected by a 10", an 8", a 6" and a 4" diameter drain pipe, all of which outlet into a 36" square concrete box that ties into an existing 12" diameter drainline that discharges the runoff offsite into the Crystal Cove drainage system.

Subarea A is collected into a 10" diameter drainline (Line A). Subarea B is collected into a 6" diameter drainline (Line B). Subarea C is collected into an 8" diameter drainline (Line C). Subarea D is collected into a 4" diameter drainline (Line D). Per the Orange County Hydrology Manual Nomograph for time of concentration for initial subarea, the length (L) of the initial area is 310', the difference in elevation between the ends of the initial area (H) is 16.4', the time of concentration (Tc) for the initial area is 7 minutes, and the corresponding rainfall intensity (I) to be used is 5.1"/hr.

Using the L.A. County hydrology software program, HydroCalc (calculation summary sheets and maps attached as Appendix A) the anticipated runoff for each subarea is:

100-Year Storm Event

Subarea 1 (0.946 ac): $Q_{(100)}$ = 3.0 cubic feet per second (cfs)

Subarea 2 (0.571 ac): $Q_{(100)}$ = 1.66 cubic feet per second (cfs)

Hydraulic Calculations for Discharge Lines #1 and#2

Capacity of Line 1 (Proposed 12" diameter PVC) Flowing Full, No Pressure

S= >7.4%, A=0.785 s.f., n=0.012, R=0.25

$Q = (1.486/n) * R^{2/3} * S^{1/2} * A$……Manning's Equation

Q(flowing full) = 10.52 cfs

Q(flowing full) = 10.52 cfs > 3.00 cfs (Q_{100} for Subarea 1)…..OK

Capacity of Line 2 (Proposed 12" diameter PVC) Flowing Full, No Pressure

S= >1%, A=0.785 s.f., n=0.012, R=0.25

$Q = (1.486/n) * R^{2/3} * S^{1/2} * A$……Manning's Equation

Q(flowing full) = 3.87 cfs

Q(flowing full) = 3.87 cfs > 1.66 cfs (Q_{100} for Subarea B)…..OK

Hydraulic Calculation for parkway culvert opening

Velocity of discharge through opening maintained at 5 fps maximum

Parkway Culvert #1

Q_{100} = 3.0 fps, V=5 fps

Q_{100}= A*V……Continuity Equation

A=Q_{100} / V = 3.0 cfs / 5 fps

A = 0.60 s.f.
Assume 50% clogging…A design = 1.20 s.f……O.K.

Parkway Culvert #2

Q_{100} = 1.66 fps, V=5 fps

Q_{100}= A*V……Continuity Equation

A=Q_{100} / V = 1.66 cfs / 5 fps

A = 0.33 s.f.

Assume 50% clogging…A_{design} = 0.67 s.f……O.K.

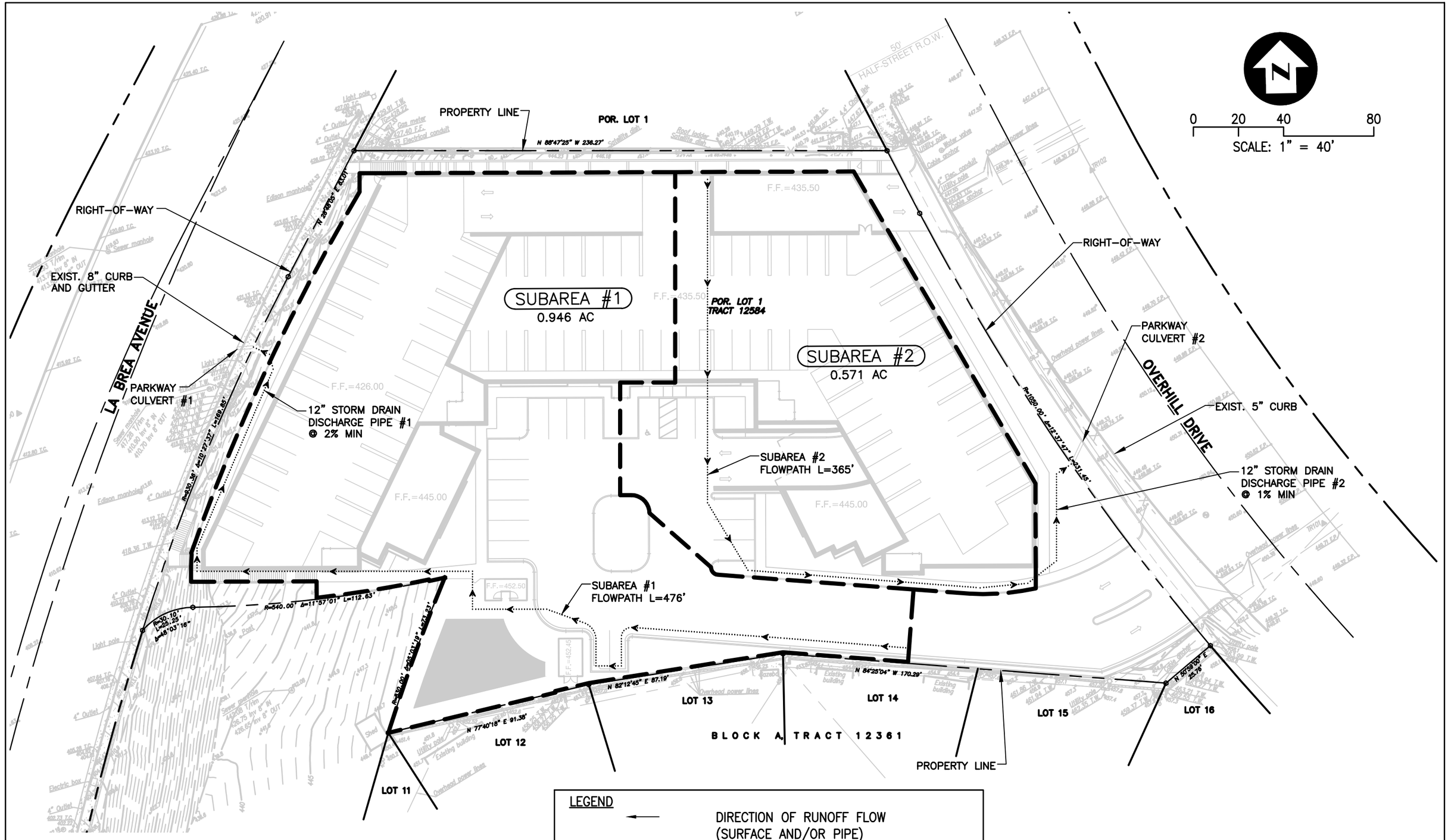


FIGURE 1

DRAINAGE MAP

PORTION LOT 1, TRACT 12584

#5101 OVERHILL DRIVE, LOS ANGELES, CA

JN 15341

Appendix A

Peak Flow Hydrologic Analysis

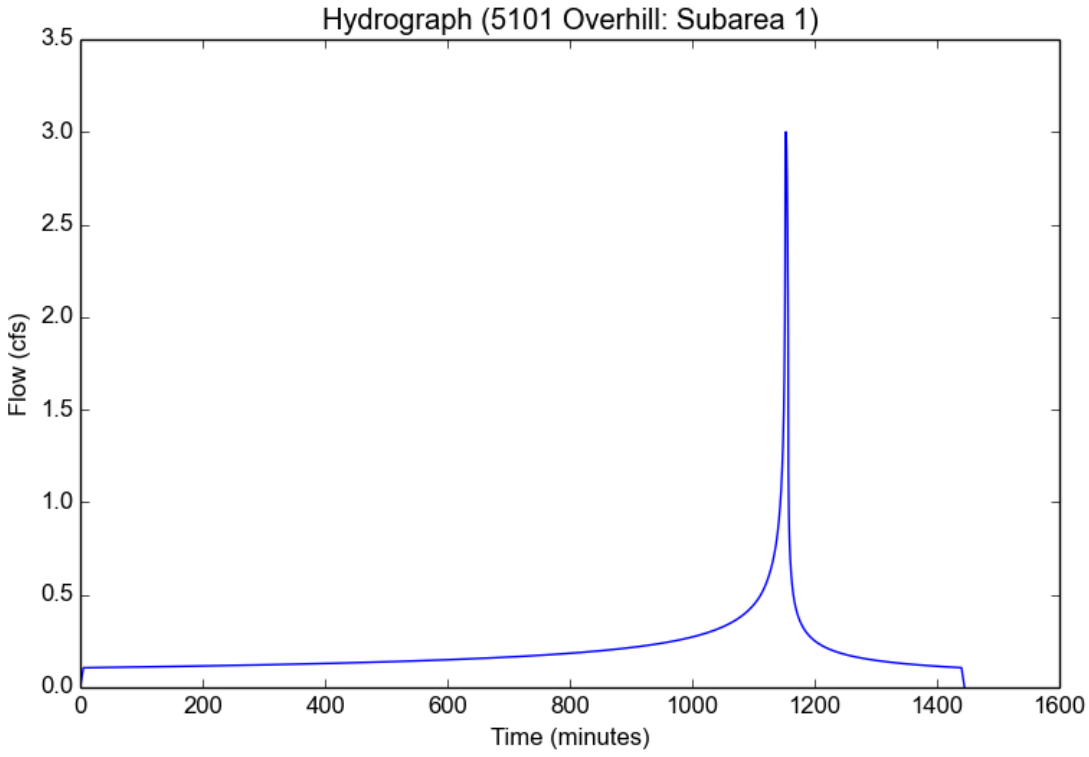
File location: N:/153xx/15341/Reports/Hydrology/5101 Overhill - Subarea 1.pdf
Version: HydroCalc 0.3.0-beta

Input Parameters

Project Name	5101 Overhill
Subarea ID	Subarea 1
Area (ac)	0.946
Flow Path Length (ft)	476.0
Flow Path Slope (vft/hft)	0.0741
50-yr Rainfall Depth (in)	5.25
Percent Impervious	0.95
Soil Type	13
Design Storm Frequency	100-yr
Fire Factor	0
LID	False

Output Results

Modeled (100-yr) Rainfall Depth (in)	5.8905
Peak Intensity (in/hr)	3.5144
Undeveloped Runoff Coefficient (Cu)	0.9481
Developed Runoff Coefficient (Cd)	0.9024
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	3.0002
Burned Peak Flow Rate (cfs)	3.0002
24-Hr Clear Runoff Volume (ac-ft)	0.398
24-Hr Clear Runoff Volume (cu-ft)	17335.6286



Peak Flow Hydrologic Analysis

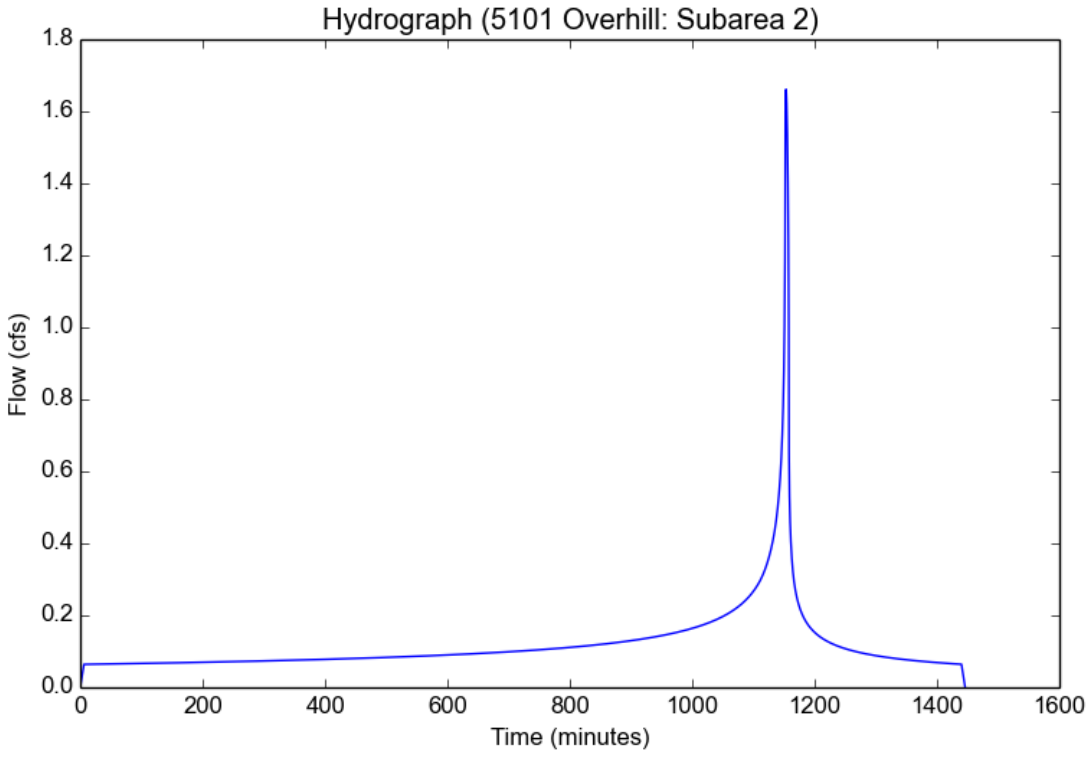
File location: N:/153xx/15341/Reports/Hydrology/5101 Overhill - Subarea 2.pdf
Version: HydroCalc 0.3.0-beta

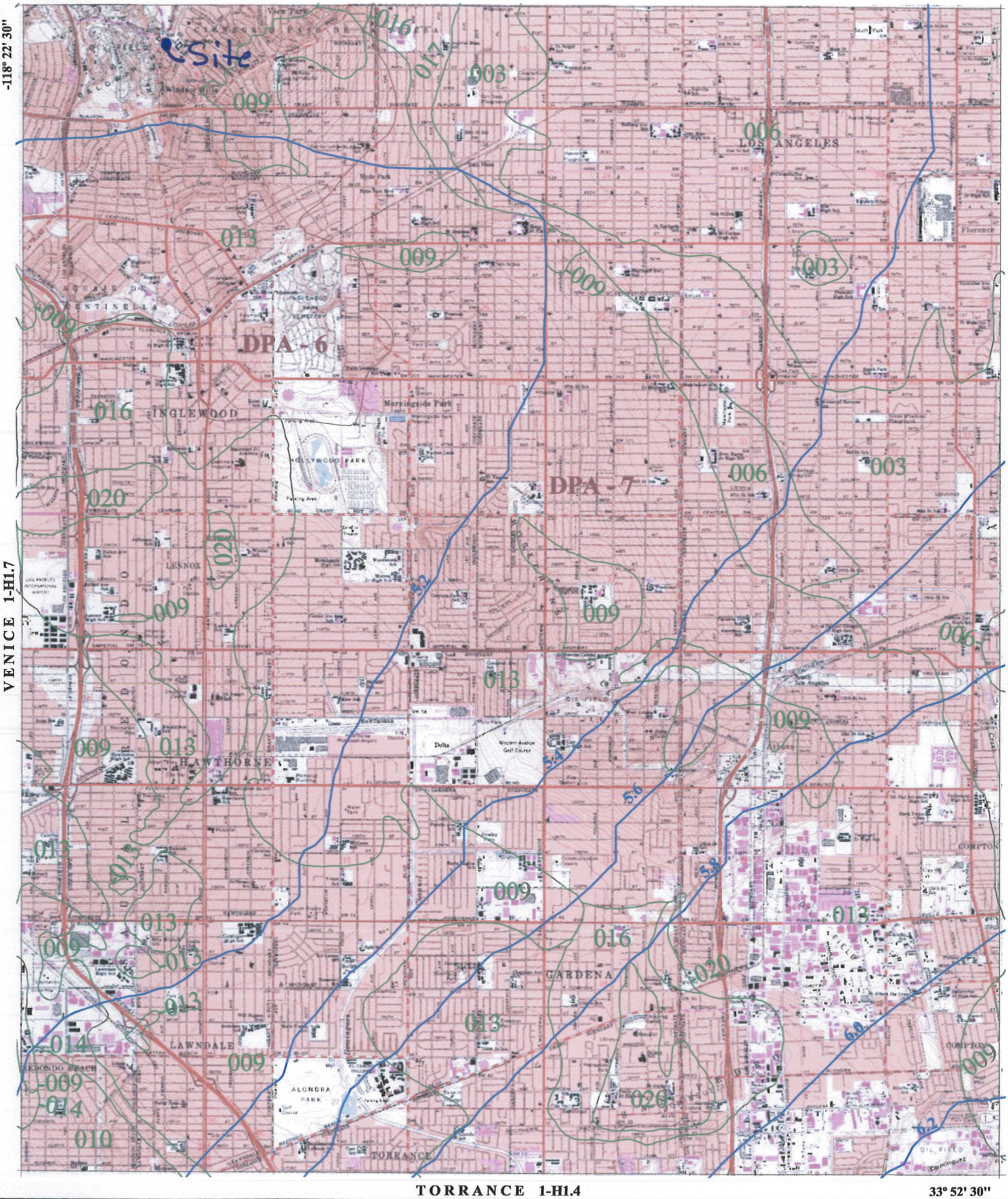
Input Parameters

Project Name	5101 Overhill
Subarea ID	Subarea 2
Area (ac)	0.571
Flow Path Length (ft)	365.0
Flow Path Slope (vft/hft)	0.01
50-yr Rainfall Depth (in)	5.25
Percent Impervious	0.95
Soil Type	13
Design Storm Frequency	100-yr
Fire Factor	0
LID	False

Output Results

Modeled (100-yr) Rainfall Depth (in)	5.8905
Peak Intensity (in/hr)	3.2258
Undeveloped Runoff Coefficient (Cu)	0.9363
Developed Runoff Coefficient (Cd)	0.9018
Time of Concentration (min)	6.0
Clear Peak Flow Rate (cfs)	1.6611
Burned Peak Flow Rate (cfs)	1.6611
24-Hr Clear Runoff Volume (ac-ft)	0.2402
24-Hr Clear Runoff Volume (cu-ft)	10463.7919





013 ← 016 SOIL CLASSIFICATION AREA

7.2 INCHES OF RAINFALL

5.25 DPA - 6 DEBRIS POTENTIAL AREA

N W E S

1 0 1 2 Miles

25-YEAR 24-HOUR ISOHYET REDUCTION FACTOR: 0.878
10-YEAR 24-HOUR ISOHYET REDUCTION FACTOR: 0.714

INGLEWOOD
50-YEAR 24-HOUR ISOHYET

1-H1.8

LOS ANGELES COUNTY PUBLIC WORKS Public Service That Works

Sewer Area Study

SEWER AREA STUDY

TR 073082
5101 S. OVERHILL DRIVE
LOS ANGELES, CA
PC 12253AS

REVISED
AUGUST 2016

SEWER AREA STUDY
APPROVED

APPROVED BY:_____RCE NO. 70745 DATE 09/19/2016

CHECKED BY: Imelda Ng DATE 09/19/2016

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION

THIS APPROVAL EXPIRES TWO YEARS FROM THE DATE OF APPROVAL

TOAL ENGINEERING, INC.
139 AVENIDA NAVARRO
SAN CELMENTE, CA 92672
(949) 492-8586

SEWER AREA STUDY

TR 073082
5101 S. OVERHILL DRIVE
LOS ANGELES, CA
PC 12253AS

A. INTRODUCTION

This Sewer Area Study for TR 073082 is prepared in compliance with the requirements of the Los Angeles County Department of Public Works, Land Development Division, including the following narrative items:

a. Introduction
b. Site description
c. Project description
d. Description of proposed sewer system
e. Description of existing sewer system
f. Methodology used and list of references
g. Flow Monitoring Results
h. Conclusion
i. Appendix

B. SITE DESCRIPTION

The proposed project is a 1.84 acre portion of Tract 073082 located at 5101 S. Overhill Drive, Los Angeles, CA 90043. The project site is within the community of Ladera Heights, under the jurisdiction of the County of Los Angeles. Figure 1 illustrates the proposed project site and preliminary grading plan.

C. PROJECT DESCRIPTION

The project site is currently vacant. The proposed development is an 88-unit residential condominium complex.

D. DESCRIPTION OF PROPOSED SEWER SYSTEM

Wastewater from the project site currently flows from Manhole 111 through an existing 8-inch diameter sewer, which crosses southerly under the proposed construction to Manhole 110, as illustrated on Figure 1. The proposed project will cap the sewer between Manholes 111 and 110, and provide a new 8-inch sewer from Manhole 111 westward, to a new manhole in La Brea Avenue, with new 8-inch sewer southward in La Brea, connecting into the existing Manhole 121.

E. DESCRIPTION OF EXISTING SEWER SYSTEM

The existing sewer system flows southerly within La Brea Avenue from Manhole 124 to Manhole 20 at the boundary of the City of Los Angeles between 62nd Street and W. 62nd Place. Figure 2 illustrates manhole locations and sewer pipe slope between each manhole. All sewers are 8-inch diameter. Background maps for Figure 2 are taken from LA County Sewer Maintenance Division Index Maps S-1588 and S-1589 (Appendix C). Invert elevations for sewer pipe connections at each manhole were taken from County Improvement Plan Nos. 1143 and 1096, and Private Contract No. 9458; copies of applicable plan and profile sheets are included in the Appendix D.

F. METHODOLOGY USED AND LIST OF REFERENCES

A preliminary paper analysis of system capacity was performed and submitted to the County for review. The preliminary analysis is included for reference in Appendix A. The segments between Manholes 124 and 112 were within County requirements for available capacity, while the segments between Manholes 112 and 20 were calculated to flow near or greater than theoretical half-full capacity. Based upon preliminary review, the County required that flow monitoring be performed.

G. FLOW MONITORING RESULTS

The County directed that flow monitoring be performed at Manholes 57 and 79 to gather real flow data at these locations. Flow monitoring was performed continuously over a 2 week period in July 2016 by US3, and the report prepared and stamped by US3 is attached in Appendix B. Results of the monitoring for existing flow conditions are as follows.

Manhole 57: Peak flow was 149 gpm, average flow was 88 gpm.
Minimum velocity > 2fps was maintained for self-cleaning.
Maximum depth was 1.67 inches.

Manhole 79: Peak flow was 78 gpm, average flow was 44 gpm.
Minimum velocity > 2fps was maintained for self-cleaning.
Maximum depth was 1.67 inches.

The estimated peak flow from the propsed project is estimated to be 0.088 cfs (0.01 cfs/unit x 88 units). This value, along with the measured peak flow at MH 79, was entered into the theoretical sewer capacity table (see Table 3). Table 3 confirms that all segments will flow less than 100% half-full capacity of the pipe.

The flow monitoring results and Table 3 calculations confirm that the existing system has sufficient available capacity to convey projected peak flows from the proposed project.

H. CONCLUSION

The proposed project constructs an 88-unit residential condominium complex on Tract 073082 in Ladera Heights, contributing a new peak wastewater flow of 0.088 cfs to the existing 8-inch sewer main in La Brea Avenue. Preliminary outlet approval has been received from both the City of Los Angeles and and the City Inglewood, and a will serve letter has been received from the County Sanitation District (see Appendix F).

Based upon the flow monitoring results, with the addition of the proposed project flow, all segments of the existing 8-inch sewer main have sufficient capacity to convey the proposed project flow, and no modifications to the sewer main are proposed, subject to County approval.

On-site modifications required to connect to the existing system include capping a portion of the sewer between manholes 111 and 110, a new connection to Manhole 111 flowing through a new 8-inch sewer line to a new manhole in La Brea, thence flowing through a new 8-inch sewer line to connect to existing Manhole 121.

I. APPENDICES

A. Preliminary Capacity Paper Analysis
B. US3 Flow Monitoring Report
C. LA County Sewer Maintenance Division Index Maps S-1588 and S-1589
D. As-built Sewer Plans (CIP 1143, CIP 1096, PC 9458)
E. LA County Zoning Map and Tract Map 12361
F. Preliminary Agency Approvals

EASEMENT NOTES

ALL EASEMENTS SHOWN ON THIS TOPOGRAPHIC SURVEY ARE PER A PRELIMINARY TITLE REPORT PREPARED BY PROVIDENT TITLE COMPANY, ORDER NO. 12362913 DATED JULY 30, 2014 UNLESS NOTED OTHERWISE.

1 — 2', 5' AND 10' EASEMENT FOR POLE LINES PURPOSES RECORDED MAY 13, 1941 AS INSTRUMENT RECORDED IN BOOK 18434, PAGE 87, OF OFFICIAL RECORDS.

2 — 6' EASEMENT FOR SANITARY PURPOSES RECORDED DECEMBER 10, 1952 AS INSTRUMENT RECORDED IN BOOK 40485, PAGE 241, OF OFFICIAL RECORDS. PORTION TO BE QUIT CLAIMED.

3 — AN EASEMENT FOR SLOPE PURPOSES AS SHOWN AND DELINEATED ON THE ASSESSOR'S MAP BOOK 5009, PAGE 7, OF LOS ANGELES COUNTY, STATE OF CALIFORNIA. PORTION TO BE QUIT CLAIMED.

SCALE: 1"=20'

LEGEND

- CONCRETE PAVING
- GRAVEL
- CUT / FILL LINE
- 100 CONTOUR (EXISTING)
- 100 CONTOUR (PROPOSED)
- 100.00 SPOT ELEVATION (PROPOSED)
- (100.00) SPOT ELEVATION (MATCH EXISTING)
- 4" PROPOSED DRAIN LINE
- PROPOSED PLANTER/SCREEN WALL
- A/10 SECTION LETTER / SHEET NUMBER
- DS DOWNSPOUT
- FF FINISH FLOOR
- FG FINISH GRADE
- FL OR ℄ FLOW LINE
- FS FINISH SURFACE
- GFF GARAGE FINISH FLOOR
- INV INVERT
- P.L. OR ℄ PROPERTY LINE
- PA PLANTER AREA
- TC TOP OF CURB
- TF TOP OF FOOTING
- TG TOP OF GRATE
- TP TOP OF PILASTER
- TW TOP OF WALL

EXIST MH-123

EXIST MH 122

EXIST MH 121

EXIST MH-120

EXIST MH-110

PROPERTY BNDRY (highlighted)

HALF-STREET R.O.W.

LA BREA AVENUE

OVERHILL DRIVE

POR. LOT 1

POR. LOT 1 TRACT 12584

BLOCK A TRACT 12361

LOT 11

LOT 12

LOT 13

LOT 14

LOT 15

LOT 16

F.F.=435.50

F.F.=426.00

F.F.=445.00

F.F.=452.50

POOL

SPA

PROPOSED 10' WIDE SEWER EASEMENT TO COUNTY OF LOS ANGELES

PROPOSED SEWER M.H. 434.8 T/RIM 415.80 Inv. 8" IN 415.40 Inv. 8" OUT

PLUG EXIST. SEWER OUTLET PIPE AT MANHOLE

ABOVEGROUND PORTION OF EXIST. SEWER LINE TO BE REMOVED

PARKWAY CULVERT

EXIST. WALL TO REMAIN

APPRX. LOCATION OF EARTH GRADES PER SOILS REPORT

RELOCATE EXIST. POWER POLE AS REQUIRED.

4" EDGE LINE STRIPING

ENERGY DISSIPATOR OUTLET

FILTERRA TREE BOX WATER TREATMENT UNIT

STORM WATER LIFT STATION

CATCH BASIN, TYP.

PORTION OF WALL TO BE REMOVED UNCL COUNTY WIDENS OVERHILL

FUTURE WALL - PENDING COUNTY STREET WIDENING

15' SETBACK

EARTHWORK:

	CUT	FILL
EXCAVATION (CUT)	19,000 CY	–
EMBANKMENT (FILL)	–	200 CY
EXPORT	–	18,800 CY
TOTALS:	19,000 CY	19,000 CY

FIGURE 1

CONCEPTUAL GRADING PLAN

POR. LOT 1, TRACT NO. 12584
5101 S. OVERHILL DRIVE, LOS ANGELES, CA 90043

PREPARED FOR: PEAK CAPITAL INVESTMENTS

H. SCALE:	1"=20'
V. SCALE:	N/A
DATE OF SURVEY:	10/8/14
DR. FILE:	–
DATES:	02/13/15
DRN.:	K.B./B.M.
CHK.	C.R.
APPD.	C.R.

REVISIONS

BY	DATE	APVD.	DATE

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SHEET C-01
1 OF 3
JOB NO. 15341

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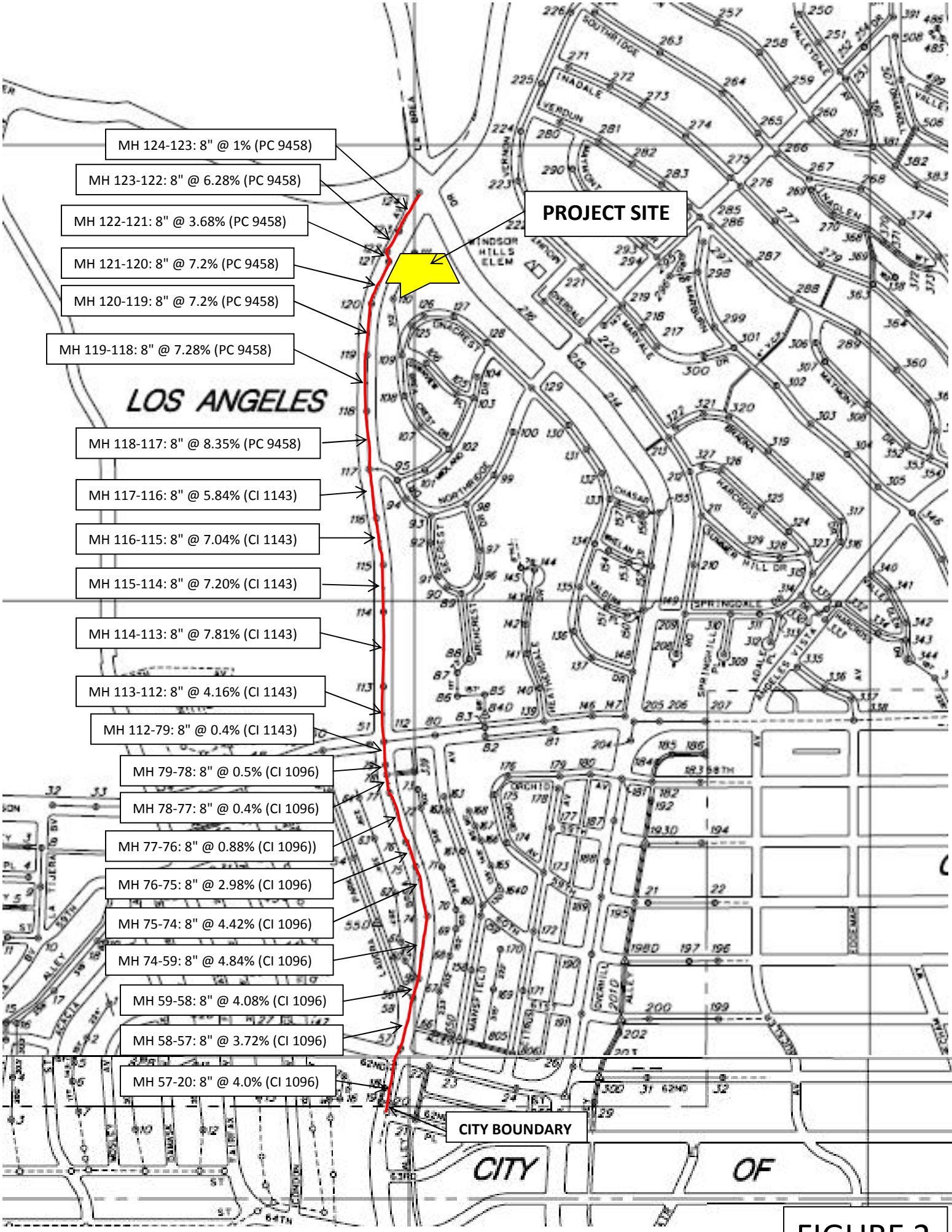

MH 124-123: 8" @ 1% (PC 9458)
MH 123-122: 8" @ 6.28% (PC 9458)
MH 122-121: 8" @ 3.68% (PC 9458)
MH 121-120: 8" @ 7.2% (PC 9458)
MH 120-119: 8" @ 7.2% (PC 9458)
MH 119-118: 8" @ 7.28% (PC 9458)
MH 118-117: 8" @ 8.35% (PC 9458)
MH 117-116: 8" @ 5.84% (CI 1143)
MH 116-115: 8" @ 7.04% (CI 1143)
MH 115-114: 8" @ 7.20% (CI 1143)
MH 114-113: 8" @ 7.81% (CI 1143)
MH 113-112: 8" @ 4.16% (CI 1143)
MH 112-79: 8" @ 0.4% (CI 1143)
MH 79-78: 8" @ 0.5% (CI 1096)
MH 78-77: 8" @ 0.4% (CI 1096)
MH 77-76: 8" @ 0.88% (CI 1096))
MH 76-75: 8" @ 2.98% (CI 1096)
MH 75-74: 8" @ 4.42% (CI 1096)
MH 74-59: 8" @ 4.84% (CI 1096)
MH 59-58: 8" @ 4.08% (CI 1096)
MH 58-57: 8" @ 3.72% (CI 1096)
MH 57-20: 8" @ 4.0% (CI 1096)
PROJECT SITE
CITY BOUNDARY
LOS ANGELES
CITY
OF

FIGURE 2

TABLE 3 - Sewer Capacity Summary with Flow Monitoring Results

Street Name	Segment MH#	Segment MH#	Pipe Dia (in)	Pipe Slope (%)	Kutter's c [1] 1/2 full	Capacity (cfs) [1] 1/2 full	Area Designation	Area or Number	Units	Zone	Zone Coeff	Q cfs	Q cum cfs	% of 1/2 Full [2] Capacity by flow	PC or CI Plan No.	Comments
La Brea	112	79	8	0.4%	77.39	0.35	(per MH 79 + project)						0.258	74%		OK
La Brea	79	78	8	0.5%	77.48	0.39	Measured @ MH79						0.170			Measured flow
							a11-1 (TR. 073082)	88	DU		0.001	0.088	0.258			Project flow
							a8	0.282	AC	C-2	0.015	0.004	0.262			
							a25	0.575	AC	C-2	0.015	0.009	0.271			
							a26	0.108	AC	C-2	0.015	0.002	0.272	70%		OK
La Brea	78	77	8	0.4%	77.39	0.35	a27	0.141	AC	R-1	0.004	0.001	0.273			
							a28	0.129	AC	R-1	0.004	0.001	0.274			
							a29	0.15	AC	R-1	0.004	0.001	0.274	78%		OK
La Brea	77	76	8	0.88%	77.63	0.52	a30	0.679	AC	R-1	0.004	0.003	0.277			
							a31	0.892	AC	R-1	0.004	0.004	0.280	54%		OK
La Brea	76	75	8	2.98%	77.77	0.96	a32	0.478	AC	R-1	0.004	0.002	0.282			
							a33	0.589	AC	R-1	0.004	0.002	0.285	30%		OK
La Brea	75	74	8	4.42%	77.79	1.17	a34	0.687	AC	R-1	0.004	0.003	0.287		CI 1096	
							a35	0.452	AC	R-1	0.004	0.002	0.289	25%		OK
La Brea	74	59	8	4.84%	77.80	1.22	a36	0.304	AC	R-1	0.004	0.001	0.290			
							a37	0.302	AC	R-1	0.004	0.001	0.292	24%		OK
La Brea	59	58	8	4.08%	77.79	1.12	a38	0.304	AC	R-1	0.004	0.001	0.293			
							a39	2.611	AC	R-1	0.004	0.010	0.303			
							a40	0.148	AC	C-2	0.015	0.002	0.306			
							a41	0.465	AC	C-2	0.015	0.007	0.313	28%		OK
La Brea	58	57	8	3.72%	77.78	1.07	a10	4.733	AC	R-3	0.012	0.057	0.369			
							a42	10.206	AC	C-2	0.015	0.153	0.522			
							a43	0.21	AC	C-2	0.015	0.003	0.526			
							a44	8.58	AC	C-3	0.015	0.129	0.654			
							a45	1.335	AC	C-3	0.015	0.020	0.674			
							a46	2.604	AC	C-3	0.015	0.039	0.713			
							a47	1.291	AC	C-2	0.015	0.019	0.733			
							a49	0.8	AC	R-1	0.004	0.003	0.736	69%		OK
La Brea	57	20	8	4.00%	77.79	1.11	a48	0.906	AC	R-3	0.012	0.011	0.747			
							a50 (TR. 54248)	14	DU		0.001	0.014	0.761	68%		OK

Adjusted to measured flow @ MH 79 of 0.170 cfs + project flow of 0.088 cfs

Measured flow at MH 57 plus project flow is less than estimated here (0.42 cfs which is 39% of 1/2 full capacity).

[1] Half-full flow capacity calculated using Kutter's formula with n=0.013.
For 8" pipe, 1/2 full, A = 0.175 ft2, P = 1.05 ft, R = A/P = 0.167.

[2] Percent of half-full flow capacity: Qcum divided by Qcapacity half full.

Kutter's formula: $Q = A * c * (R*S)^{1/2}$ where

$$c = \frac{41.65 + 0.00281/S + 1.811/n}{1 + (41.65 + 0.00281/s) * n / R^{1/2}}$$

APPENDIX A
Preliminary Capacity Paper Analysis

SEWER CAPACITY SOFTWARE ANALYSIS

The study includes a review of existing development, utilizing where possible demand data from two earlier Sewer Area Studies approved by LA County DPW:

- Sewer Area Study, Tentative Tract No. 60002, Overhill Drive PC 11973 AS, March 2007
- Sewer Capacity Calculation, Tract No. 060890, PC 11846 AS, August 2005

Boundaries and designations of individual tributary areas are shown on Figure 3. County zoning map is included in Appendix E. The size/units, zone and zone coefficient, and calculated flow for the tributary areas are listed in Table 1, and match the data from the earlier approved studies, with the exception of the proposed project site (area a11-1), which will include 88 dwelling units. No other changes to tributary flows are anticipated.

Areas a22 and a23 are zoned A-2, but are currently unsewered oil fields. The analysis is performed herein under two conditions: 1) Where a22 and a23 remain unsewered, and 2) Including future potential flows from a22 and a23 using A-2 flow coefficient.

In accordance with LA County requirements (see plate S-C4 in the appendix), the flow capacity of each individual sewer segment was calculated using Kutter's formula with n-0.013 at 1/2 full. Autodesk Storm and Sanitary Analysis 2015 software was utilized to calculate flow depth throughout the system at the anticipated tributary flow rates.

Calculated wastewater flow depth as a ratio of diameter in each sewer reach as well as calculated percentage of half-full flow is listed in Table 1 for the first flow condition (no flow from a22 and a23) and in Table 2 for the second flow condition (future flow from a22 and a23 included).

Under condition 1 (see Table 1, for reference only, not reviewed by LA County), there are four segments for which the theoretical flow is greater than the half-full capacity. These correspond to the four segments with the mildest slopes (<1%):

- MH 112 to MH 79 at 149% half-full capacity
- MH 79 to MH 78 at 137% half-full capacity
- MH 78 to MH 77 at 154% half-full capacity
- MH 77 to MH 76 at 105% half-full capacity

Under condition 2 (see Table 2), all segments downstream of Manhole 112 are flowing greater than the half-full capacity of the pipe, and four segments are flowing above the 100%-full capacity of the pipe. Note that the segments downstream of MH 112 would be overloaded by the development of areas a22 and a23, even were the proposed project at Tract 073082 not constructed.

TABLE 1 - Sewer Capacity Summary [6]

Street Name	Segment MH#	Segment MH#	Pipe Dia (in)	Pipe Slope (%)	Kutter's c [1] 1/2 full	Capacity (cfs) [1] 1/2 full	Area Designation	Area or Number	Units	Zone	Zone Coeff	Q cfs	Q cum cfs	Calc'd [2] Depth/Dia	% of 1/2 Full [3] Capacity by depth	% of 1/2 Full [4] Capacity by flow	PC or CI Plan No.	Comments
La Brea	124	123	8	1.00%	77.66	0.56	a12	0.31	AC	C-3	0.015	0.005	0.005				PC 9458	
							a24	1.948	AC	C-3	0.015	0.029	0.034	0.11	22%	6%		OK
La Brea	123	122	8	6.28%	77.80	1.39	a11	0.545	AC	C-3	0.015	0.008	0.042	0.08	16%	3%		OK
La Brea	122	121	8	3.68%	77.78	1.07	a13	1.696	AC	C-3	0.015	0.025	0.067	0.12	24%	6%		OK
La Brea	121	120	8	7.2%	77.81	1.49	a11-1 (TR. 073082)	88	DU		0.001	0.088	0.155	0.15	30%	10%	Project Site	OK
La Brea	120	119	8	7.2%	77.81	1.49							0.155	0.15	30%	10%		OK
La Brea	119	118	8	7.28%	77.81	1.50							0.155	0.15	30%	10%		OK
La Brea	118	117	8	8.35%	77.81	1.61							0.155	0.14	28%	10%		OK
La Brea	117	116	8	5.84%	77.80	1.34	a14	6.486	AC	R-1	0.004	0.026	0.181				CI 1143	
							a15	2.244	AC	R-1	0.004	0.009	0.190					
							a16	1.812	AC	R-1	0.004	0.007	0.198					
							a17	4.623	AC	R-1	0.004	0.018	0.216					
							a18	1.698	AC	R-1	0.004	0.007	0.223					
							a19	1.562	AC	R-1	0.004	0.006	0.229					
							a20	3.036	AC	R-1	0.004	0.012	0.241	0.19	38%	18%		OK
La Brea	116	115	8	7.04%	77.81	1.48	a9	1.428	AC	R-3	0.012	0.017	0.258	0.19	38%	18%		OK
La Brea	115	114	8	7.20%	77.81	1.49	a21	2.724	AC	R-3	0.012	0.033	0.291	0.20	40%	19%		OK
La Brea	114	113	8	7.81%	77.81	1.56							0.291	0.19	38%	19%		OK
La Brea	113	112	8	4.16%	77.79	1.13							0.291	0.23	46%	26%		OK
Slauson	83	80	N/A				TR. 60890	39	DU		0.001	0.039	0.330				CI 1143	
							a1	7.864	AC	R-1	0.004	0.031	0.362					
							a2	19.073	AC	R-1	0.004	0.076	0.438					
							a3	0.239	AC	R-1	0.004	0.001	0.439					
							a4	2.278	AC	C-2	0.015	0.034	0.473					
							a5	2.408	AC	C-2	0.015	0.036	0.509					
Slauson	80	112	N/A				a6	0.583	AC	C-2	0.015	0.009	0.518					
							a7	0.331	AC	C-2	0.015	0.005	0.523					
La Brea	112	79	8	0.4%	77.39	0.35							0.523	**0.60**	**120%**	**149%**		**[5]**
La Brea	79	78	8	0.5%	77.48	0.39	a8	0.282	AC	C-2	0.015	0.004	0.527				CI 1096	
							a25	0.575	AC	C-2	0.015	0.009	0.536					
							a26	0.108	AC	C-2	0.015	0.002	0.537	**0.57**	**114%**	**137%**		**[5]**
La Brea	78	77	8	0.4%	77.39	0.35	a27	0.141	AC	R-1	0.004	0.001	0.538					
							a28	0.129	AC	R-1	0.004	0.001	0.538					
							a29	0.15	AC	R-1	0.004	0.001	0.539	**0.61**	**122%**	**154%**		**[5]**
La Brea	77	76	8	0.88%	77.63	0.52	a30	0.679	AC	R-1	0.004	0.003	0.542					
							a31	0.892	AC	R-1	0.004	0.004	0.545	**0.48**	**96%**	**105%**		**[5]**
La Brea	76	75	8	2.98%	77.77	0.96	a32	0.478	AC	R-1	0.004	0.002	0.547					
							a33	0.589	AC	R-1	0.004	0.002	0.550	**0.35**	**70%**	**57%**		**[5]**
La Brea	75	74	8	4.42%	77.79	1.17	a34	0.687	AC	R-1	0.004	0.003	0.552					
							a35	0.452	AC	R-1	0.004	0.002	0.554	0.31	62%	47%		OK
La Brea	74	59	8	4.84%	77.80	1.22	a36	0.304	AC	R-1	0.004	0.001	0.555					
							a37	0.302	AC	R-1	0.004	0.001	0.557	0.31	62%	45%		OK
La Brea	59	58	8	4.08%	77.79	1.12	a38	0.304	AC	R-1	0.004	0.001	0.558					
							a39	2.611	AC	R-1	0.004	0.010	0.568					
							a40	0.148	AC	C-2	0.015	0.002	0.570					
							a41	0.465	AC	C-2	0.015	0.007	0.577	0.33	66%	51%		OK
La Brea	58	57	8	3.72%	77.78	1.07	a10	4.733	AC	R-3	0.012	0.057	0.634					
							a42	10.206	AC	C-2	0.015	0.153	0.787					
							a43	0.21	AC	C-2	0.015	0.003	0.790					
							a44	8.58	AC	C-3	0.015	0.129	0.919					
							a45	1.335	AC	C-3	0.015	0.020	0.939					
							a46	2.604	AC	C-3	0.015	0.039	0.978					
							a47	1.291	AC	C-2	0.015	0.019	0.998					
							a49	0.8	AC	R-1	0.004	0.003	1.001	0.45	90%	93%		OK
La Brea	57	20	8	4.00%	77.79	1.11	a48	0.906	AC	R-3	0.012	0.011	1.012					
							a50 (TR. 54248)	14	DU		0.001	0.014	1.026	0.35	70%	92%		OK

[1] Half-full flow capacity calculated using Kutter's formula with n=0.013.
For 8" pipe, 1/2 full, A = 0.175 ft2, P = 1.05 ft, R = A/P = 0.167.

Kutter's formula: $Q = A * c * (R*S)^{1/2}$ where

$$c = \frac{41.65 + 0.00281/S + 1.811/n}{1 + (41.65 + 0.00281/s) * n / R^{1/2}}$$

[2] Flow depth as ratio of total depth as calculated using Autodesk Storm and Sanitary Analysis 2015 (see Appendix)
[3] Percent of half-full depth: depth/dia ratio in adjacent column divided by one-half.
[4] Percent of half-full flow capacity: Qcum divided by Qcapacity half full.
[5] Calculated flow is greater than the half-full capacity of the pipeline in these reaches.
[6] For reference only; this table was not reviewed and approved by the LA County DPW.

TABLE 2 - Sewer Capacity Summary with Future Development of Subareas a22 and a23

Street	Segment		Pipe		Kutter's c [1]	Capacity (cfs) [1]	Area	Area or	Units	Zone	Zone	Q	Q cum	Calc'd [2]	% of 1/2 Full [3]	% of 1/2 Full [4]	PC or CI	Comments
Name	MH#	MH#	Dia (in)	Slope (%)	1/2 full	1/2 full	Designation [7]	Number			Coeff	cfs	cfs	Depth/Dia	Capacity by depth	Capacity by flow	Plan No.	
La Brea	124	123	8	1.00%	77.66	0.56	a12	0.31	AC	C-3	0.015	0.005	0.005				PC 9458	
							a23	82.5	AC	A-2	0.004	0.330	0.335					
							a22a	7.79	AC	A-2	0.004	0.031	0.366					
							a24	1.948	AC	C-3	0.015	0.029	0.395	0.39	78%	71%		OK
La Brea	123	122	8	6.28%	77.80	1.39	a11	0.545	AC	C-3	0.015	0.008	0.403					OK
							a22b	7.79	AC	A-2	0.004	0.031	0.434	0.26	52%	31%		
La Brea	122	121	8	3.68%	77.78	1.07	a13	1.696	AC	C-3	0.015	0.025	0.460					OK
							a22c	7.79	AC	A-2	0.004	0.031	0.491	0.31	62%	46%		
La Brea	121	120	8	7.2%	77.81	1.49	a11-1 (TR. 073082)	88	DU		0.001	0.088	0.579				Project Site	OK
							a22d	7.79	AC	A-2	0.004	0.031	0.610	0.29	58%	57%		
La Brea	120	119	8	7.2%	77.81	1.49	a22e	7.79	AC	A-2	0.004	0.031	0.641	0.30	60%	43%		OK
La Brea	119	118	8	7.28%	77.81	1.50	a22f	7.79	AC	A-2	0.004	0.031	0.672	0.31	62%	45%		OK
La Brea	118	117	8	8.35%	77.81	1.61	a22g	7.79	AC	A-2	0.004	0.031	0.704	0.30	60%	44%		OK
La Brea	117	116	8	5.84%	77.80	1.34	a14	6.486	AC	R-1	0.004	0.026	0.730				CI 1143	
							a15	2.244	AC	R-1	0.004	0.009	0.739					
							a16	1.812	AC	R-1	0.004	0.007	0.746					
							a17	4.623	AC	R-1	0.004	0.018	0.764					
							a18	1.698	AC	R-1	0.004	0.007	0.771					
							a19	1.562	AC	R-1	0.004	0.006	0.777					
							a20	3.036	AC	R-1	0.004	0.012	0.789					OK
							a22h	7.79	AC	A-2	0.004	0.031	0.821	0.36	72%	61%		
La Brea	116	115	8	7.04%	77.81	1.48	a9	1.428	AC	R-3	0.012	0.017	0.838					OK
							a22i	7.79	AC	A-2	0.004	0.031	0.869	0.36	72%	59%		
La Brea	115	114	8	7.20%	77.81	1.49	a21	2.724	AC	R-3	0.012	0.033	0.902					OK
							a22j	7.79	AC	A-2	0.004	0.031	0.933	0.37	74%	63%		
La Brea	114	113	8	7.81%	77.81	1.56	a22k	7.79	AC	A-2	0.004	0.031	0.964	0.37	74%	62%		OK
La Brea	113	112	8	4.16%	77.79	1.13	a22l	7.79	AC	A-2	0.004	0.031	0.995	0.45	90%	88%		OK
Slauson	83	80	N/A				TR. 60890	39	DU		0.001	0.039	1.034				CI 1143	
							a1	7.864	AC	R-1	0.004	0.031	1.066					
							a2	19.073	AC	R-1	0.004	0.076	1.142					
							a3	0.239	AC	R-1	0.004	0.001	1.143					
							a4	2.278	AC	C-2	0.015	0.034	1.177					
							a5	2.408	AC	C-2	0.015	0.036	1.213					
Slauson	80	112	N/A				a6	0.583	AC	C-2	0.015	0.009	1.222					
							a7	0.331	AC	C-2	0.015	0.005	1.227					
La Brea	112	79	8	0.4%	77.39	0.35							1.227	**under pressure**		**350%**		**[5] [6]**
La Brea	79	78	8	0.5%	77.48	0.39	a8	0.282	AC	C-2	0.015	0.004	1.231				CI 1096	
							a25	0.575	AC	C-2	0.015	0.009	1.240					
							a26	0.108	AC	C-2	0.015	0.002	1.241	**under pressure**		**317%**		**[5] [6]**
La Brea	78	77	8	0.4%	77.39	0.35	a27	0.141	AC	R-1	0.004	0.001	1.242					
							a28	0.129	AC	R-1	0.004	0.001	1.242					
							a29	0.15	AC	R-1	0.004	0.001	1.243	**under pressure**		**355%**		**[5] [6]**
La Brea	77	76	8	0.88%	77.63	0.52	a30	0.679	AC	R-1	0.004	0.003	1.246					
							a31	0.892	AC	R-1	0.004	0.004	1.249	**under pressure**		**240%**		**[5] [6]**
La Brea	76	75	8	2.98%	77.77	0.96	a32	0.478	AC	R-1	0.004	0.002	1.251					
							a33	0.589	AC	R-1	0.004	0.002	1.253	**0.59**	**117%**	**131%**		**[5]**
La Brea	75	74	8	4.42%	77.79	1.17	a34	0.687	AC	R-1	0.004	0.003	1.256					
							a35	0.452	AC	R-1	0.004	0.002	1.258	**0.52**	**105%**	**108%**		**[5]**
La Brea	74	59	8	4.84%	77.80	1.22	a36	0.304	AC	R-1	0.004	0.001	1.259					
							a37	0.302	AC	R-1	0.004	0.001	1.260	**0.51**	**102%**	**103%**		**[5]**
La Brea	59	58	8	4.08%	77.79	1.12	a38	0.304	AC	R-1	0.004	0.001	1.262					
							a39	2.611	AC	R-1	0.004	0.010	1.272					
							a40	0.148	AC	C-2	0.015	0.002	1.274					
							a41	0.465	AC	C-2	0.015	0.007	1.281	**0.54**	**108%**	**114%**		**[5]**
La Brea	58	57	8	3.72%	77.78	1.07	a10	4.733	AC	R-3	0.012	0.057	1.338					
							a42	10.206	AC	C-2	0.015	0.153	1.491					
							a43	0.21	AC	C-2	0.015	0.003	1.494					
							a44	8.58	AC	C-3	0.015	0.129	1.623					
							a45	1.335	AC	C-3	0.015	0.020	1.643					
							a46	2.604	AC	C-3	0.015	0.039	1.682					
							a47	1.291	AC	C-2	0.015	0.019	1.702					
							a49	0.8	AC	R-1	0.004	0.003	1.705	**0.69**	**138%**	**159%**		**[5]**
La Brea	57	20	8	4.00%	77.79	1.11	a48	0.906	AC	R-3	0.012	0.011	1.716					
							a50 (TR. 54248)	14	DU		0.001	0.014	1.730	**0.66**	**132%**	**155%**		**[5]**

[1] Half-full flow capacity calculated using Kutter's formula with n=0.013.
For 8" pipe, 1/2 full, A = 0.175 ft2, P = 1.05 ft, R = A/P = 0.167.

Kutter's formula: $Q = A * c * (R*S)^{1/2}$ where

$$c = \frac{41.65 + 0.00281/S + 1.811/n}{1 + (41.65 + 0.00281/s) * n / R^{1/2}}$$

[2] Flow depth as ratio of total depth as calculated using Autodesk Storm and Sanitary Analysis 2015 (see Appendix)
[3] Percent of half-full depth: depth/dia ratio in adjacent column divided by one-half.
[4] Percent of half-full flow capacity: Qcum divided by Qcapacity half full.
[5] Calculated flow is greater than the half-full capacity of the pipeline in these reaches.
[6] Pipe cannot accommodate cumulative flow (Qcum is greater than 100% full-flow capacity of the pipe).
[7] For Subarea a22, flow is split evenly between tributary manholes.


LOS ANGELES
LOS ANGELES
CITY OF
Project Site
EXIST 8" DIA MAINLING SEWER
TRIBUTARY AREA BOUNDARY
POC CITY OF LOS ANGELES
CITY BOUNDARY
a23
a24
a13
a12
a11
a11-1
a15
a16
a14
a17
a22
a20
a18
a19
a2
a9
a3
a1
a21
a10
a42
a44
a4
a5
a45
a47
a46
a41
a40
a29
a36
a37
a50
LADERA PARK
WINDSOR HILLS ELEM

FIGURE 3

APPENDIX B
US3 Flow Monitoring Report

Site Report 08-02-2016

Confidential Proprietary Information

Peak Capital Investments, LLC ~5816 S La Brea Av

2016.07 La Brea S of Slauson Manhole No. 79

Access:
1st manhole south of Slauson in northbound curb lane

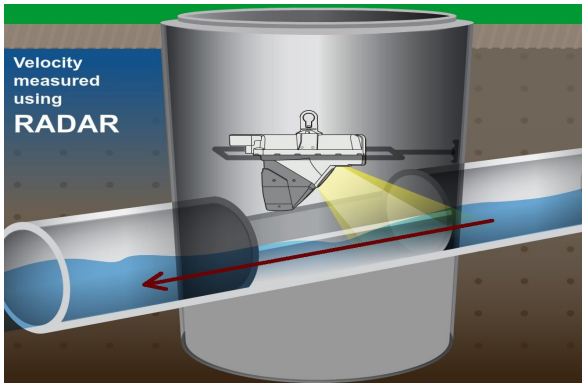
System Type:
Sanitary [X] Storm [ ]

Install Date: 7/15/2016

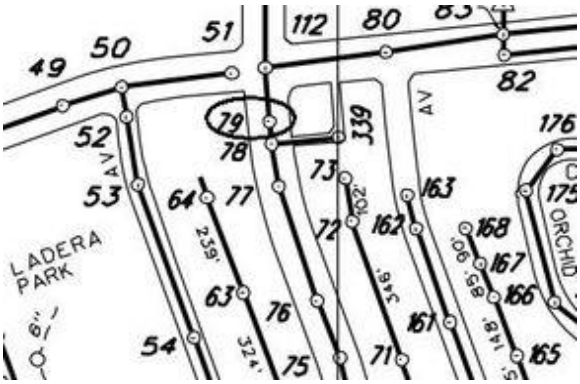
Map



Technology



Sewer Plan



Flow Meter			
Meter Depth: 88"			
Meter SN:*			
Moderate open channel hydraulics			
Avg Velocity	Avg Measured Level		Multiplier
2.60 fps	1.25"		1.0
Gas			
O2	H2S	CO	LEL
20.9	0	0	0
Notes			
33.988065, -118.358414			
Traffic Safety			
Used cones, signs, and a flagger.			
Land Use			
Residential	Commercial	Industrial	Trunk
	X		

Manhole Depth	102"
Monitored Pipe Size	8"
Inner Pipe Size (In/Out)	8"/8"
Pipe Shape	Round
Pipe Condition	Good
Manhole Material	Brick
Silt	0
Velocity Profile Data	*
Velocity Profile Taken	0.4 2-D
Sensor Offset	14.26"
Sensor Dist. to Crown	6.26"
Sensor Direction	Upstream
Flow Heading	South

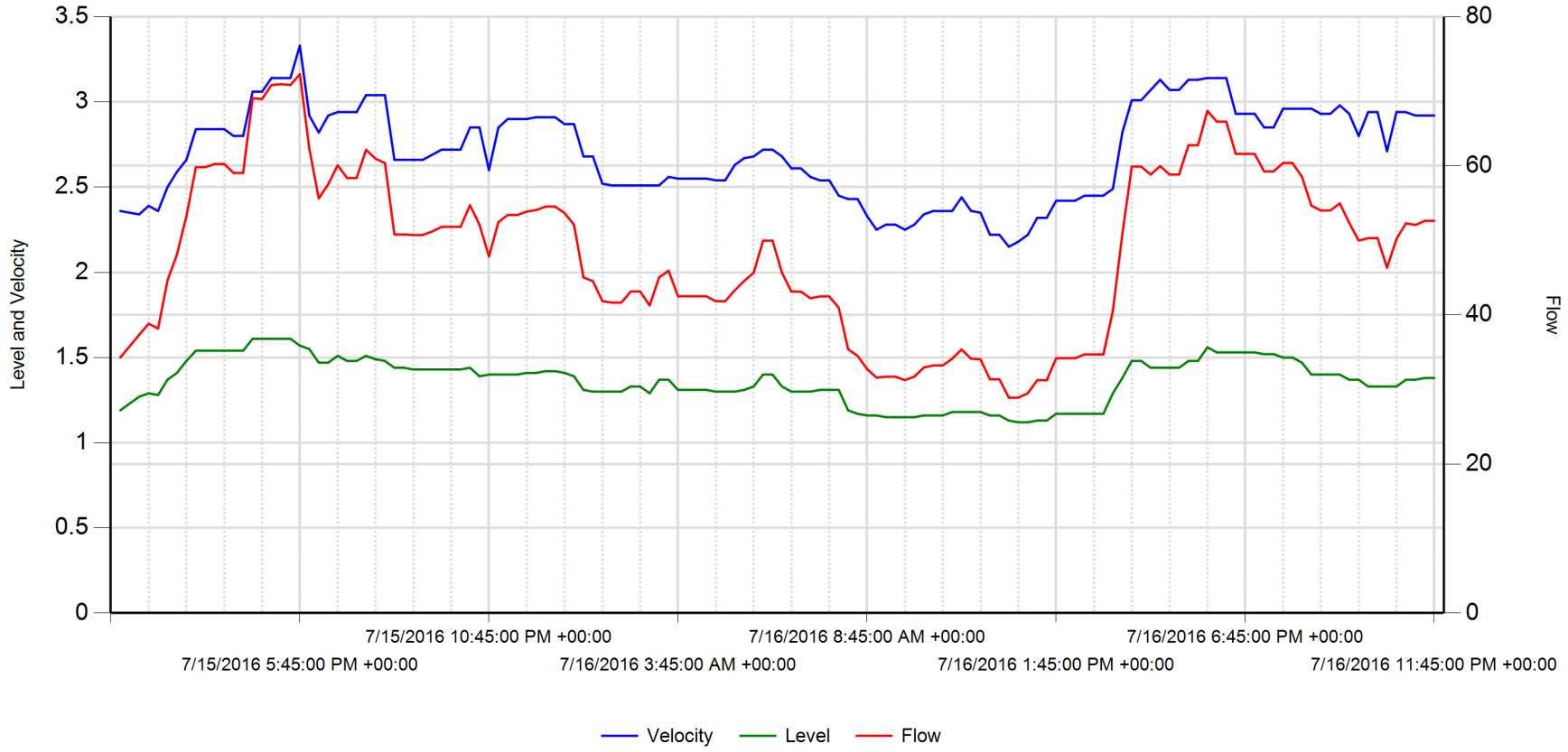
Utility Systems Science and Software

Report Date: 08/02/2016
Customer: US3
Group: Windsor Hills
SiteID: 2495

Statistics for 2016.07 La Brea S of Slauson: 07/15/2016 thru 07/31/2016

	Flow (GPM)			Flow (MGD)			Velocity (FPS)			Level (inches)				
Date	**Avg**	**Max**	**Min**	**Avg**	**Max**	**Min**	**Avg**	**Max**	**Min**	**Avg**	**Max**	**Min**	**Total Gal**	**Rain**
7/15/16	51.43	72.29	34.28	0.07	0.10	0.05	2.74	3.33	2.34	1.41	1.61	1.19	74,055	
7/16/16	47.06	69.42	28.90	0.07	0.10	0.04	2.72	3.28	2.15	1.32	1.56	1.12	67,763	
7/17/16	43.34	65.87	26.60	0.06	0.09	0.04	2.64	3.16	2.17	1.28	1.59	1.05	62,413	
Week:	**47.28**	**72.29**	**26.60**	**0.07**	**0.10**	**0.04**	**2.70**	**3.33**	**2.15**	**1.34**	**1.61**	**1.05**	**204,231**	
7/18/16	42.68	58.50	24.96	0.06	0.08	0.04	2.63	3.10	2.13	1.27	1.46	1.03	61,454	
7/19/16	42.56	62.97	24.74	0.06	0.09	0.04	2.64	3.14	2.13	1.26	1.53	1.02	61,284	
7/20/16	42.23	58.31	27.58	0.06	0.08	0.04	2.62	2.95	2.21	1.27	1.47	1.06	60,809	
7/21/16	45.15	69.09	24.67	0.07	0.10	0.04	2.66	3.32	2.03	1.30	1.55	1.05	65,019	
7/22/16	42.71	54.06	28.10	0.06	0.08	0.04	2.62	2.96	2.21	1.28	1.42	1.08	61,503	
7/23/16	45.15	64.43	27.91	0.07	0.09	0.04	2.66	3.22	2.16	1.31	1.51	1.08	65,013	
7/24/16	44.91	69.29	28.11	0.06	0.10	0.04	2.67	3.15	2.18	1.30	1.58	1.08	64,671	
Week:	**43.63**	**69.29**	**24.67**	**0.06**	**0.10**	**0.04**	**2.64**	**3.32**	**2.03**	**1.28**	**1.58**	**1.02**	**439,753**	
7/25/16	41.90	58.15	26.69	0.06	0.08	0.04	2.61	3.03	2.12	1.26	1.48	1.08	60,338	
7/26/16	42.81	64.99	28.15	0.06	0.09	0.04	2.62	3.21	2.19	1.28	1.49	1.07	61,640	
7/27/16	43.47	66.59	29.32	0.06	0.10	0.04	2.67	3.21	2.29	1.28	1.52	1.09	62,602	
7/28/16	40.24	63.30	23.93	0.06	0.09	0.03	2.54	3.06	2.04	1.25	1.52	1.03	57,941	
7/29/16	44.80	64.98	27.12	0.06	0.09	0.04	2.65	3.15	2.13	1.30	1.52	1.06	64,517	
7/30/16	44.19	76.49	26.13	0.06	0.11	0.04	2.64	3.27	2.10	1.29	1.67	1.07	63,637	
7/31/16	43.77	67.57	27.48	0.06	0.10	0.04	2.63	3.19	2.15	1.28	1.55	1.08	63,024	
Week:	**43.03**	**76.49**	**23.93**	**0.06**	**0.11**	**0.03**	**2.62**	**3.27**	**2.04**	**1.28**	**1.67**	**1.03**	**433,699**	
Totals:	**44.02**	**76.49**	**23.93**	**0.06**	**0.11**	**0.03**	**2.64**	**3.33**	**2.03**	**1.29**	**1.67**	**1.02**	**1,077,683**	

2016.07 La Brea S of Slauson



	Velocity (fps)	Level (in)	Flow (gpm)		
Average	2.706	1.363	48.661	**RainFall**	Inches
Maximum	3.330	1.610	72.290		
Minimum	2.150	1.120	28.900		

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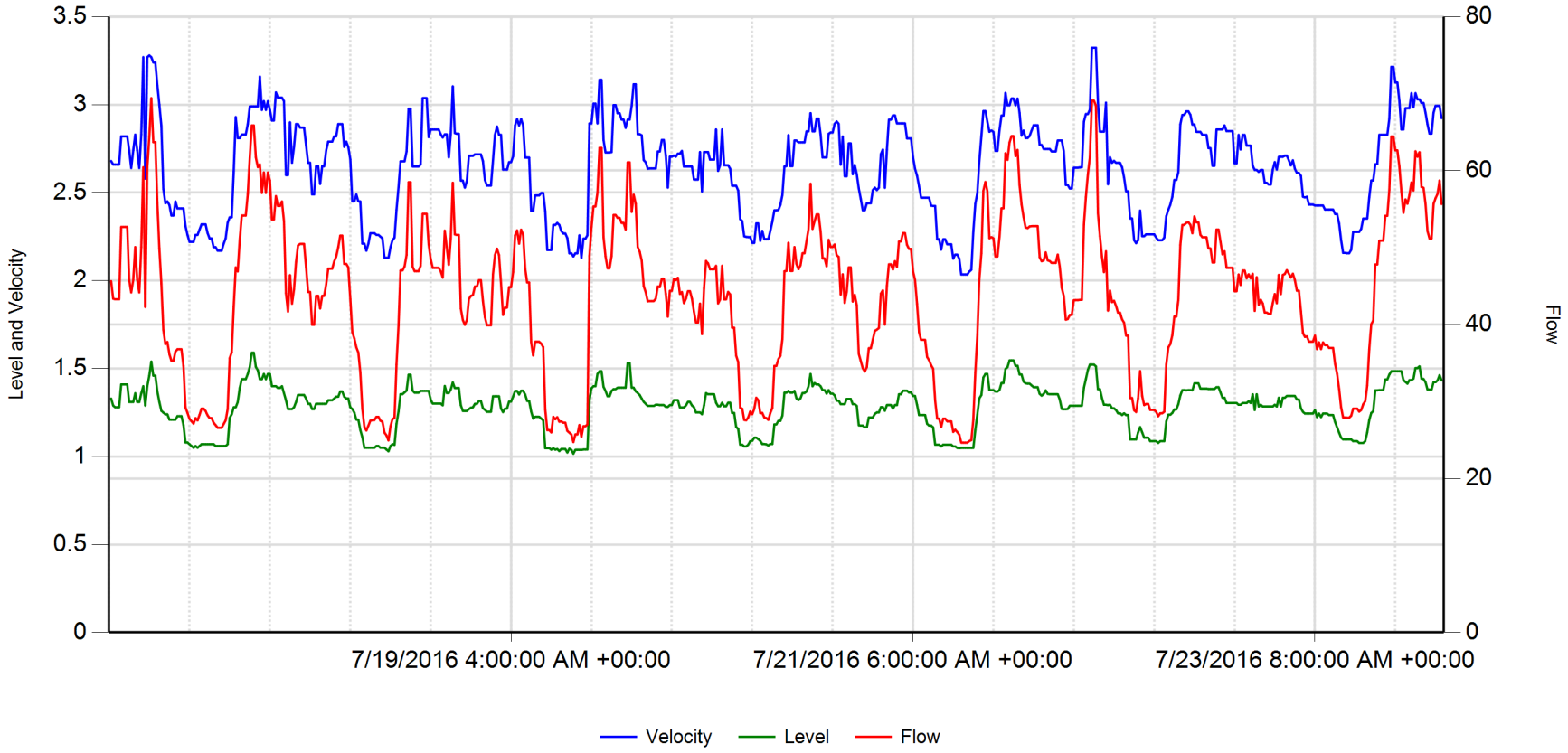
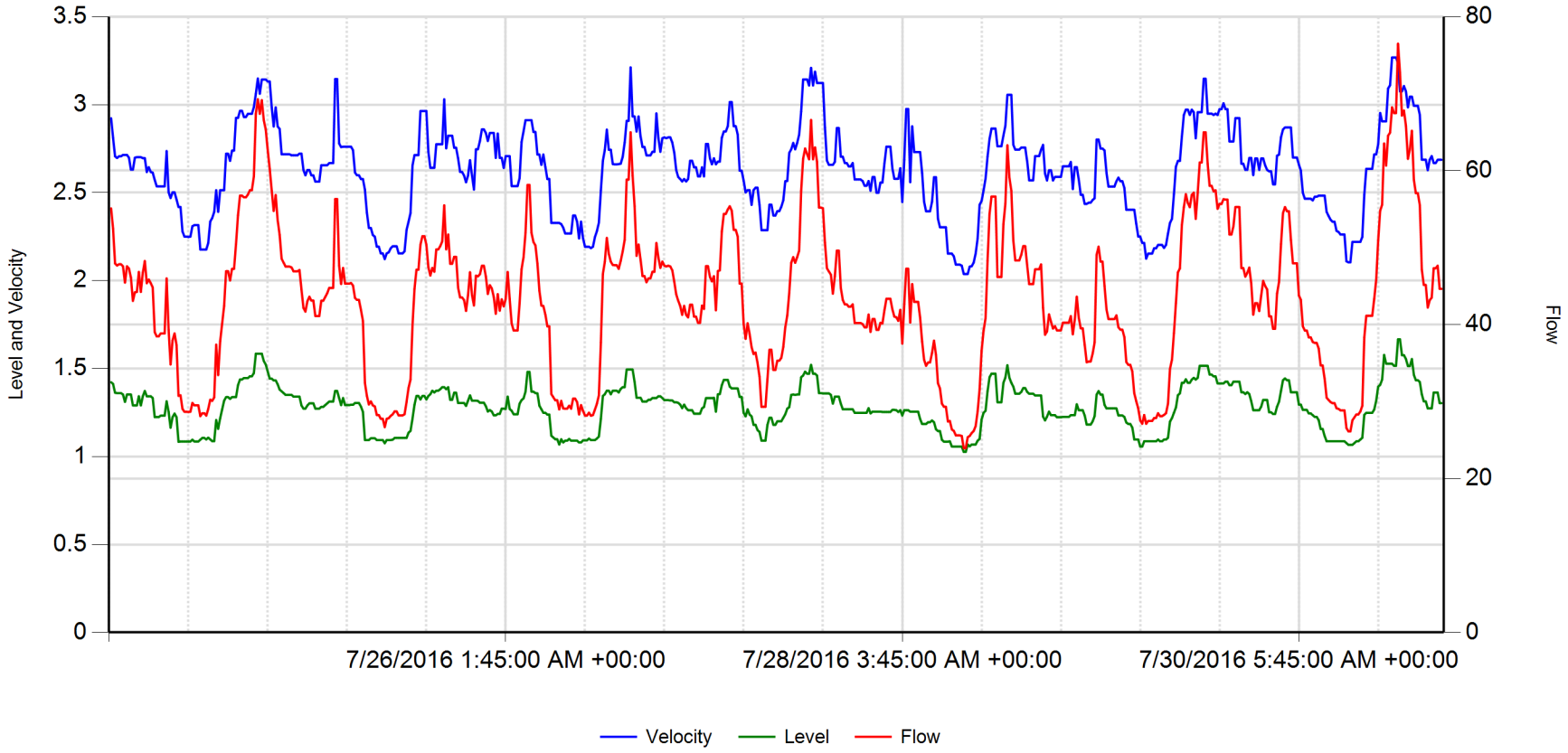
2016.07 La Brea S of Slauson



	Velocity (fps)	Level (in)	Flow (gpm)		
Average	2.647	1.282	43.626	**RainFall**	Inches
Maximum	3.324	1.590	69.420		
Minimum	2.035	1.016	24.669		

8/2/2016 1:58:13 PM

2016.07 La Brea S of Slauson



	Velocity (fps)	Level (in)	Flow (gpm)		
Average	2.631	1.281	43.295	**RainFall**	Inches
Maximum	3.268	1.666	76.493		
Minimum	2.038	1.027	23.935		

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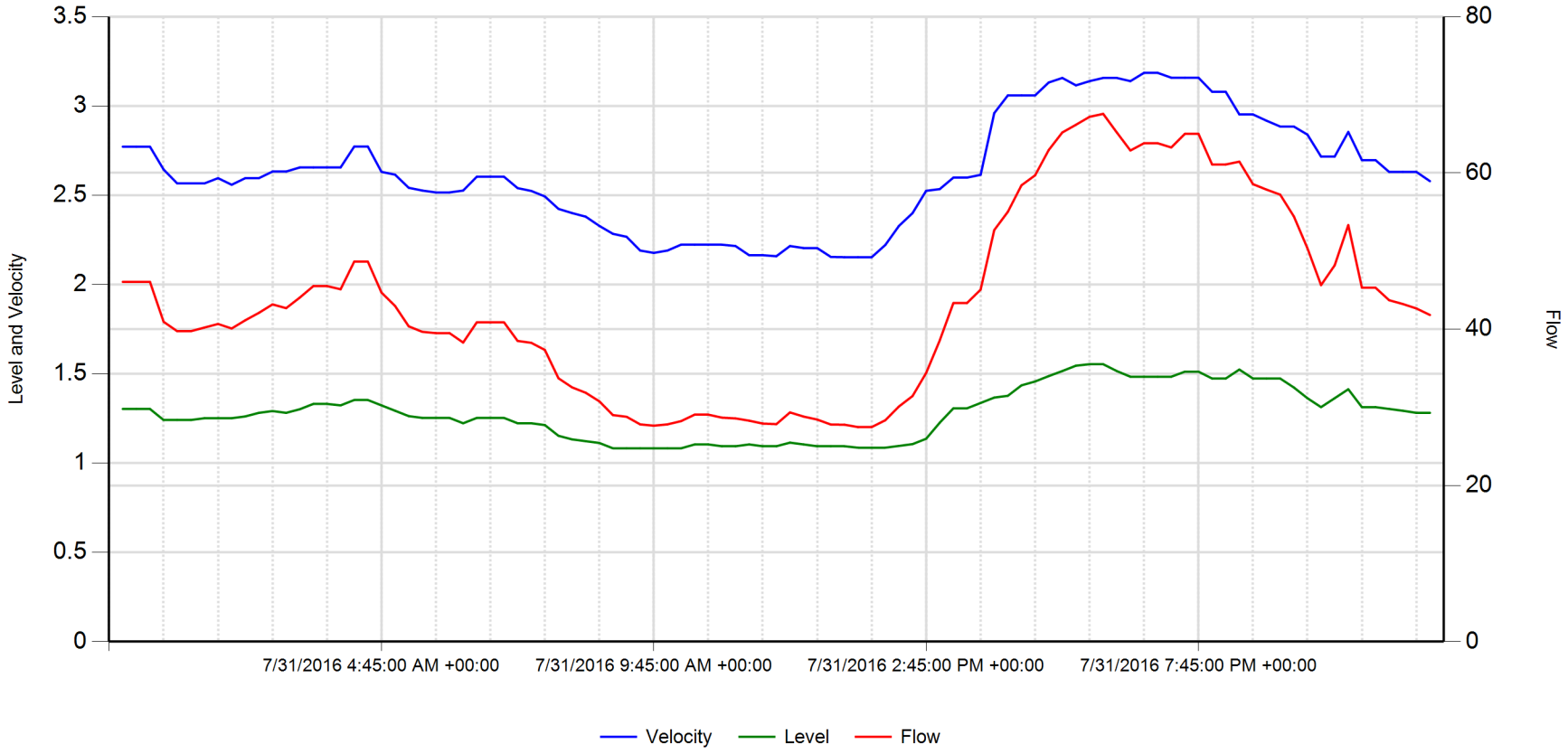
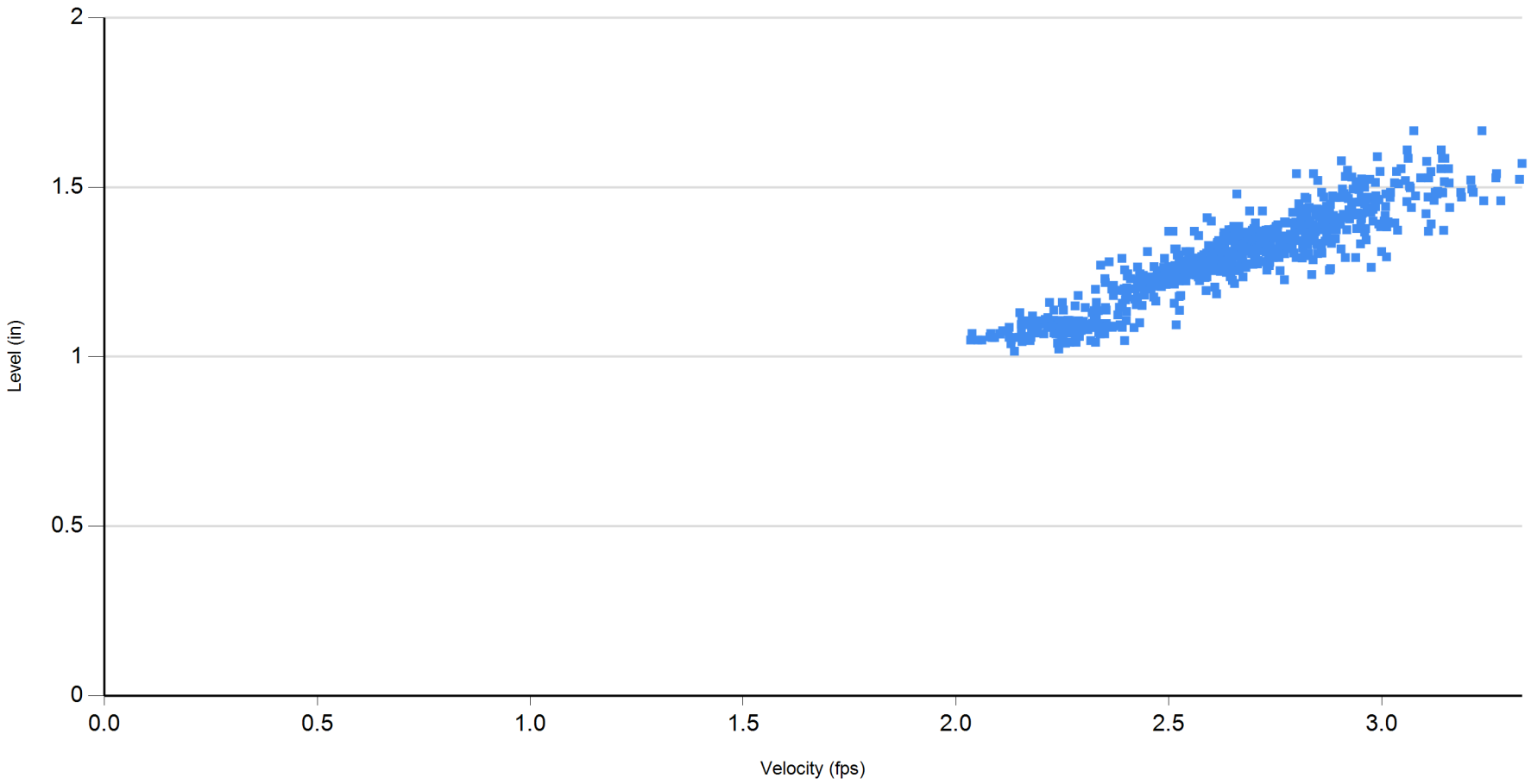
2016.07 La Brea S of Slauson



	Velocity (fps)	Level (in)	Flow (gpm)		
Average	2.626	1.280	43.434	**RainFall**	Inches
Maximum	3.186	1.554	67.569		
Minimum	2.154	1.083	27.480		

8/2/2016 1:58:13 PM

2016.07 La Brea S of Slauson



7/15/2016 thru 7/31/2016

8/2/2016 1:58:13 PM

Site Report 08-02-2016

Confidential Proprietary Information

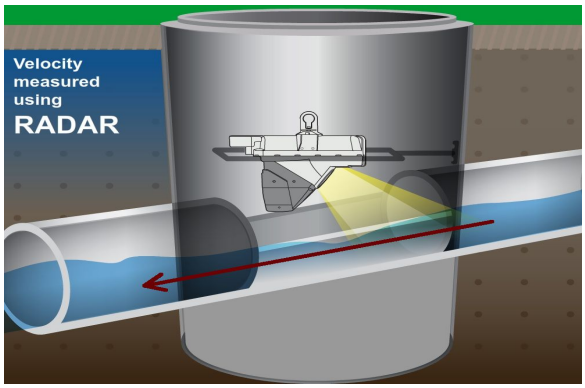
Peak Capital Investments, LLC	~6177 S La Brea Av
2016.07 La Brea & 62nd St	Manhole No. 57

Access:	System Type:	
Manhole in crosswalk north of 62nd St	Sanitary [X] Storm [ ]	Install Date: 7/15/2016

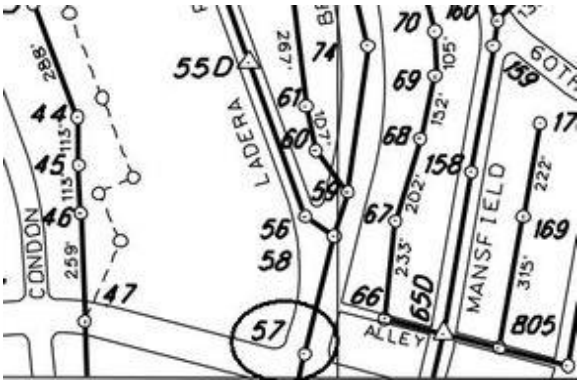
Map



Technology



Sewer Plan



Flow Meter			
Meter Depth: 88.5"			
Meter SN:*			
Moderate open channel hydraulics			
Avg Velocity	Avg Measured Level		Multiplier
3.82 fps	1.02"		1.0
Gas			
O2	H2S	CO	LEL
20.9	0	0	0
Notes			
33.983922, -118.358192			
Traffic Safety			
Used cones, signs, and a flagger.			
Land Use			
Residential	Commercial	Industrial	Trunk
	X		

Manhole Depth	102.5"
Monitored Pipe Size	8"
Inner Pipe Size (In/Out)	8"/8"
Pipe Shape	Round
Pipe Condition	Good
Manhole Material	Brick
Silt	0
Velocity Profile Data	*
Velocity Profile Taken	0.4 2-D
Sensor Offset	14.02"
Sensor Dist. to Crown	6.02"
Sensor Direction	Upstream
Flow Heading	South

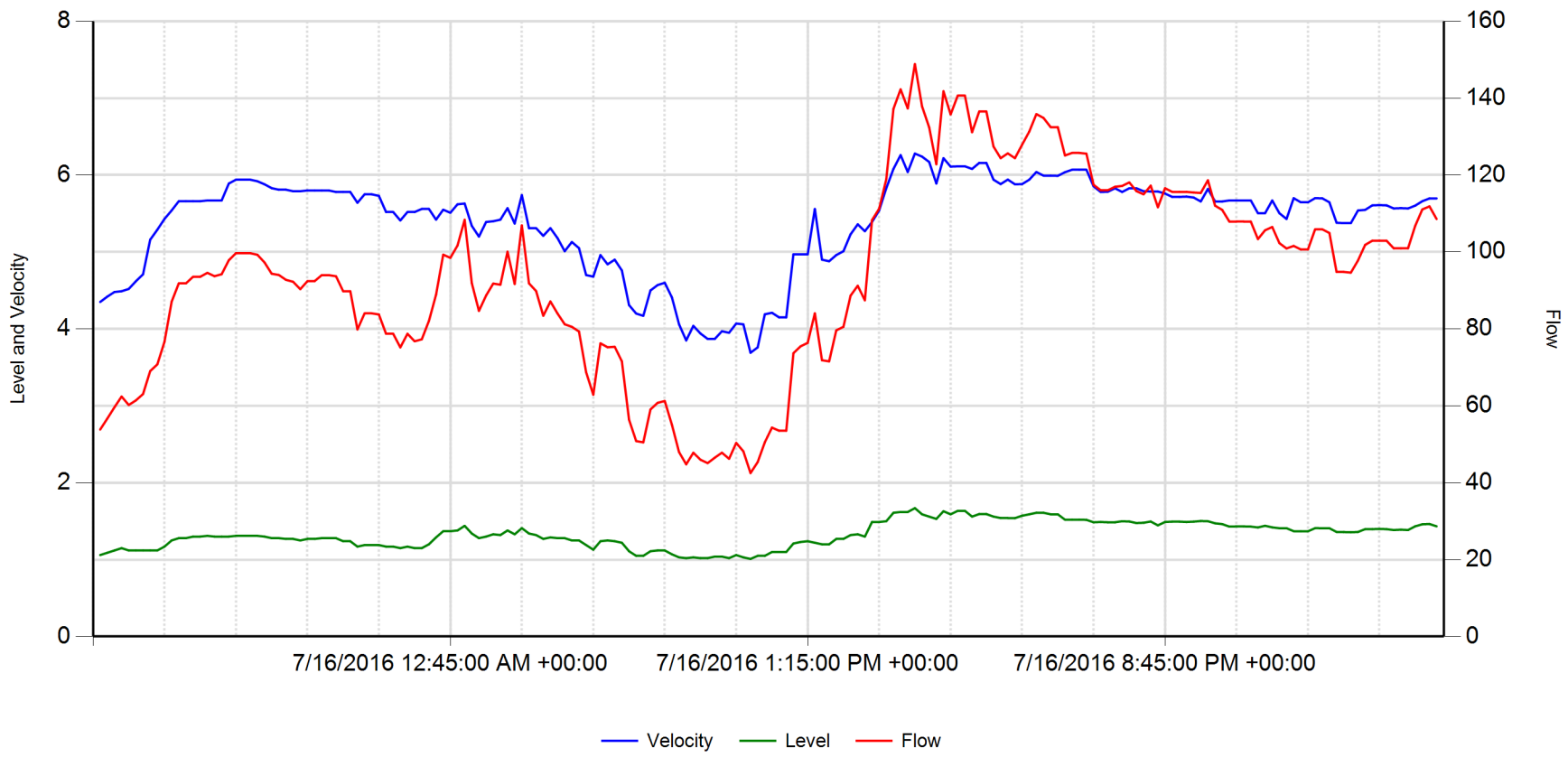
Utility Systems Science and Software

Report Date: 08/02/2016
Customer: US3
Group: Windsor Hills
SiteID: 2496

Statistics for 2016.07 La Brea & 62nd St: 07/15/2016 thru 07/31/2016

	Flow (GPM)			Flow (MGD)			Velocity (FPS)			Level (inches)				
Date	Avg	Max	Min	Avg	Max	Min	Avg	Max	Min	Avg	Max	Min	Total Gal	Rain
7/15/16	85.24	108.38	53.83	0.12	0.16	0.08	5.42	5.94	4.35	1.25	1.44	1.06	122,751	
7/16/16	97.76	148.86	42.52	0.14	0.21	0.06	5.41	6.28	3.69	1.36	1.67	1.01	140,780	
7/17/16	85.94	144.30	42.52	0.12	0.21	0.06	5.13	6.29	3.69	1.29	1.63	1.01	123,753	
Week:	**89.65**	**148.86**	**42.52**	**0.13**	**0.21**	**0.06**	**5.32**	**6.29**	**3.69**	**1.30**	**1.67**	**1.01**	**387,284**	
7/18/16	84.42	117.77	42.51	0.12	0.17	0.06	5.11	5.94	3.77	1.28	1.50	1.00	121,568	
7/19/16	85.52	139.58	39.36	0.12	0.20	0.06	5.08	6.28	3.49	1.28	1.60	1.00	123,152	
7/20/16	86.73	116.67	43.40	0.12	0.17	0.06	5.16	5.79	3.74	1.30	1.49	1.02	124,885	
7/21/16	91.29	127.61	41.47	0.13	0.18	0.06	5.23	6.05	3.59	1.33	1.55	1.01	131,455	
7/22/16	89.82	119.92	50.97	0.13	0.17	0.07	5.23	5.82	4.12	1.32	1.52	1.06	129,344	
7/23/16	94.99	139.02	46.02	0.14	0.20	0.07	5.29	6.11	3.90	1.35	1.63	1.03	136,787	
7/24/16	91.71	147.51	41.60	0.13	0.21	0.06	5.22	6.34	3.63	1.32	1.65	1.01	132,065	
Week:	**89.21**	**147.51**	**39.36**	**0.13**	**0.21**	**0.06**	**5.19**	**6.34**	**3.49**	**1.31**	**1.65**	**1.00**	**899,256**	
7/25/16	85.57	121.98	42.93	0.12	0.18	0.06	5.11	5.94	3.77	1.29	1.51	1.01	123,224	
7/26/16	87.97	120.98	44.89	0.13	0.17	0.06	5.17	5.91	3.79	1.31	1.51	1.02	126,673	
7/27/16	90.06	142.52	57.70	0.13	0.21	0.08	5.28	6.24	4.42	1.32	1.63	1.10	129,690	
7/28/16	79.18	114.04	41.90	0.11	0.16	0.06	4.96	5.78	3.71	1.25	1.47	0.99	114,014	
7/29/16	89.47	126.86	44.35	0.13	0.18	0.06	5.20	6.07	3.77	1.31	1.53	1.00	128,839	
7/30/16	86.45	139.64	46.53	0.12	0.20	0.07	5.09	6.20	4.00	1.30	1.61	1.02	124,489	
7/31/16	76.19	137.12	42.79	0.11	0.20	0.06	4.73	6.03	3.69	1.23	1.62	1.01	109,709	
Week:	**84.98**	**142.52**	**41.90**	**0.12**	**0.21**	**0.06**	**5.08**	**6.24**	**3.69**	**1.29**	**1.63**	**0.99**	**856,637**	
Totals:	**87.55**	**148.86**	**39.36**	**0.13**	**0.21**	**0.06**	**5.17**	**6.34**	**3.49**	**1.30**	**1.67**	**0.99**	**2,143,176**	

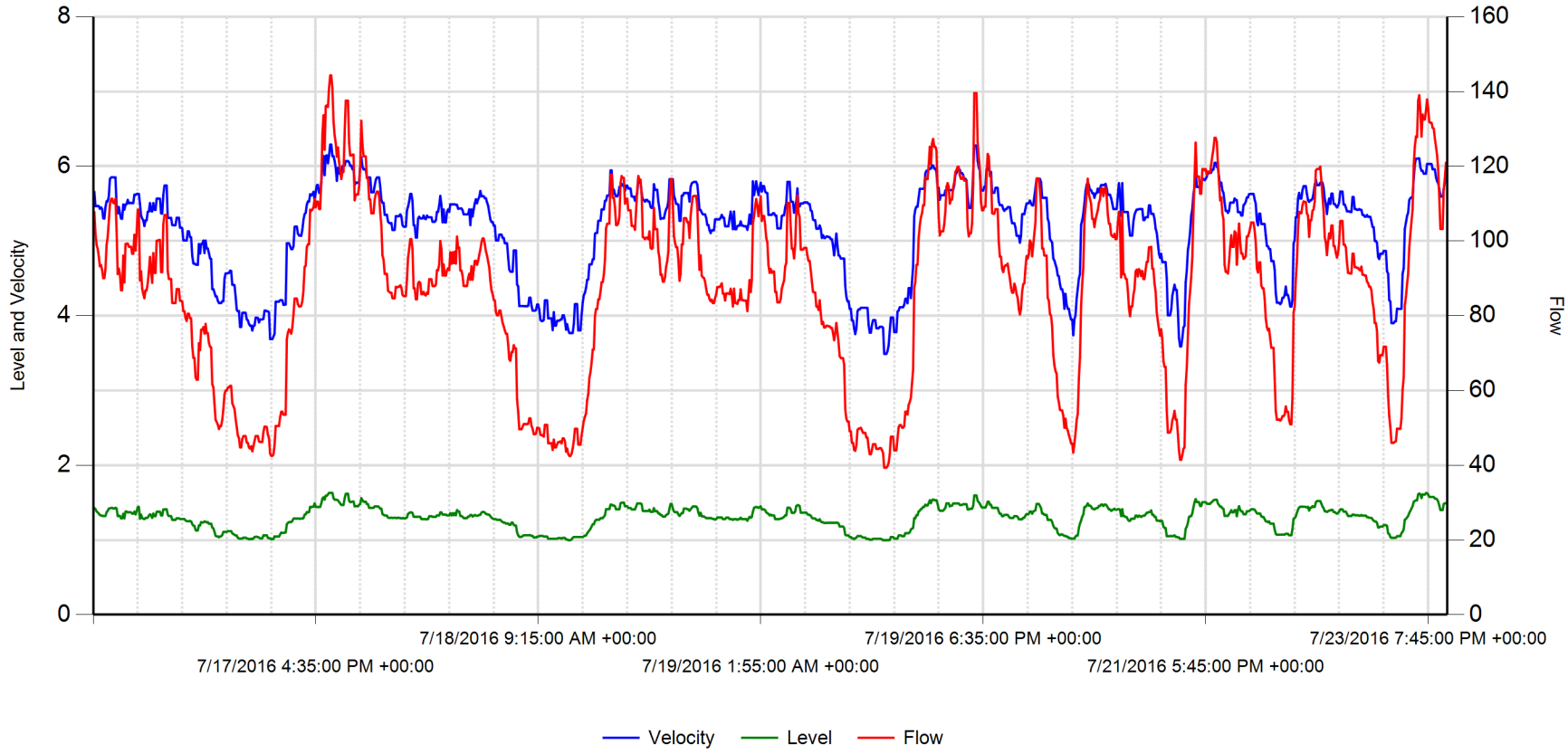
2016.07 La Brea & 62nd St



	Velocity (fps)	Level (in)	Flow (gpm)		
Average	5.399	1.329	94.221	**RainFall**	Inches
Maximum	6.280	1.670	148.860		
Minimum	3.690	1.010	42.520		

8/2/2016 1:46:22 PM

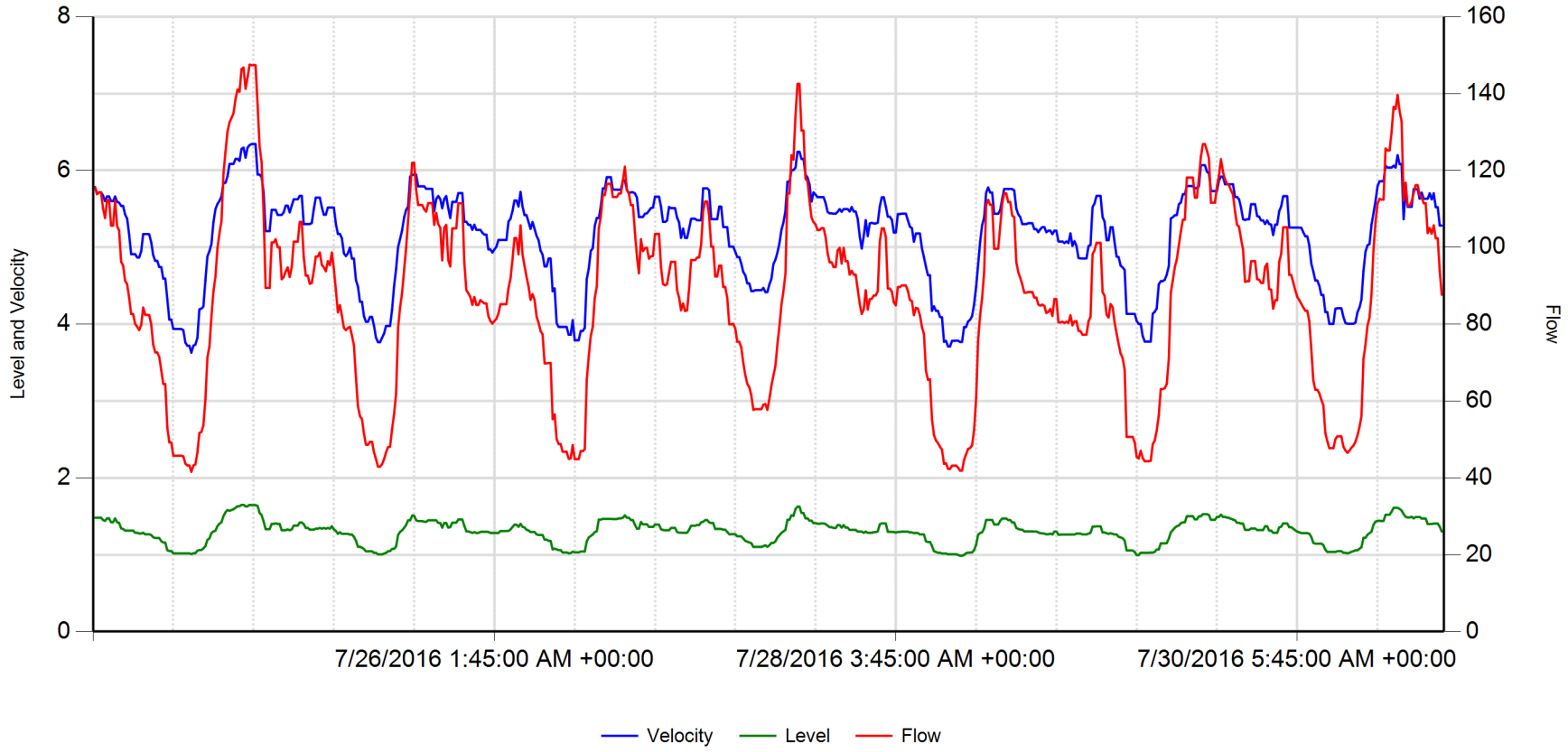
2016.07 La Brea & 62nd St



	Velocity (fps)	Level (in)	Flow (gpm)		
Average	5.163	1.298	87.371	**RainFall**	Inches
Maximum	6.290	1.632	144.303		
Minimum	3.491	0.998	39.364		

8/2/2016 1:46:22 PM

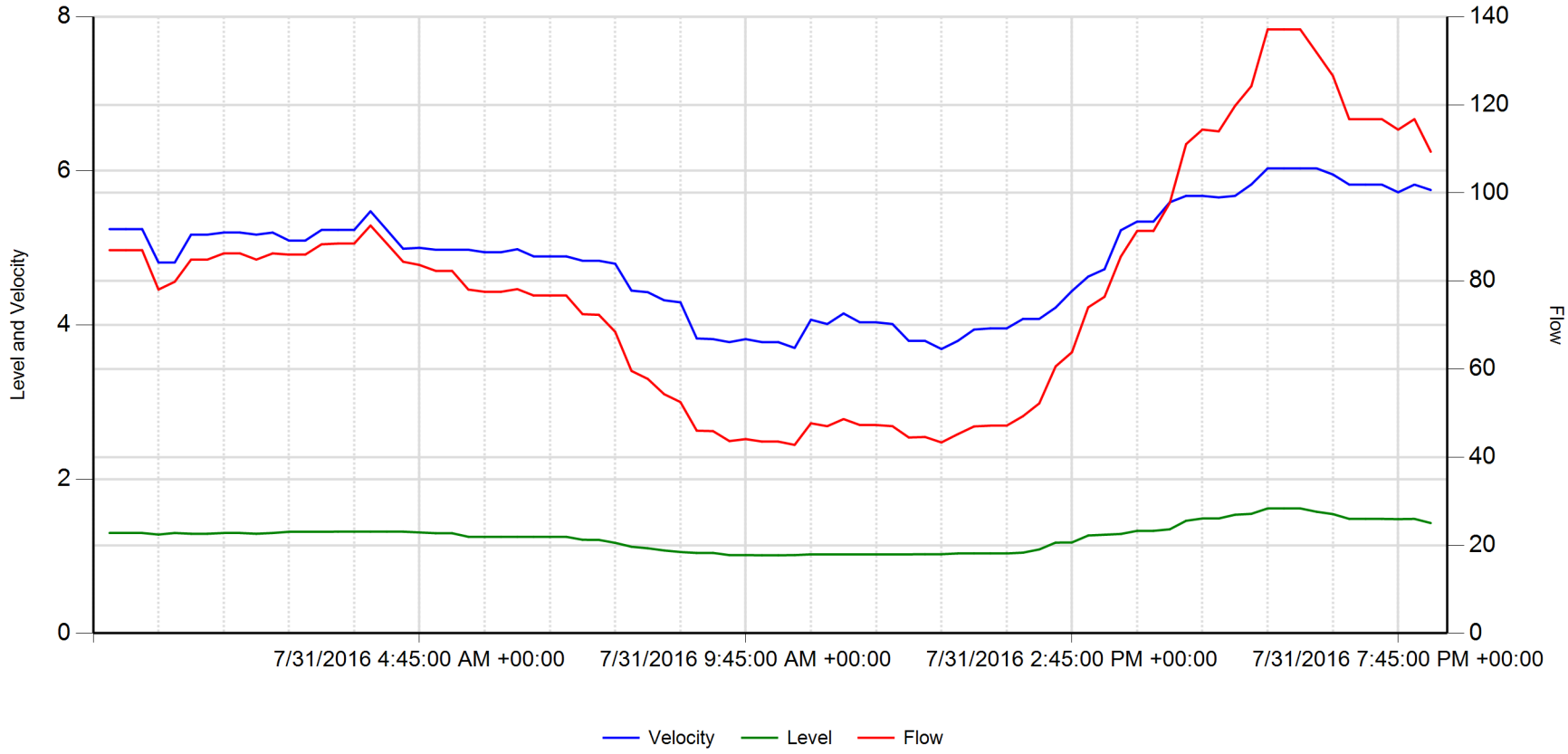
2016.07 La Brea & 62nd St



	Velocity (fps)	Level (in)	Flow (gpm)		
Average	5.160	1.303	87.738	**RainFall**	Inches
Maximum	6.343	1.650	147.514		
Minimum	3.630	0.989	41.601		

8/2/2016 1:46:22 PM

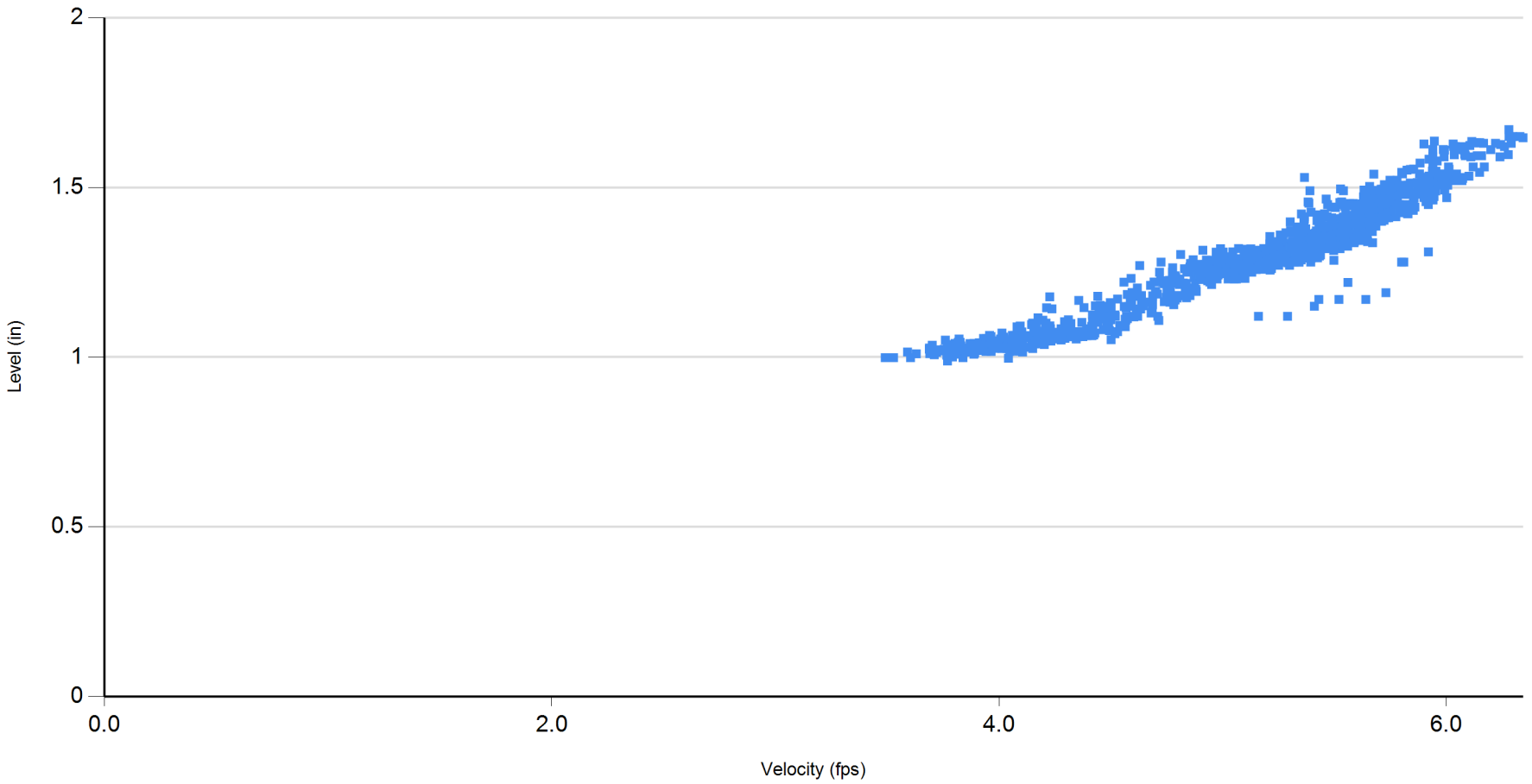
2016.07 La Brea & 62nd St



	Velocity (fps)	Level (in)	Flow (gpm)		
Average	4.857	1.253	78.807	**RainFall**	Inches
Maximum	6.033	1.621	137.118		
Minimum	3.689	1.013	42.785		

8/2/2016 1:46:22 PM

2016.07 La Brea & 62nd St



7/15/2016 thru 7/31/2016

8/2/2016 1:46:22 PM

CERTIFICATION PAGE

Flow Monitoring Data Certification

"I certify that this data study and all of its attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the data submitted. Based on my inquiry of the person or persons who installed the system and those persons directly responsible for gathering the data, the information submitted from this study is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that as a Registered Professional Engineer in the State of California, I am ethically bound to provide services honestly and to protect the public health, safety, and welfare."



Signed on: 8/2/2016

Constance Darlene Szczublewski, RCE 78908
Registration Expires March 31, 2018

APPENDIX C
LA County Sewer Maintenance Division Index Maps S-1588 and S-1589

SEE SHT. NO. S-1587

C-71
C-72

SEE SHT. NO. S-1534

SEE SHT. NO. S-1642

SEE SHT. NO. S-1589

CITY OF LOS ANGELES

LOS ANGELES COUNTY

CITY OF LOS ANGELES

THIS MAP IS INTENDED FOR USE ONLY AS OPERATIONS MAP BY LOS ANGELES COUNTY SEWER MAINTENANCE DISTRICTS. LOS ANGELES COUNTY EXPRESSLY DISCLAIMS ANY LIABILITY FOR ANY INACCURACIES WHICH MAY BE PRESENT IN THIS MAP.

N
AUTOMATED GRAPHICS

METERS
0 50 100 200 250
0 200 400 600 800
FEET

LEGEND

- CLAY SEWERS MAINTAINED BY SMD, 8" UNLESS OTHERWISE NOTED
- PLASTIC SEWERS
- CONCRETE SEWERS
- CLAY SEWERS, LINED
- CEMENT SEWERS, LINED
- FORCE MAINS
- SEWERS NOT MAINTAINED BY SMD
- TRUNK SEWERS
- CITY BOUNDARY
- STANDARD MANHOLE
- DROP MANHOLE
- SHALLOW MANHOLE
- TRAP MANHOLE
- WEIR MANHOLE
- C.O. CLEANOUT
- L.H. LAMP HOLE
- PUMP STATION

TOTAL MH'S THIS MAP: 804

E 4,177,000
N 4,106,500

MAP REV
05-25-06

DATA BASE REV
05-25-06

CONSOLIDATED S.M.D.

T: 673 E-4

0815.0917.1588

S-1589

C-72

SEE SHT. NO. S-1588

SEE SHT. NO. S-1535

SEE SHT. NO. S-1590

CITY OF LOS ANGELES

CITY OF INGLEWOOD

INGLEWOOD PARK CEMETERY

DANIEL FREEMAN HOSPITAL

GEORGE W CROZIER JR H S

HIGHLAND ELEM

CENTINELA ELEM

THIS MAP IS INTENDED FOR USE ONLY AS OPERATIONS MAP BY LOS ANGELES COUNTY SEWER MAINTENANCE DISTRICTS. LOS ANGELES COUNTY EXPRESSLY DISCLAIMS ANY LIABILITY FOR ANY INACCURACIES WHICH MAY BE PRESENT IN THIS MAP.

AUTOMATED GRAPHICS

METERS 0 50 100 200 250

FEET 0 200 400 600 800

LEGEND

- CLAY SEWERS MAINTAINED BY SMD. 8" UNLESS OTHERWISE NOTED
- PLASTIC SEWERS
- CONCRETE SEWERS
- CLAY SEWERS, LINED
- CEMENT SEWERS, LINED
- FORCE MAINS
- SEWERS NOT MAINTAINED BY SMD
- TRUNK SEWERS
- CITY BOUNDARY
- STANDARD MANHOLE
- DROP MANHOLE
- SHALLOW MANHOLE
- TRAP MANHOLE
- WEIR MANHOLE
- C.O. CLEANOUT
- L.H. LAMP HOLE
- PUMP STATION

TOTAL MH'S THIS MAP: 30

E 4,177,000

N 4,099,000

1643

MAP REV
06-01-06

DATA BASE REV
06-01-06

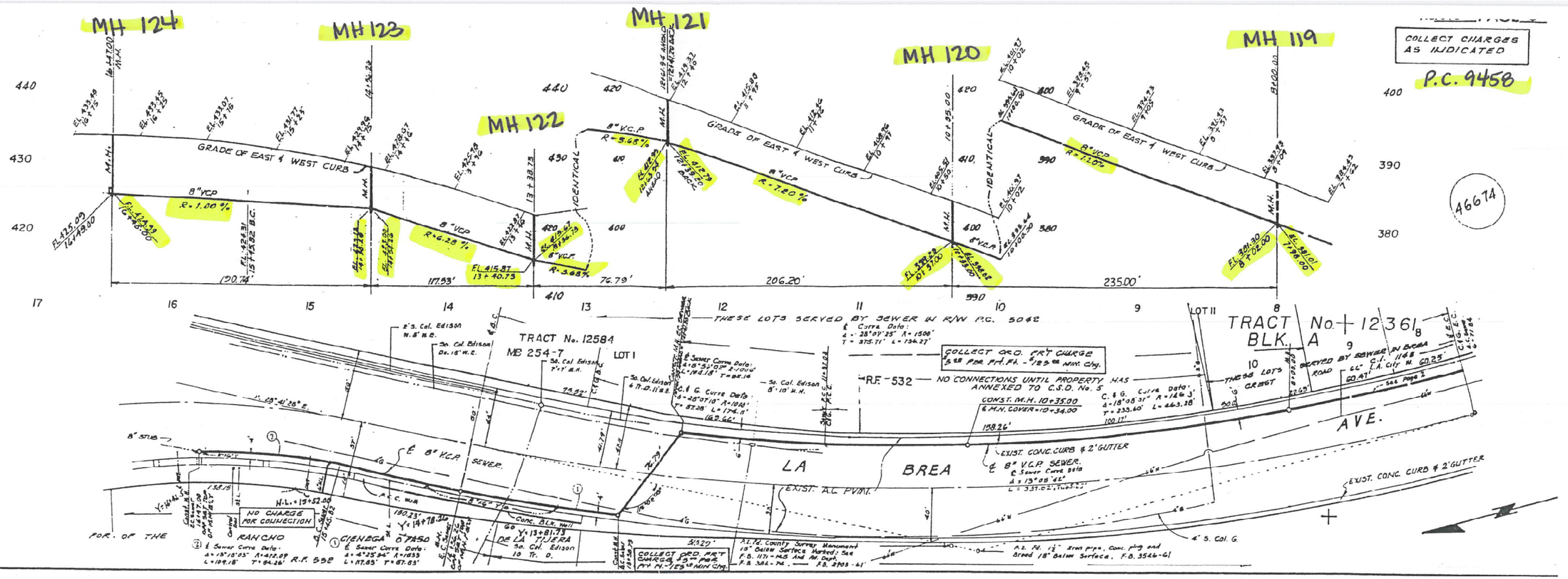
CONSOLIDATED S.M.D.

S-1589

T: 703 B-6

0815.0917.1589

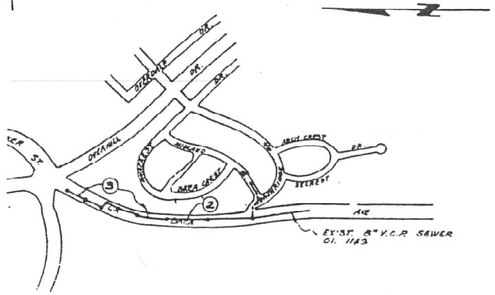
APPENDIX D
As-built Sewer Plans (CIP 1143, CIP 1096, PC 9458)



MH 124
MH 123
MH 122
MH 121
MH 120
MH 119
COLLECT CHARGES AS INDICATED
P.C. 9458
46674
GRADE OF EAST & WEST CURB
8" VCP
R = 1.00 %
R = 6.28 %
R = 5.68 %
R = 7.80 %
R = 7.20 %
IDENTICAL
190.74'
117.53'
76.79'
206.20'
235.00'
THESE LOTS SERVED BY SEWER IN R/W P.C. 5042
TRACT No. 12584
MB 254-7
LOT I
LOT II
TRACT No. 12361
BLK. A
R.F. - 532
NO CONNECTIONS UNTIL PROPERTY HAS ANNEXED TO C.S.D. No. 5
CONST. M.H. 10+35.00
& M.H. COVER = 10+34.00
EXIST. CONC. CURB & 2' GUTTER
LA BREA AVE.
EXIST. A.C. PVMT.
NO CHARGE FOR CONNECTION
FOR OF THE RANCHO CIENEGA O PASO DE LA TIJERA
R.F. 532
PAGE

RD MON IN W'LY LINE OF 8 FT S C/L INT SPOONER ST & LA BREA AVE 130 FT SLY ON PROD E FT N OF N TRAFFIC SIGNAL.

CULVER QUAD. 19 70



INDEX MAP
SCALE: 1" = 600'
P.C. 9458

REVISION NO 1: DATE 6-30-78
CHANGE HORIZONTAL ALIGNMENT BETWEEN STATIONS 1+00 AND 2+28.32 TO PROVIDE A GREATER 'CLEAR DISTANCE' BETWEEN THIS SEWER AND THE 66 INCH WATER LINE.

CONSTRUCT TERMINAL MANHOLE AT STATION 16+47.00 INSTEAD OF STATION 16+58.00, DUE TO INTERFERENCE WITH ELECTRICAL CONDUIT.

CONSTRUCT 'Y'S AT THE FOLLOWING STATIONS: 16+62.50; 16+78.26; 13+81.73; AND A 6" HOUSE LATERAL AT STATION 15+32.00.

CONSTRUCT MANHOLE AT STATION 12+41.00 INSTEAD OF STATION 12+71.30 DUE TO INTERFERENCE WITH ELECTRICAL CONDUIT. SEWER CROSSING LA BREA AVE IS IN A DIRECT LINE BETWEEN SAID MANHOLE AT STATION 12+41.20 AND MANHOLE AT STATION 13+38.79

APPROVED BY Bernard D. Hardy 3-16-78

GENERAL NOTES:

1. ELEVATIONS ARE IN FEET ABOVE U.S.C. & G.S. SEA LEVEL DATUM OF 1929.
2. NO REVISIONS SHALL BE MADE IN THESE PLANS WITHOUT THE APPROVAL OF THE COUNTY ENGINEER.
3. NO REPRESENTATIVE OF THE COUNTY ENGINEER WILL SURVEY OR LAY OUT ANY PORTION OF THE WORK.
4. GRADES TO WHICH THIS IMPROVEMENT IS TO BE CONSTRUCTED ARE SHOWN ON PLANS AND PROFILES. GRADE POINTS FOR TOP OF CURBS, CENTER LINE OF STREETS, OR CENTER LINE OF ALLEYS ARE SHOWN BY CIRCLES ON PROFILES. AT ALL POINTS BETWEEN DESIGNATED POINTS THE GRADE SHALL BE ESTABLISHED SO AS TO CONFORM TO A STRAIGHT LINE DRAWN BETWEEN SAID DESIGNATED POINTS.
5. THE PRIVATE ENGINEER SHALL FURNISH THE COUNTY ENGINEER WITH GRADE SHEETS AND STATIONING FOR ALL HOUSE LATERALS AND "Y" OR "T" BRANCHES AND SHALL PROVIDE STAKES FOR THEM AT THEIR PROPER LOCATIONS WITH STATIONING PLAINLY MARKED. ALL HOUSE LATERALS SHALL BE CONSTRUCTED IN A STRAIGHT ALIGNMENT AT RIGHT ANGLES FROM THE MAIN LINE SEWER EXCEPT AS SHOWN ON THE PLANS. HOUSE LATERALS FROM CHIMNEYS SHALL NOT HAVE AN ANGLE OF LESS THAN 45° WITH THE MAIN LINE SEWER. ANY CHANGE IN ALIGNMENT SHALL BE REQUESTED IN WRITING BY THE PRIVATE ENGINEER.
6. THE PRIVATE ENGINEER SHALL FURNISH THE HOUSE LATERAL DEPTH AT THE PROPERTY LINE BELOW THE TOP OF CURB ELEVATION FOR EACH HOUSE LATERAL ON THE GRADE SHEET.
7. BEFORE WORK CAN BE STARTED, THE CONTRACTOR MUST OBTAIN A PERMIT TO EXCAVATE IN COUNTY STREETS FROM THE L.A. COUNTY ROAD DEPT., DISTRICT OFFICE NO 3 , AND PAY A FEE TO THE COUNTY ENGINEER. PALOS VERDES - CENTINELA VALLEY REGIONAL OFFICE, TO COVER THE COST OF CONSTRUCTION INSPECTION AND RECORD PLANS.
8. IF WORK IS TO BE DONE IN A STATE HIGHWAY, A PERMIT MUST BE OBTAINED FROM THE STATE OF CALIFORNIA, DIVISION OF HIGHWAYS, 120 SOUTH SPRING STREET, LOS ANGELES, CALIFORNIA.
9. APPROVAL OF THIS PLAN BY THE COUNTY OF LOS ANGELES DOES NOT CONSTITUTE A REPRESENTATION AS TO THE ACCURACY OF THE LOCATION OF OR THE EXISTENCE OR NON-EXISTENCE OF ANY UNDERGROUND UTILITY PIPE, OR STRUCTURE WITHIN THE LIMITS OF THIS PROJECT. THIS NOTE APPLIES TO ALL PAGES.
10. REFER TO SECTION 7-10.4.3 OF THE STANDARD SPECIFICATIONS, REGARDING SAFETY ORDERS.
11. PRIOR TO THE ISSUANCE OF THE REQUIRED SEWER CONSTRUCTION PERMIT BY THE CITY ENGINEER, THE CONTRACTOR SHALL OBTAIN A PERMIT TO EXCAVATE FROM THE STATE OF CALIFORNIA, DIVISION OF INDUSTRIAL SAFETY, AND SHALL FILE A CERTIFICATE OF WORKERS' COMPENSATION INSURANCE AND LIABILITY INSURANCE WITH THE COUNTY ENGINEER.

BEFORE RECEIVING WATER CONNECTION FROM A COUNTY [illegible] CONNECTION SHALL BE REQUIRED FROM [illegible]

CONSTRUCTION NOTES:

1. WORK SHALL BE CONSTRUCTED ACCORDING TO THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (GREENBOOK) 1972 EDITION WITH '77 SUPPLEMENTS) AND COUNTY ENGINEER SPECIAL PROVISIONS FOR THE CONSTRUCTION OF SANITARY SEWERS DATED SEPT. 21, 1976 AND SHALL BE PROSECUTED ONLY IN THE PRESENCE OF THE COUNTY ENGINEER.
2. THE CONTRACTOR SHALL NOTIFY THE BENSON DIVISION BY TELEPHONE, 926-7281 , AT LEAST TWENTY-FOUR HOURS BEFORE START OF ANY WORK UNDER THIS CONTRACT.
3. HOUSE LATERALS TO BE CONSTRUCTED WITH WYES AT PROPERTY LINE 6 FEET BELOW CURB GRADE EXCEPT AS NOTED.
4. WYE OR TEE BRANCHES MAY BE USED FOR CONNECTIONS TO MAINLINE SEWERS EXCEPT AS NOTED.
5. ALL STRUCTURES SHALL BE EITHER BRICK MANHOLES PER S-24 OR PRECAST CONCRETE MANHOLES PER S-26, EXCEPT AS NOTED.
6. PROVIDE STAKES ON THE PROPERTY LINE OR PROPERTY LINES PRODUCED AT RIGHT ANGLES TO THE SEWER LINE AT THE CENTER LINE OF EACH MANHOLE.
7. MANHOLE TOPS IN UNIMPROVED RIGHTS OF WAY TO BE SIX INCHES ABOVE FINISHED GRADE.
8. VITRIFIED CLAY PIPE JOINTS SHALL BE TYPE "O", "F", OR "G" PER STANDARD SPECIFICATIONS SECTION 306-2.
9. IF A POWER POLE IS WITHIN THREE FEET OF THE SEWER, THE SEWER SHALL BE ENCASED, PER S-25, CASE II, TWO FEET ON EACH SIDE FROM THE POINT OF INTERFERENCE.
10. IF DURING THE COURSE OF CONSTRUCTION IT IS DETERMINED THAT THERE IS LESS THAN FOUR FEET OF COVER OVER THE TOP OF A MAIN LINE OR HOUSE LATERAL V.C.P. SEWER WHICH IS NOT INDICATED ON THE PLANS, THE PIPE SHALL BE ENCASED PER S-25, CASE II UNLESS OTHERWISE APPROVED BY THE COUNTY ENGINEER.
11. ALL JOINTS BETWEEN CAST IRON PIPE AND VITRIFIED CLAY PIPE SHALL BE MADE WITH A RUBBER SLEEVE JOINT, TYPE "C" OR "D", (WITH BUSHING IF NECESSARY) PER STANDARD SPECIFICATIONS, SECTION 306-7.
12. SEWERS TO BE TESTED FOR LEAKAGE PER SECTION 306-7.4 OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
13. RESURFACE ALL TRENCHES WITHIN PAVED AREAS TO MEET L.A. COUNTY ROAD DEPT. OR CALIFORNIA STATE HIGHWAY REQUIREMENTS IN ACCORDANCE WITH PERMITS.
14. FULL COMPLIANCE WITH SECTION 306-1.8.9 OF THE SPECIAL PROVISIONS WILL BE REQUIRED FOR BACKFILL IN STREETS. CERTIFICATION OF BACKFILL COMPACTION AND SAND EQUIVALENTS BY A QUALIFIED, REGISTERED TESTING LABORATORY SHALL BE PROVIDED BY THE PERMITTEE PRIOR TO THE ISSUANCE OF A CERTIFICATE OF PARTIAL ACCEPTANCE.

[illegible] CONNECTION FOR THE DISPOSAL OF INDUSTRIAL WASTES [illegible] HAS BEEN ISSUED BY THE [illegible] DISTRICTS FOR SAID CONNECTION.

SANITARY SEWERS

TO BE CONSTRUCTED IN

LA BREA AVENUE

PRIVATE CONTRACT NO. 9458

W.S. 24

2 SHEETS; 3 PAGES

SCALE: VERT. 1"=8' HOR. 1"=40' JANUARY, 1977

PREPARED IN THE OFFICES OF
J. H. EDWARDS CO., INC.
18811 CRENSHAW PLACE
TORRANCE, CALIF. 90504

BY: [signature]
REG. C. E. No. 11302

46672

THE FOLLOWING LATEST REVISED STANDARD PLANS ON FILE IN THE OFFICE OF THE COUNTY ENGINEER SHALL APPLY IN THE CONSTRUCTION OF THIS PROJECT:

LEGEND	S-1
MINIMUM PUBLIC SAFETY REQUIREMENTS	S-2
BRICK MANHOLE	S-3
STANDARD MANHOLE STEP	S-17
BEDDING FOR SEWER PIPE	S-21
GRADING AND ENCASEMENT	S-23
WYE OR TEE SUPPORT	S-24
ALLOWABLE TRENCH WIDTHS	S-25
LOCKING MANHOLE FRAME AND COVER	S-25
NON-REINFORCED PRECAST CONCRETE MANHOLE	S-26

COUNTY OF LOS ANGELES, CALIFORNIA

STEPHEN J. KOONCE, ACTING COUNTY ENGINEER — JOHN D. PARKHURST, CHIEF ENGINEER

APPROVED [signature] REGIONAL ENGINEER 2/24/78 (DATE) — APPROVED [signature] OFFICE ENGINEER 3/1/78

CO. SAN. SEW. NO. 5

CHECKED Martin L. Murphy (DATE) 2-22-78

REG. C.E. NO. 18,594

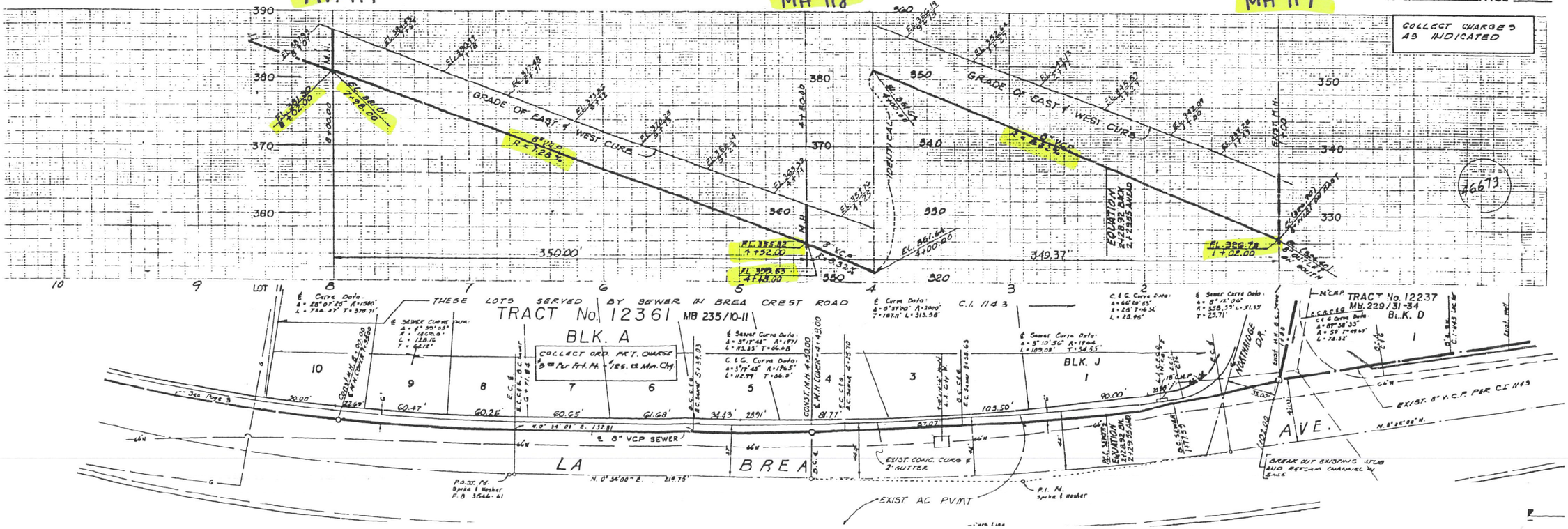
LENNOX BLDG. DIST. 7

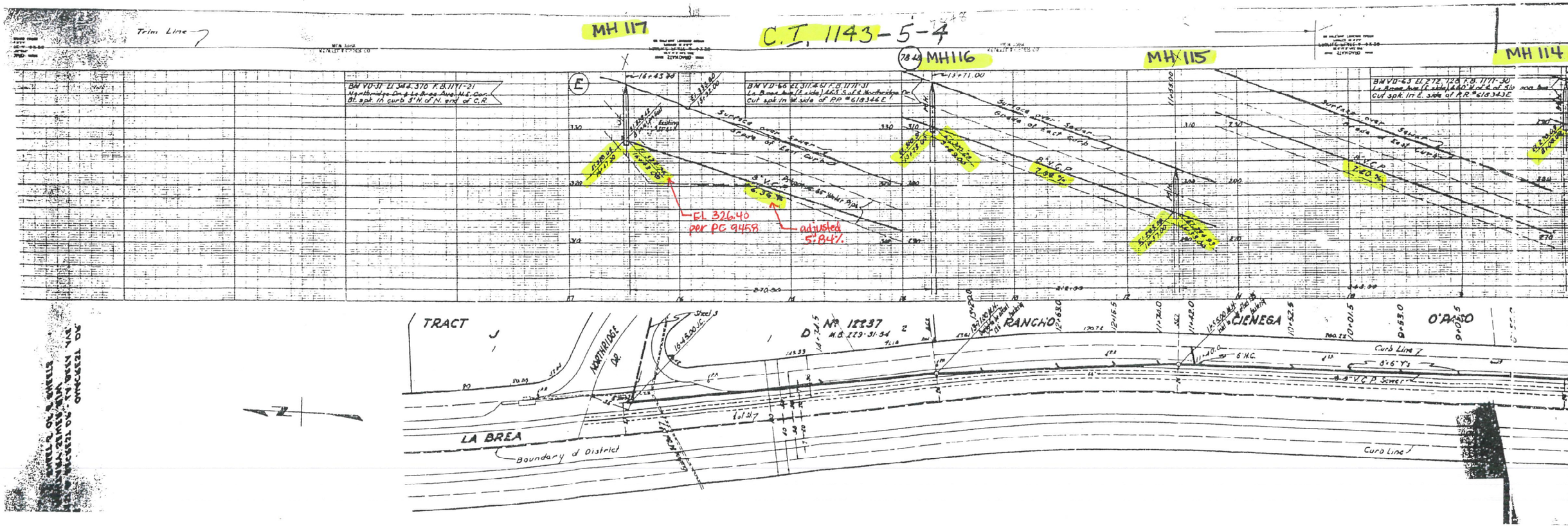
J.N. 0358.01

MH 119 — MH 118 — MH 117

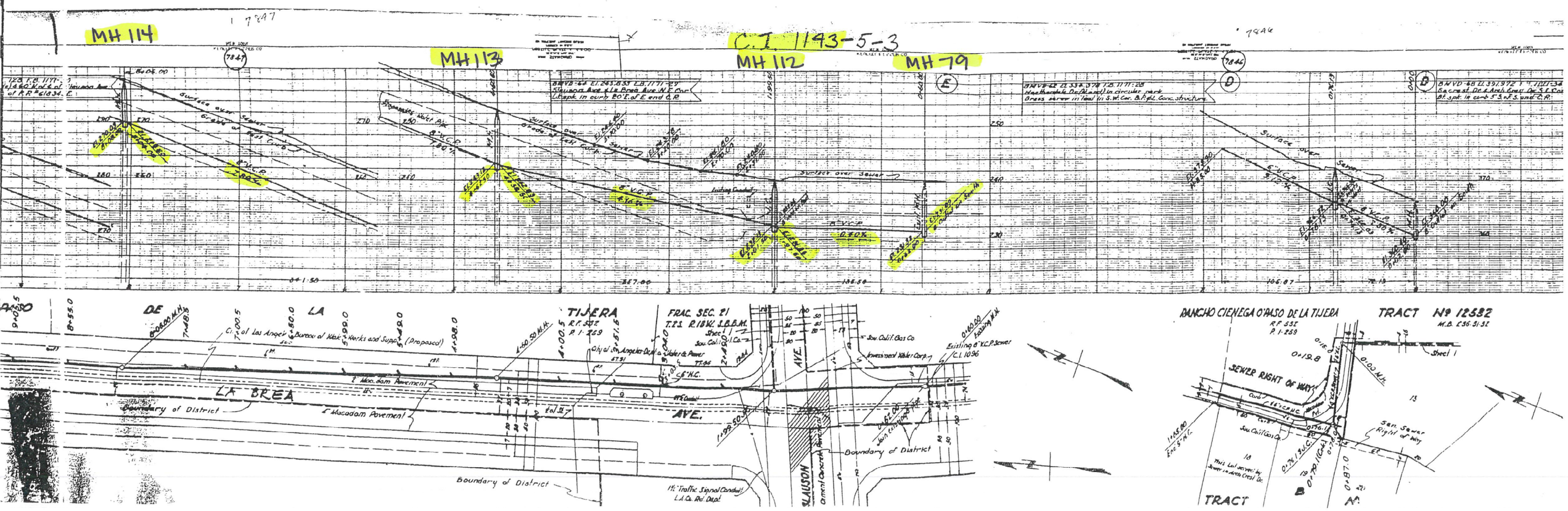
P. C. 9458 PAGE 2

COLLECT CHARGES AS INDICATED





Trim Line
MH 117
C.I. 1143-5-4
MH116
MH 115
MH 114
Surface over Sewer
Grade of East Curb
8" V.C.P.
EL 326.40
per PC 9458
adjusted
5.84%
TRACT
NORTHRIDGE DR.
RANCHO
CIENEGA
O'PASO
LA BREA
Boundary of District
Curb Line



MH 114
MH 113
C.I. 1143-5-3
MH 112
MH 79
Surface over Sewer
Grade of West Curb
Grade of East Curb
Existing Conduit
8" V.C.P.
Surface over Sewer
Surface over Sewer
Surface over Sewer
Existing 8" V.C.P. Sewer
C.I. 1096
Sou. Calif. Gas Co.
Investment Water Corp.
Boundary of District
Boundary of District
Boundary of District
LA BREA
AVE.
SLAUSON
AVE.
TIJERA
FRAC. SEC. 21
T.2S. R.18W. S.B.B.M.
Mac. dam Pavement
Mac. dam Pavement
RANCHO CIENEGA O'PASO DE LA TIJERA
TRACT Nº 12582
SEWER RIGHT OF WAY
Sheet 1
TRACT

C.I. 1143 - 1-4

MH 112

78 Z9

BM VD 41 El. 347.803 T.B. 1171-15
Overhill Dr. (Walde) 250' N. of E. of Onacrest Dr.
Bl. spk. in top conc. headwall to S.D.

BM VD 40 El. 328.388 T.B. 1171-15
Overhill Dr. & Onacrest Dr. N.W. Cor.
Bl. spk. in curb 5' W. of W. end C.R.

BM VD-39 Shown at right.

BM VD-64 El. 243.855 I.J. 1171-25
Slauson Ave. & La Brea Ave. N.E.
Bl. spk. in curb 20' E. of E. end C.R.

8" V.C.P. 7.04%

8" V.C.P. 5.68%

Sewer

Grade of West Curb

Existing L.A. City Sewer D-585[illegible]
Sou. Calif. Tel. Co.
Sou. Calif. Gas Co. (Abd.)
8" W.I.

OVERHILL DR.

Existing 8" V.C.P. Sewer J.N. 6682

Cement Concrete P.L.

Boundary of District

6" H.C.S.

Existing 16" Cor. I.P.

Sheet 2

ONACREST DR.

Sheet 7

Sou. Calif. Gas Co.

Conc. Base Bird Stop Sign

Signal I.P. Conduit L.A. Co. S. Dept.

0+30.00 M.H.

Existing 4" C.I.P. Sewer J.N. 6488

Shown at right

SLAUSON AVE.

Boundary of District

Conduit

No 11328
M.B. 227-1-3

RANCHO CIENEGA O'PASO DE LA TIJERA
R.F. 532
Investment Water Co.

County of Los Angeles Traffic Signal Conduit

Sheet 5

Curb

SLAUSON

Boundary of District

LA BREA AVE.

2"W.T.D.

26"G

Sou. Calif. Gas Co.

FRAC. SL

Existing Conduit

Grade of El. 2[illegible]

Surface

El. 243.07 0+60.00

El. 243.77 1+00.00

El. 242.15 Bl. Curb Spk. North

El. 241.84 Bl. Curb Spk. South

El. 239.06 0+34.20

El. 330.46 Bl. Curb Spk. North

El. 329.30 Bl. Curb Spk. South

El. 337.40 Bl. Curb Spk. North

El. 317.62 2+66.00

El. 317.5 2+66.00

El. 303.62 Bl. Curb Spk. North

El. 303.37 0+32.00

El. 337.331 3+15.00

El. 329.25 3+15.00

El. 337.365 2+20.00

El. 320.30 1+43.00

El. 313.00 1+33.00

El. 311.765 1+33.00

El. 311.58 1+17.68

El. 311.500 1+02.98

El. 315.15 0+87.90

El. 314.50 0+55.12

2+66.00

0+30.00

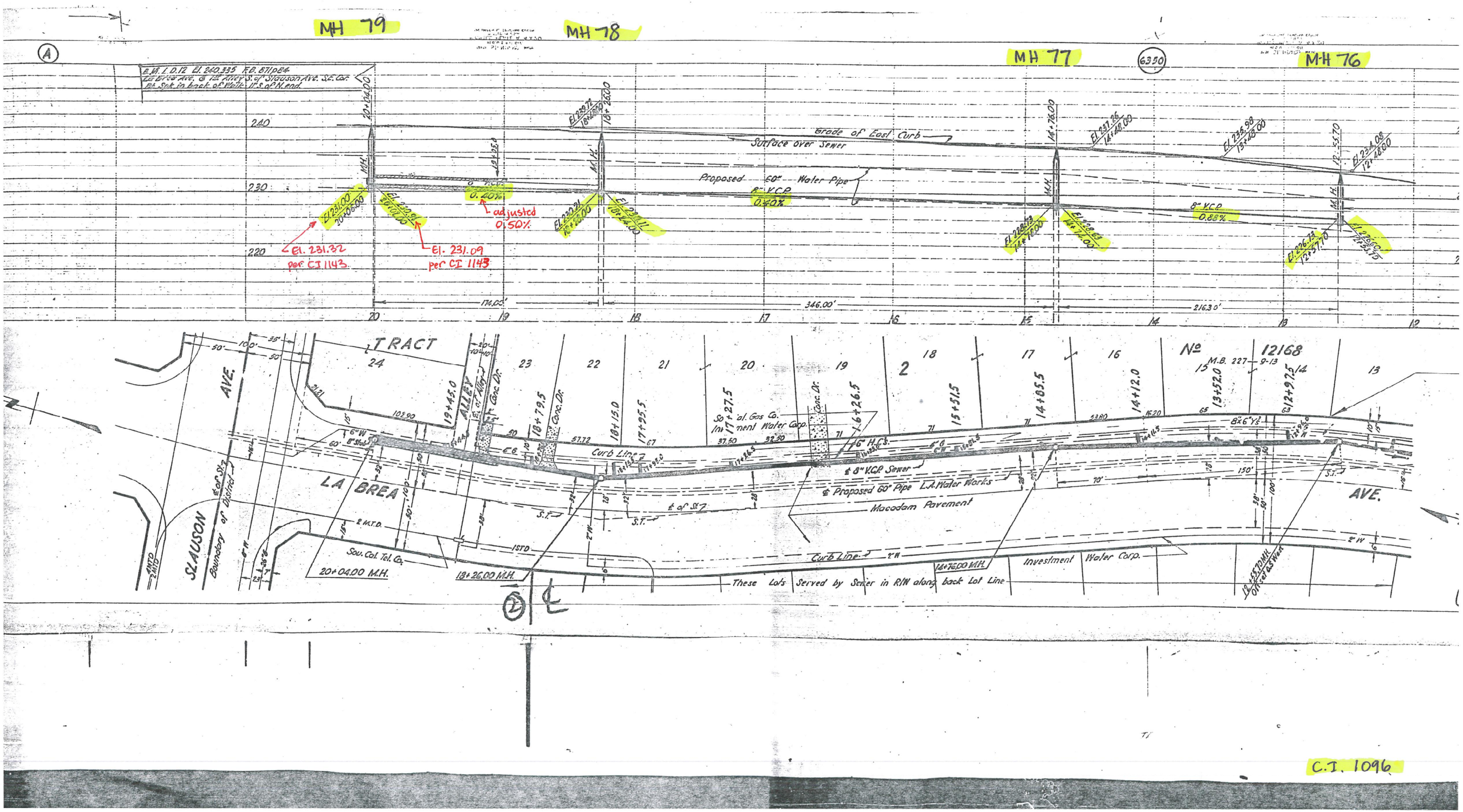
0+32.00

296.60

232.00

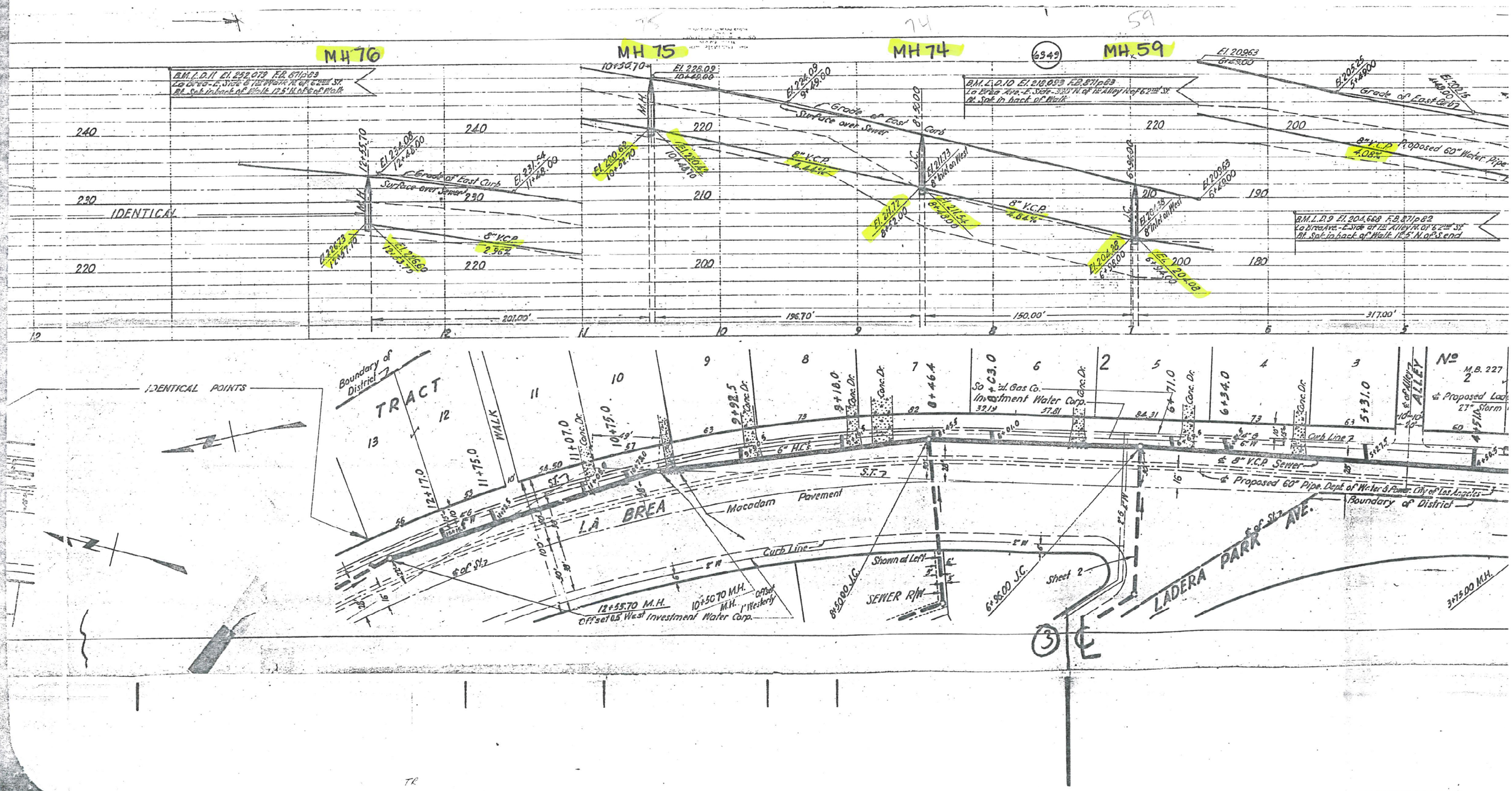
264.1[illegible]

Ⓒ ℄



MH 79
MH 78
MH 77
MH 76
6350
B.M. I.D.12 El. 240.335 F.B. 871p84
La Brea Ave. @ 1st Alley S. of Slauson Ave. S.E. Cor.
Pt. Spk in back of Walk 11' S. of N. end.
Grade of East Curb
Surface over Sewer
Proposed 60" Water Pipe
8" V.C.P.
0.40%
8" V.C.P.
0.88%
adjusted
0.50%
El. 231.32
per CI 1143
El. 231.09
per CI 1143
20+04.00
18+26.00
14+76.00
174.00'
346.00'
216.30'
TRACT
No 12168
M.B. 227-9-13
LA BREA
AVE.
SLAUSON
AVE.
ALLEY
Curb Line
Sou. Cal. Tel. Co.
20+04.00 M.H.
18+26.00 M.H.
14+76.00 M.H.
Investment Water Corp.
These Lots Served by Sewer in R/W along back Lot Line
Macadam Pavement
℄ Proposed 60" Pipe L.A. Water Works
℄ 8" V.C.P. Sewer
Boundary of District

C.I. 1096



MH 76
MH 75
MH 74
MH 59
IDENTICAL
Grade of East Curb
Surface over Sewer
8" V.C.P.
Proposed 60" Water Pipe
201.00'
196.70'
150.00'
317.00'
IDENTICAL POINTS
Boundary of District
TRACT
WALK
LA BREA
Macadam Pavement
Curb Line
Shown at Left
SEWER R/W
Sheet 2
LADERA PARK AVE.
Proposed 60" Pipe, Dept. of Water & Power, City of Los Angeles
Boundary of District
Investment Water Corp.

C.I. 1096

MH 75 MH 74 MH 59 MH 58 MH 57 MH 20

6349 6348

10+56.70 El. 226.09 10+49.00 El. 224.09 9+49.00 Grade at East Curb Surface over Sewer

El. 220.62 10+52.70 M.H. El. 220.24 10+48.70 8" V.C.P. 4.44%

El. 211.73 8"Inlet on West 8+52.00 El. 211.72 8+52.00 El. 211.54 8+48.00 8" V.C.P. 4.64%

El. 209.63 5+42.00 El. 208.38 6+98.00 El. 200 6+98.00 El. 200.08

B.M. L.D.10 El. 218.093 F.B. 871 p 63 La Brea Ave.-E. Side -320' N. of 12th Alley N. of 62nd St. Mk. Spk. in back of Walk

El. 209.63 6+28.00 El. 202.26 5+49.00 Grade at East Curb El. 202.15 4+69.00 El. 200.85 3+25.00

8" V.C.P. 4.08% Proposed 60" Water Pipe

B.M. L.D.9 El. 204.668 F.B. 871 p 82 La Brea Ave.-E. Side of 12th Alley N. of 62nd St. Mk. Spk. in back of Walk 12.5' N. of S. end

El. 198.06 Encase El. 193.45 3+17.00 El. 192.00 3+17.00

El. 193.74 1+12.00 El. 190.28 1+49.00 Grade at East Curb

El. 180.45 0+49.00 El. 180.00 0+32.00 El. 179.65 0+32.00 8" V.C.P. 2.72%

El. 174.40 0+28.00 El. 174.25 0+22.10 Joint Existing Pipe at Curb Line

El. 170.05 0+52.00 El. 172.65 0+00 Existing L.H. El. 172.65 0+00 Existing M.H.

196.70' 150.00' 317.00' 32.00'

10 9 8 7 6 5 4 3 2 1

No 12168 M.B. 227 - 9-13 TRACT No 9576 M.B. 167 - 1-4

21 20 19

10+75.0 9+92.5 9+18.0 8+46.4 So. Cal. Gas Co. Investment Water Corp. 6+71.0 6+34.0 5+31.0

Conc. Dr. 6" H.C.S. 6" W. Curb Line 7 8" V.C.P. Sewer Proposed 60" Pipe, Dept. of Water & Power, City of Los Angeles Boundary of District

LA BREA Macadam Pavement S.I. 7 Curb Line 5' W. 8+50.00 J.C. Shown at Left 6+88.00 J.C. SEWER R/W Sheet 2

LADERA PARK Ave. S. of St. 2

12+55.70 M.H. Offset 05 West Investment Water Corp. 10+50.70 M.H. Offset 1' Westerly

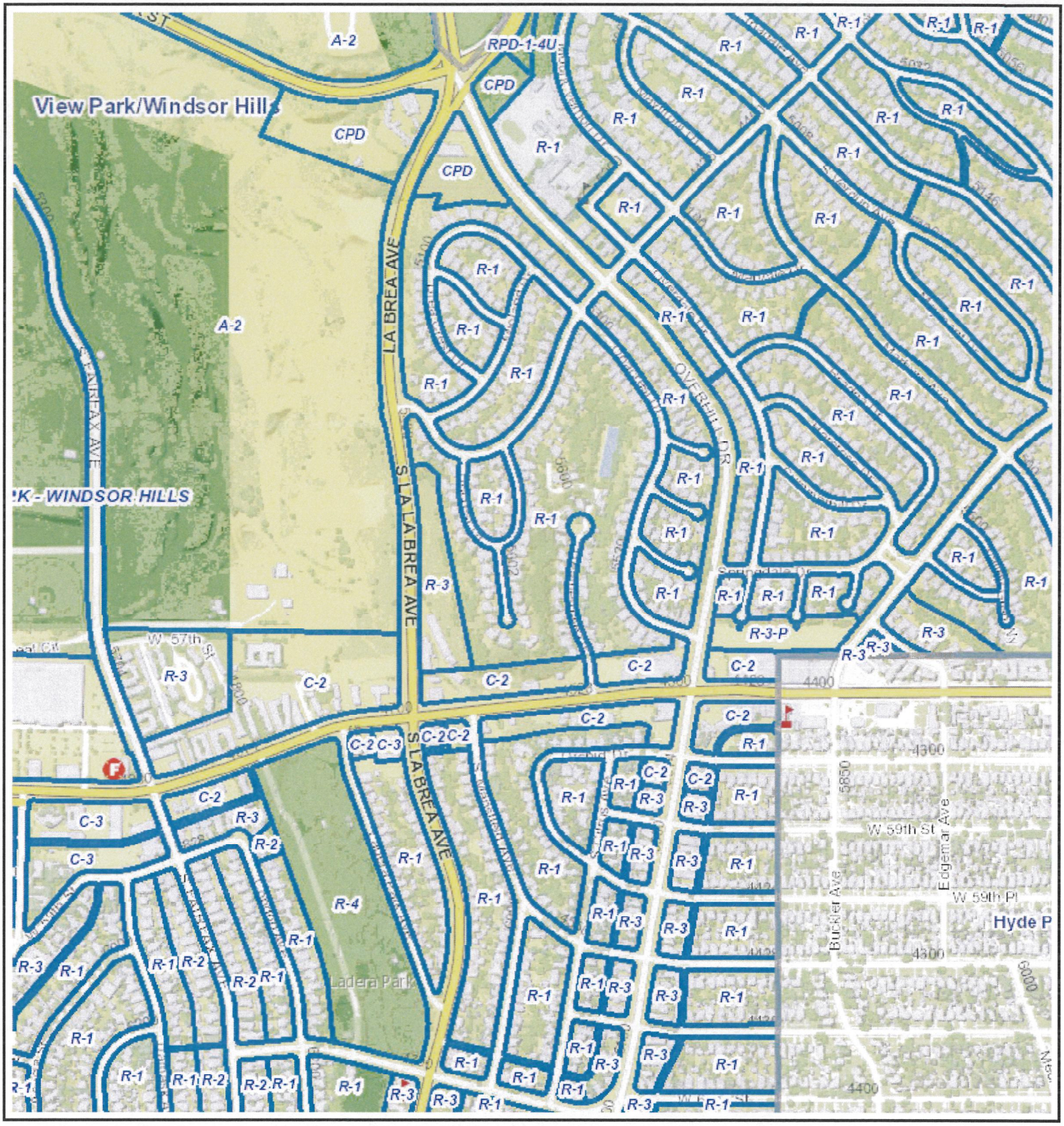
El. Proposed Ladera Park 27" Storm Drain 4+51.0 Alley 20' 60' 3+98.0 Curb 7 Encased 4' of Sewer S.a-6 3+17.00 M.H. SIXTY SECOND ST. 60' 3+75.00 M.H.

Macadam Pavement S. of St. 7 Curb 7 Conc. Gutter Curb Investment Water Corp. 0+50.00 D.M.H. Existing L.H. 0+00 Existing M.H. SIXTY SECOND

Encased 4' of Sewer S.a-6 Curb 7 Sou. Cal. Co. 2+10.5 1+45.6 1+56.50 Boundary of Dist. 7 0+92.0 Boundary Line City of Los Angeles

TI

APPENDIX E
LA County Zoning Map and Tract Map 12361



Created in GIS-NET3 Public

Printed: Mar 22, 2015

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0 1,000
Feet

235-10

SHEET 1 OF 2 SHEETS

TRACT NO. 12361

IN UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES.

BEING A SUBDIVISION OF A PORTION OF RANCHO CIENEGA O'PASO DE LA TIJERA AS PER MAP RECORDED IN BOOK 1 PAGE 259 OF PATENTS RECORDS OF LOS ANGELES COUNTY

SCALE 1" = 50'

SEABOARD ENGINEERING CO.
MARK A. ROBIN R. C. E. NO. 2059

November 20, 1940
1 4 P.M.
235
10

THE BEARING N. 46° 18' 40" W. OF THE CENTER LINE OF OVERHILL DRIVE AS SHOWN ON MAP OF TRACT NO. 12237 RECORDED IN BOOK 229 PAGES 31 TO 34 OF MAPS RECORDS OF LOS ANGELES COUNTY WAS TAKEN AS THE BASIS OF BEARINGS SHOWN ON THIS MAP.

We hereby certify that we are the Owners of or interested in the land included within the subdivision shown on annexed map and that we are the only persons whose consent is necessary to pass a clear title to said land and we hereby consent to the making of said map and subdivision shown within the colored border lines, and hereby dedicate to the Public use the Drives and Place shown on said Map within said subdivision, and grant and dedicate to the County of Los Angeles easements for sanitary sewer purposes over the strips of land shown hereon, and grant and dedicate to the County of Los Angeles an easement for lighting purposes over the strip of land shown hereon.

MARLOW-BURNS DEVELOPMENT CO.
A CO-Partnership

F. W. Marlow

Fritz B. Burns

THE CITIZENS NATIONAL TRUST AND SAVINGS BANK OF LOS ANGELES.

Carl P. Smith
VICE PRESIDENT

F. M. Flint
ASST. SECRETARY

We hereby certify that we are interested in the land included within the subdivision shown on the annexed map and subject to and reserving the rights of way and easements as granted by deed dated September 18th 1940 from the Citizens National Trust and Savings Bank of Los Angeles to Investment Water Corporation LTD; we hereby consent to the making of said annexed map and subdivision. and to the dedication of the easements and Drives and Place shown thereon.

INVESTMENT WATER CORPORATION LTD.

R. E. Ingold
PRESIDENT

H. B. Ziegler
SECRETARY

I, MARK A ROBIN, hereby certify that I am a registered Civil Engineer of the State of California and this map consisting of 2 sheets correctly represents a survey made under my supervision July - 1940, that the monuments shown hereon actually exist; that their positions and character are correctly shown and that said monuments are sufficient to enable the survey to be retraced.

Mark A. Robin
REGISTERD CIVIL ENGINEER CERTIFICATE No. 2059

STATE OF CALIFORNIA } S.S.
COUNTY OF LOS ANGELES }

On this 12th day of September 1940 before me _____ David H. S. Wilcox a Notary Public in and for said County personally appeared R. E. Ingold known to me to be the ____ President and H. B. Ziegler known to me to be the ____ Secretary of INVESTMENT WATER CORPORATION LTD; the Corporation that executed the within instrument and known to me to be the persons who executed the within instrument on behalf of the Corporation therein named and acknowledged to me that such Corporation executed the same.

_____
NOTARY PUBLIC IN AND FOR LOS ANGELES COUNTY, STATE OF CALIFORNIA.

STATE OF CALIFORNIA } S.S.
COUNTY OF LOS ANGELES }

On this 2nd day of August 1940, before me _____ G. C. Woodmansee a Notary Public in and for said County personally appeared F. W. Marlow and Fritz B. Burns, of Marlow-Burns Development Co. the co-partnership that executed the within instrument and known to me to be the persons whose names are subscribed thereto and acknowledged to me that such co-partnership executed the same.

G. C. Woodmansee
NOTARY PUBLIC IN AND FOR LOS ANGELES COUNTY, STATE OF CALIFORNIA.

STATE OF CALIFORNIA } S.S.
COUNTY OF LOS ANGELES }

On this 8th day of August 1940, before me _____ H. Chamberlin a Notary Public in and for said County, personally appeared Carl P. Smith known to me to be the Vice President, and F. M. Flint known to me to be the Asst. Secretary of the Citizens National Trust & Savings Bank of Los Angeles, the Corporation that executed the within instrument and known to me to be the persons who executed the within instrument on behalf of the corporation therein named and acknowledged to me that such Corporation executed the same.

H. Chamberlin
NOTARY PUBLIC IN AND FOR LOS ANGELES COUNTY, STATE OF CALIFORNIA.

In the Supervisors Chamber, Hall of Records, Los Angeles, Cal. } The following resolution was offered by Supervisor Ford

Tract No. 12361 } duly seconded and carried it is ordered

that the map of Tract No. 12361 be and the same is hereby approved; and that all streets, lanes, drives, courts and places of the tract shown upon said map and the roads annexed and dedication be and the same are hereby accepted as public highways; also the easements for sanitary sewer purposes and for lighting purposes shown on said map and therein offered for dedication be and the same are hereby accepted as such.

The Clerk of this Board is directed to endorse on the face of said map a copy of this order and certify by the seal of the Board of Supervisors of the County that the foregoing order was adopted by the Board of Supervisors at a meeting of said Board November 19, 1940

Witness my hand and the seal of the Board of Supervisors of the County of Los Angeles, this 20th day of November 1940

Arthur Lathrop
Clerk of the Board of Supervisors

By Mary Lotmoson Deputy

Dated November 20, 1940

By H. W. McGowan Deputy

235-11

SCALE 1" = 50'

SHEET 2 OF 2 SHEETS

TRACT NO. 12361

November 20 1940
1 P. M.
235
11

NOT A PART OF THIS SUBDIVISION

NOTE:
All set points designated hereon as "S.&T." are 2"X2" Stakes, with Spike and Tin slightly depressed. All 2"I.P. monuments are set approximately flush with ground.

APPENDIX F
Preliminary Agency Approvals

City of Los Angeles
Bureau of Engineering

Sewer Capacity Availability Request (SCAR)

To: Bureau of Sanitation
The following request is submitted to you on behalf of the applicant requesting to connect to the public sewer system. Please verify that the capacity exists at the requested location for the proposed developments shown below. The results are good for 180 days from the date the sewer capacity approval from the Bureau of Sanitation.

Job Address:	**5101 S Overhill Dr**	Sanitation Scar ID:	**50-2820-0915**
Date Submitted	09/22/2015	Request Will Serve Letter?	Yes
BOE District:	Central District		
Applicant:	Sheila Wright/Toal Engineering, Inc		
Address:	139 Avenida Navarro	City :	San Clemente
State:	CA	Zip:	92672
Phone:	949-492-8586	Fax:	
Email:	swright@toalengineering.com	BPA No.	na
S-Map:	559	Wye Map:	7212-4

SIMM Map - Maintenance Hole Locations

No.	Street Name	U/S MH	D/S MH	Diam. (in)	Approved Flow %	Notes
1	La Brea Ave	55907014	55907068	8	100.00	

Proposed Facility Description

No.	Proposed Use Description	Sewage Generation (GPD)	Unit	Qty	GPD
1	RESIDENTIAL: CONDO - 1 BDRM. *6	110	DU	8	880
2	RESIDENTIAL: CONDO - 2 BDRMS *6	150	DU	76	11,400
3	RESIDENTIAL: CONDO - 3 BDRMS *6	190	DU	4	760
				Proposed Total Flow (gpd):	**13,040**

Remarks: 1] Approved for the maximum allowable capacity of 13,040 GPD (9 gpm). 2] The flows comes from a County sewer line on La Brea Av, flows through the city system and out to a County sewer line on 64th St, contact County for any additional requirements.

Note: Results are good for 180 days from the date of approval by the Bureau of Sanitation

Date Processed: 10/07/2015 Expires On: 04/04/2016

Processed by: Kwasi Berko
Bureau of Sanitation
Phone: 323-342-1562
Sanitation Status: Approved
Reviewed by: Eduardo Perez
on 10/07/2015

Submitted by: AVALYN KAMACHI
Bureau of Engineering
Central District
Phone: 213-482-7030

Fees Collected	Yes	SCAR FEE (W:37 / QC:704)	$1,417.00
Date Collected	09/30/2015	SCAR Status:	**Completed**

Scar Request Number: 843

Scar Request Number: 843

BOARD OF PUBLIC WORKS MEMBERS
KEVIN JAMES
PRESIDENT
MONICA RODRIGUEZ
VICE PRESIDENT
HEATHER MARIE REPENNING
PRESIDENT PRO TEMPORE
MICHAEL R. DAVIS
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JOEL JACINTO
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FERNANDO CAMPOS
EXECUTIVE OFFICER

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

DEPARTMENT OF PUBLIC WORKS

BUREAU OF ENGINEERING

GARY LEE MOORE, PE, ENV SP
CITY ENGINEER

1149 S BROADWAY, SUITE 700
LOS ANGELES, CA 90015-2213

http://eng.lacity.org

08/16/2016

SHEILA WRIGHT/TOAL ENGINEERING, INC
139 AVENIDA NAVARRO
SAN CLEMENTE, CA, 92672

Dear Sheila Wright/Toal Engineering, Inc,

SEWER AVAILABILITY: 5101 S Overhill Dr

The Bureau of Sanitation has reviewed your request of 08/09/2016 for sewer availability at **5101 S OVERHILL DR**. Based on their analysis, it has been determined on 08/16/2016 that there is capacity available to handle the anticipated discharge from your proposed project(s) as indicated in the attached copy of the Sewer Capacity Availability Request (SCAR) .

This determination is valid for 180 days from the date shown on the Sewer Capacity Availability request (SCAR) approved by the Bureau of Sanitation.

While there is hydraulic capacity available in the local sewer system at this time, availability of sewer treatment capacity will be determined at the Bureau of Engineering Public Counter upon presentation of this letter. A Sewer Connection Permit may also be obtained at the same counter provided treatment capacity is available at the time of application.

A Sewerage Facilities Charge is due on all new buildings constructed within the City. The amount of this charge will be determined when application is made for your building permit and the Bureau of Engineering has the opportunity to review the building plans. To facilitate this determination a preliminary set of plans should be submitted to Bureau of Engineering District Office, Public Counter.

Provision for a clean out structure and/or a sewer trap satisfactory to the Department of Building and Safety may be required as part of the sewer connection permit.

Sincerely,

AVALYN KAMACHI
CIVIL ENGINEERING ASSOCIATE III
Central District, Bureau of Engineering

Scar Request Number: 1331

City of Los Angeles
Bureau of Engineering

SEWER CAPACITY AVAILABILITY REVIEW FEE (SCARF) - Frequently Asked Questions

SCAR stands for Sewer Capacity Availability Review that is performed by the Department of Public Works, Bureau of Sanitation. This review evaluates the existing sewer system to determine if there is adequate capacity to safely convey sewage from proposed development projects, proposed construction projects, proposed groundwater dewatering projects and proposed increases of sewage from existing facilities. The SCAR Fee (SCARF) recovers the cost, incurred by the City, in performing the review for any SCAR request that is expected to generate 10,000 gallons per day (gpd) of sewage.

The SCARF is based on the effort required to perform data collection and engineering analysis in completing a SCAR. A brief summary of that effort includes, but is not limited to, the following:

1. Research and trace sewer flow levels upstream and downstream of the point of connection.
2. Conduct field surveys to observe and record flow levels. Coordinate with maintenance staff to inspect sewer maintenance holes and conduct smoke and dye testing if necessary.
3. Review recent gauging data and in some cases closed circuit TV inspection (CCTV) videos.
4. Perform gauging and CCTV inspection if recent data is not available.
5. Research the project location area for other recently approved SCARs to evaluate the cumulated impact of all known SCARs on the sewer system.
6. Calculate the impact of the proposed additional sewage discharge on the existing sewer system as it will be impacted from the approved SCARs from Item 6 above. This includes tracing the cumulative impacts of all known SCARs, along with the subject SCAR, downstream to insure sufficient capacity exist throughout the system.
7. Correspond with the applicant for additional information and project and clarification as necessary.
8. Work with the applicant to find alternative sewer connection points and solutions if sufficient capacity does not exist at the desired point of connection.

Questions and Answers:

1. **When is the SCARF applied, or charged?**
   It applies to all applicants seeking a Sewer Capacity Availability Review (SCAR). SCARs are generally required for Sewer Facility Certificate applications exceeding 10,000 gpd, or request from a property owner seeking to increase their discharge thru their existing connection by 10,000 gpd or more, or any groundwater related project that discharges 10,000 gpd or more, or any proposed or future development for a project that could result in a discharge of 10,000 gpd.
2. **Why is the SCARF being charged now when it has not been in the past?**
   The City has seen a dramatic increase in the number of SCARs over 10,000 gpd in the last few years and has needed to increase its resources, i.e., staff and gauging efforts, to respond to them. The funds collected thru SCARF will help the City pay for these additional resources and will be paid by developers and property owners that receive the benefit from the SCAR effort.
3. **Where does the SCARF get paid?**
   The Department of Public Works, Bureau of Engineering (BOE) collects the fee at its public counters. Once the fee is paid then BOE prepares a SCAR request and forwards it to the BOS where it is reviewed and then returned to BOE. BOE then informs the applicant of the result. In some cases, BOS works directly with the applicant during the review of the SCAR to seek additional information and work out alternative solutions

SEWER AREA STUDY

TR 073082
5101 S. OVERHILL DRIVE
LOS ANGELES, CA
PC 12253AS

Reviewed & Approved

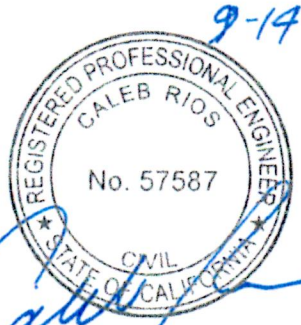
12-14-15
DATE

Boytrese Osias
Senior Engineer

Boytrese Osias | **Senior Engineer**
City of Inglewood | Public Works Department
Tel. 310-412-5333 | Fax 310 -412 -5552

AUGUST 2015

9-14-15



TOAL ENGINEERING, INC.
139 AVENIDA NAVARRO
SAN CELMENTE, CA 92672
(949) 492-8586

WATER RECLAMATION
SOLID WASTE MANAGEMENT

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON HYDE
Chief Engineer and General Manager

April 11, 2016

Ref File No.: 3680181

Ms. Sheila Wright
Processing Agent
Toal Engineering, Inc.
139 Avenue Navarro
San Clemente, CA 92672

Dear Ms. Wright:

Will Serve Letter for the 88 Unit Condominium Project

This is in response to your request for a will serve letter for the subject project, which was received by the County Sanitation Districts of Los Angeles County (Districts) on March 30, 2016. The proposed development is located within the jurisdictional boundaries of District No. 5. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Inglewood Trunk Sewer No. 3, located in La Brea Avenue north of 64th Street. The Districts' 7.48-inch diameter lined trunk sewer has a capacity of 1.1 million gallons per day (mgd) and conveyed a peak flow of 0.6 mgd when last measured in 2011.

2. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a capacity of 400 mgd and currently processes an average flow of 258.4 mgd.

3. The expected average wastewater flow from the proposed project, described in the application package as 88 attached condominium units, is 17,160 gallons per day. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and click on the Table 1, Loadings for Each Class of Land Use link.

4. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or for increasing the strength or quantity of wastewater discharged from connected facilities. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and search for the appropriate link. In determining the impact to the Sewerage System and applicable connection fees, the Districts' Chief Engineer will determine the

Recycled Paper

user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the parcel or facilities on the parcel. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at (562) 908-4288, extension 2727.

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CCA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

cc: M. Sullivan
M. Tatalovich

DOC: #3681273.D05

Department of Public Works
dpw.lacounty.gov

Wednesday, June 10, 2015

Los Angeles County Department of Public Works
Land Development Division

Thank you for your payment.

Please print this receipt and keep it for your records.

Transaction ID :	203fe29b-7d70-4c76-bb38-c860ddede6a1
Plan Check Number :	PC 12253AS
Billing Amount :	**$2,000.00**

By consenting with the processing of this transaction, you are authorizing to debit **YOUR ACCOUNT** for a one-time **PAYMENT** that may be processed as early as today. If you need to stop payment on this transaction you may contact your financial institution. If stop payment is not received in a timely manner, it may not be stopped. If you have any questions you may contact our Customer Support.

Receipt Number:	3644685733
Transaction Date:	06/10/2015 11:04
Payment Type:	echeck
	********3097

Will-Serve Letters

CALIFORNIA
AMERICAN WATER

California American Water – Los Angeles
8657 Grand Avenue
Rosemead, CA 91770
amwater.com

October 31, 2014

Resident
5101 South Overhill Dr.
Los Angeles, CA 90056

WILL-SERVE NOTICE

Subject: *5101 South Overhill Dr. Los Angeles:*

Resident:

This is to advise that California American Water will supply water service, without exception to the subject property. However, arrangements **may** have to be made for the installation of water service(s) or other appurtenances. Any costs associated with the installation of water service(s) or other appurtenances will be the sole responsibility of the property owner.

To provide adequate water flow for fire protection, as may be required by the cognizant fire department, the exact size and length of any main, fire service or fire hydrant that may have to be installed will have to be determined by a qualified hydraulics engineer (by other than the Water Company).

The quality of water delivered by California American Water meets all requirements of the California State Department of Health Services and the Los Angeles County Health Department.

If you have any questions or concerns regarding this correspondence, please contact me at (626) 614-2533.

Regards,
CALIFORNIA AMERICAN WATER
SOUTHERN DIVISION, LOS ANGELES DISTRICT

Dean Lefler
Operations Supervisor

c: Louie Romero, Operations Supervisor
Project File

Will Serve Letter Only

SOUTHERN CALIFORNIA EDISON
An EDISON INTERNATIONAL Company

DATE 10/15/14

COMPANY TOTAL ENGINEERING, INC

SUBJECT 5101 S OVERHILL, LA

Your project is located in Southern California Edison (SCE) service territory. SCE will serve the above subject project's electrical requirements per the California Public Utilities Commission and Federal Energy Regulatory Commission tariffs.

SCE may need to conduct utility studies, where applicable, to assess whether additions or modifications to the existing electric infrastructure are required to serve this project. Where applicable, SCE has attached Appendix (B) which not only describes the study, and permitting, but includes a Project Information Sheet that will need to be completed by you and submitted to SCE if your project is at a point where SCE has to determine the required electrical utility work. This Will-Serve letter does not imply that either: (i) these studies have been completed, or (ii) that any required California Environmental Quality Act (CEQA) analysis of project-related electric utility impacts has been conducted.

I am the SCE Design Representative currently assigned to this project. SCE or Applicant will design and construct all required electrical infrastructure to serve this project provided you enter into the applicable contractual agreements with SCE identify scope of electrical utility work required, and supply the following information:

- Site plans as required
- Required contracts and agreements (fully executed)
- Applicable fees
- Local permits
- Required easement documents

Your project will be scheduled for construction once SCE has all the necessary information for your project and you have submitted or agreed to the applicable requirements as stated above, and paid any necessary fees.

If your project will not require SCE services, please notify us so that we can update our records.

SCE appreciates your business. If you have any questions, please feel free to call me at 310-783-9483

Sincerely,

SCE Design Representative

Enclosure: Appendix B, where applicable

Appendix B

SOUTHERN CALIFORNIA
EDISON
An EDISON INTERNATIONAL Company

DATE 10/15/14

COMPANY TOTAL ENGINEERING, INC

SUBJECT 5101 S OVERHILL, LA

As your Southern California Edison (SCE) Design Representative for this project, I am committed to providing you with excellent customer service. The following information is intended to help explain SCE's planning and permitting process for the electric infrastructure needed to serve your Project.

Depending on the scope of work necessary to serve your project (electric facility installation, removal, relocation, rearrangement and/or replacement), it may be necessary for you to submit an Advanced Engineering Fee. This Fee will be applied to certain expenses associated with preliminary design and engineering work required to estimate the cost for SCE to perform the electric work associated with your project. Please note: Depending on factors such as resource constraints, construction or relocation of SCE facilities requirements, the need for environmental review, and so forth, delays in meeting your projected completion date may occur. To help minimize the potential for delays it is imperative that you provide all requested information as early as possible.

If the project results in the need for SCE to perform work on SCE electrical facilities that operate at between 50 and 200 kilovolts (kV), please be advised these facilities are subject to the California Public Utilities Commission's (CPUC's) General Order 131-D (GO 131-D) Permit to Construct (PTC) requirements. For the CPUC PTC review, the CPUC acts as the lead agency under the California Environmental Quality Act (CEQA). Depending on the scope of SCE's work, certain exemptions to the PTC requirements may be available. If no exemptions are available, the PTC application preparation and environmental approval process could take a minimum of 24 - 48 months.

If you anticipate that your project will require work to be performed on SCE electrical facilities operated at between 50 kV and 200 kV, please inform me at your earliest possible convenience for further assistance to determine the potential G.O.131-D permitting requirements and/or permitting exemption(s).

In order for SCE to determine the required electrical utility work necessary to support your project, and to determine any permitting requirements and costs associated with constructing these facilities, project plans and a completed Customer Project Information Sheet will need to be submitted.

If you have any additional questions, please feel free to call me at 310-783-9483

Sincerely,

C Carrillo

SCE Design Representative

SOUTHERN CALIFORNIA EDISON®

An *EDISON INTERNATIONAL®* Company

Customer/Project Information Sheet

Date Received by SCE: _____

Individual or Business Name: (Customer / Developer – Tract DBA or LLC)		
Address:	Email Address:	
City:	State:	Zip Code:
Attn:	Phone No:	
Legal Contact: (Individual responsible for signing contracts, paying fees and receiving potential refunds)	Phone No:	
Address:	Email Address:	
City:	State:	Zip Code:
Primary Field / Site Superintendent / Job Contact:		
Relationship to Project:	Phone No:	
E-mail Address:	FAX No:	
Project Address:		
City:	State:	Zip Code:
TG Map # or GPS	Major Cross Street:	

Detailed Project Information

Residential: ☐	**Commercial:** ☐	**Industrial:** ☐	**Agricultural:** ☐
Overhead: ☐	Underground: ☐	Tract:	Lot(s):
Temporary Service Required: Yes ☐ No ☐	Federal Funding Source for Project: ☐ FHWA ☐ FTA ☐ FRA ☐ N/A		
Approximate start work date for SCE crews:	Your Construction Start Date:		
Approximate date you would like the job completed and energized:			
Scope of Project:			
Solar or Generation Equipment to be installed (If yes, please attach additional descriptions/specifications): ☐ Yes ☐ No			
Electric Vehicle: ☐ Charge Station ☐ Plug-In Electric Vehicle (PEV)			
Panel Size (amps):	Service Voltage/Phase:		
Total Tons of A/C:	Total # of A/C Units:	Largest A/C Unit (tons):	
Total HP of Pumps:	Total # of Pump Units:	Largest Pump (HP):	
Installing Gas or Electric:	Heater:	Water Heater:	Range:
Square Footage of Buildings (if multiple buildings give all footages): *Homes over 5000 sq ft require a Load Schedule. Please contact your electrician for assistance.*			

Southern California Gas Company

A Sempra Energy utility®

November 21, 2014

Attn: Sheila Wright
TOAL Engineering, Inc.
139 Ave Navarro
San Clemente, CA. 92672

RE: Will Serve Letter Request for – Job ID# 43-2014-10-00054: 5101 S. Overhill Ave. Los Angeles, CA.

Dear Sir/Madam:

Thank you for inquiring about the availability of natural gas service for your project. We are pleased to inform you that Southern California Gas Company (SoCalGas) has facilities in the area where the above named project is being proposed. The service would be in accordance with SoCalGas' policies and extension rules on file with the California Public Utilities Commission (Commission) at the time contractual arrangements are made.

This letter should not be considered a contractual commitment to serve the proposed project, and is only provided for informational purposes only. The availability of natural gas service is based upon natural gas supply conditions and is subject to changes in law or regulation. As a public utility, SoCalGas is under the jurisdiction of the Commission and certain federal regulatory agencies, and gas service will be provided in accordance with the rules and regulations in effect at the time service is provided. Natural gas service is also subject to environmental regulations, which could affect the construction of a main or service line extension (for example, if hazardous wastes were encountered in the process of installing the line). Applicable regulations will be determined once a contract with SoCalGas is executed.

If you need assistance choosing the appropriate gas equipment for your project, or would like to discuss the most effective applications of energy efficiency techniques, please contact our area Service Center at 800-427-2200.

Thank you again for choosing clean, reliable, and safe natural gas, your best energy value.

Sincerely,

Peter Reyes

Pipeline Planning Associate

Compton Headquarters

Appendix C

Traffic and Circulation – Supporting Technical Information

Appendix C1

Letter from Public Works

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

MARK PESTRELLA, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

July 11, 2022

Mr. Scott Tran
Peak Capital Investments, LLC
9061 Bolsa Avenue Unit 204
Westminster, CA, 92683

Dear Mr. Tran:

VEHICLES MILES TRAVELED SCREENING ANALYSIS
THE VIEW RESIDENTIAL PROJECT AT 5101 S. OVERHILL DRIVE
UNINCORPORATED WINDSOR HILLS AREA – MAY 2022

Public Works reviewed the Vehicle Miles Traveled (VMT) Screening Analysis portion of the Transportation Impact Analysis dated May 2022, for the proposed residential project located at 5101 S. Overhill Drive in the unincorporated community of Windsor Hills.

Project Description

The proposed project will consist of 88 attached condominium dwelling units and approximately 154,030 square feet of above ground floor area within a five-story building. The project is estimated to generate 704 daily vehicle trips.

VMT Screening Analysis

Based on the Proximity to Transit Based Screening Criteria included in the County's Transportation Impact Analysis Guidelines (July 2020), the project site is located within a half mile of a high-quality transit corridor and is presumed to have a less than significant transportation impact. We generally agree with the findings of the Screening Analysis; therefore, the project is not required to submit a Transportation Impact Analysis to Public Works for review.

If you have any questions, please contact Mr. Mingliang Shi, Traffic Safety and Mobility Division, at (626) 300-4840 or mshi@dpw.lacounty.gov.

Very truly yours,

MARK PESTRELLA, PE
Director of Public Works

Amir Ibrahim
PRINCIPAL ENGINEER
Traffic Safety and Mobility Division

NG:dn
SP:\DOCS/STUDIES\LTRS&MEMOS\2022-06-28-ESTU2021000223 5101 S.Overhill Dr VMT Screen.

cc: Land Development (Lasso, Suarez)

Appendix C2

VMT Memorandum

Vehicle Miles Traveled Screening Analysis
The View Residential Project at 5101 S. Overhill Drive
County of Los Angeles

Prepared for:

Peak Capital Investments LLC
9061 Bolsa Avenue, Suite 204
Westminster, CA 92683
Contact: Scott Tran

Prepared by:

DUDEK
605 Third Street
Encinitas, California 92024
Contact: Dennis Pascua, Transportation Services Manager

MAY 2022

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1 Introduction

1.1 Purpose of VMT Screening

The purpose of this Vehicle Miles Traveled (VMT) Screening Analysis is to review, identify, and screen for potential VMT impacts associated with The View residential project at 5101 S. Overhill Drive (proposed project or project) located in the unincorporated Windsor Hills area of Los Angeles County (County). This VMT Screening Analysis has been prepared utilizing the Los Angeles County Department of Public Works' (LACDPW) *Los Angeles County Public Works Transportation Impact Analysis Guidelines* (July 2020).

The objectives of this VMT Screening Analysis are to:

- Document existing roadway, pedestrian, bicycle, transit and VMT conditions;
- Estimate trip generation for the proposed project;
- Provide a VMT assessment per SB 743, the updated CEQA Guidelines, and the County's current TIA guidelines;
- Describe the significance of the potential transportation impacts per current CEQA requirements; and
- Identify CEQA-required mitigation measures for any significant transportation impacts.

1.2 Project Description and Location

Project Background

A traffic impact study was previously prepared for the project in 2015 and titled *Traffic Impact Study, The View Project*, (Linscott, Law & Greenspan Engineers (LLG), November 2015). That traffic report was utilized in the preparation of a Mitigated Negative Declaration and associated Mitigation Monitoring and Reporting Program (MMRP), which was adopted on August 2, 2017 by the County Regional Planning Commission. Subsequent to these actions, the Regional Planning Commission's approval of the project and adoption of the MND and MMRP was appealed to the Los Angeles County Board of Supervisors ("Board of Supervisors" or "Board"). The appeal was considered at the November 21, 2017 Board of Supervisors hearing, with the Board of Supervisors denying the appeal while upholding the Regional Planning Commission's previous approval of the project and adoption of the MND and MMRP. After the Board of Supervisor's hearing, a Notice of Determination (NOD) was filed with the Los Angeles County Clerk.

Following the Board's denial of the appeal and the filing of the NOD, a Petition for Writ of Mandate was filed by the petitioner, United Homeowner's Association ("UHA") in the Los Angeles County Superior Court (Court), Case No. BS172990. In it, UHA challenged the County's approval of the project and adoption of the MND and MMRP on several grounds. The matter came on for hearing before the Court on June 14, 2019, with the Court issuing a Ruling on Submitted Matter on June 27, 2019. The Court found that although the MND did satisfy many requirements of CEQA, it did not fully satisfy the requirements of CEQA as to impacts to traffic and circulation, and as a result, the Court set aside the County's approval of the project and adoption of the MND and MMRP. More specifically, the Court ruling found that the cumulative traffic analysis was inadequate per CEQA Guidelines section 15130, as it did not include the probable future Baldwin Hills Crenshaw Plaza Redevelopment Project.

The Court then issued a Court Order on October 10, 2019 to clarify the Court's finding that an Environmental Impact Report (EIR) must be completed for the project. The Court determined that as all topics were adequately covered in

the MND with the exception of traffic and transportation, the County shall prepare an EIR that addresses only traffic and circulation prior to making a decision whether to approve or deny the project. It is noted that the traffic analysis included in the 2017 MND was based on a level of service (LOS) methodology that utilized automobile delay at intersections and roadway capacity metrics to determine significance.

Subsequent to the issuance of the Court Order, Senate Bill 743 (SB 743) was adopted in 2018 and the California Environmental Quality Act (CEQA) Guidelines were updated to include Section 15064.3, Determining the Significance of Transportation Impacts. SB 743 requires the vehicle miles traveled (VMT) metric to replace the LOS metric in the determination of a project's impact to transportation. The replacement of LOS with VMT for CEQA analysis was required as of July 1, 2020. CEQA Guidelines section 15064.3 specifies that "vehicle miles traveled is the most appropriate measure of transportation impacts" and "a project's effect on automobile delay shall not constitute a significant environmental impact." As such, this traffic and transportation analysis herein is based on VMT methodology. The LOS analysis provided in Appendix B has been prepared for informational and disclosure purposes, and will not be utilized by the Lead Agency for CEQA analysis in accordance with SB 743 and the current CEQA Guidelines. As directed by the County and in accordance with the current 2021 CEQA Statutes and Guidelines, the VMT Screening Analysis provides an assessment of VMT per current CEQA and SB 743 requirements.

Project Location

The project proposes to develop an approximately 1.84-acre site (Assessor's Parcel Number 5009-007-022) that is currently vacant and unimproved located at 5101 South Overhill Drive in the unincorporated Windsor Hills area of the County. The site is surrounded by commercial uses to the north, single-family homes to the south, an elementary school to the east, and oil fields to the west. The triangular-shaped property is south of the City of Los Angeles, east of La Brea Avenue, west of Overhill Drive and approximately 425 feet south of Stocker Street.

Project Description

The proposed project would consist of 88 attached condominium dwelling units (DU) and approximately 154,030 square feet of above ground floor area and surface and subterranean parking areas for 198 vehicle spaces and 58 bicycle parking spaces within a five-story, 65-foot height structure as depicted in Figure 1, Project Site Plan. Figure 2 shows the project location and study area. The proposed project is expected to be constructed in the year 2022.

The proposed project would provide vehicular access on Overhill Drive via two proposed driveways, each at the northern and southern edge of the project site boundary. The project site access has been configured to address prior comments that the project received from LACDPW as well as comments from the County of Los Angeles Fire Department. The northern project driveway would be approximately 300 feet south of the La Brea Avenue-Overhill Drive/Stocker Street intersection and would provide full access for residents only to/from the subterranean parking levels. There would also be a gate control arm approximately 85-feet from the property line to ensure vehicular queues do not block the public right-of-way. The southern driveway would also be full access and be utilized for residents and guests, including a mountable curb raised median island for Fire Department and other emergency vehicle access, and would end at a roundabout in the middle of the site where vehicles could turn around. Prior coordination with the County was required to accommodate the future construction of the County's bicycle path improvement project on Overhill Drive, thereby requiring the installation of a two-way left-turn lane along Overhill Drive to maintain full access for each project driveway.

There is limited pedestrian infrastructure adjacent to the project site. Sidewalks exist just north of the project site leading to the La Brea Avenue-Overhill Drive/Stocker Street intersection, however there are no other sidewalks

along the western nor eastern portion of Overhill Drive. The proposed project would provide sidewalks along its frontage on Overhill Drive and connections to existing sidewalks Overhill Drive and La Brea Avenue. Regional access to the proposed project is provided via Interstate 405 (I-405), which runs north-south and is located approximately 2.5 miles west of the project site, and Interstate 10 (I-10), which runs east-west and is located approximately 2.6 miles north of the project site. Access is also provided via several arterial roadways including La Brea Avenue, La Cienega Boulevard, Overhill Drive, and Slauson Avenue.

In addition, below are other project Conditions of Approval required by the County that are pertinent to this VMT Screening Analysis, as well as the associated Project Access and Circulation Analysis (Appendix A) and the LOS Analysis (Appendix B):

General Conditions

24. Set aside five percent of total units constructed or five dwelling units, whichever is greater, for sale to moderate income households with incomes no greater than 120% AMI as defined in California Health and Safety Code Section 50079.5.

Public Works

1. Construct curb, gutter, base, pavement, and sidewalk (5 foot wide sidewalk adjacent to property line) along the property frontage on Overhill Drive to the satisfaction of Public Works. Relocate affected utilities.

2. Construct transition improvements for a 65 miles per hour (MPH) design speed on Overhill Drive in the vicinity of the southerly property line to the satisfaction of Public Works. Off-site grading may be required.

5. Repair any improvements damaged during construction on Overhill Drive and La Brea Avenue to the satisfaction of Public Works.

12. Conform with the approved conceptual signing and striping plan (provided in Appendix C). This requirement was stipulated in the Traffic and Lighting Division letter dated January 21, 2016 as part of the court order.

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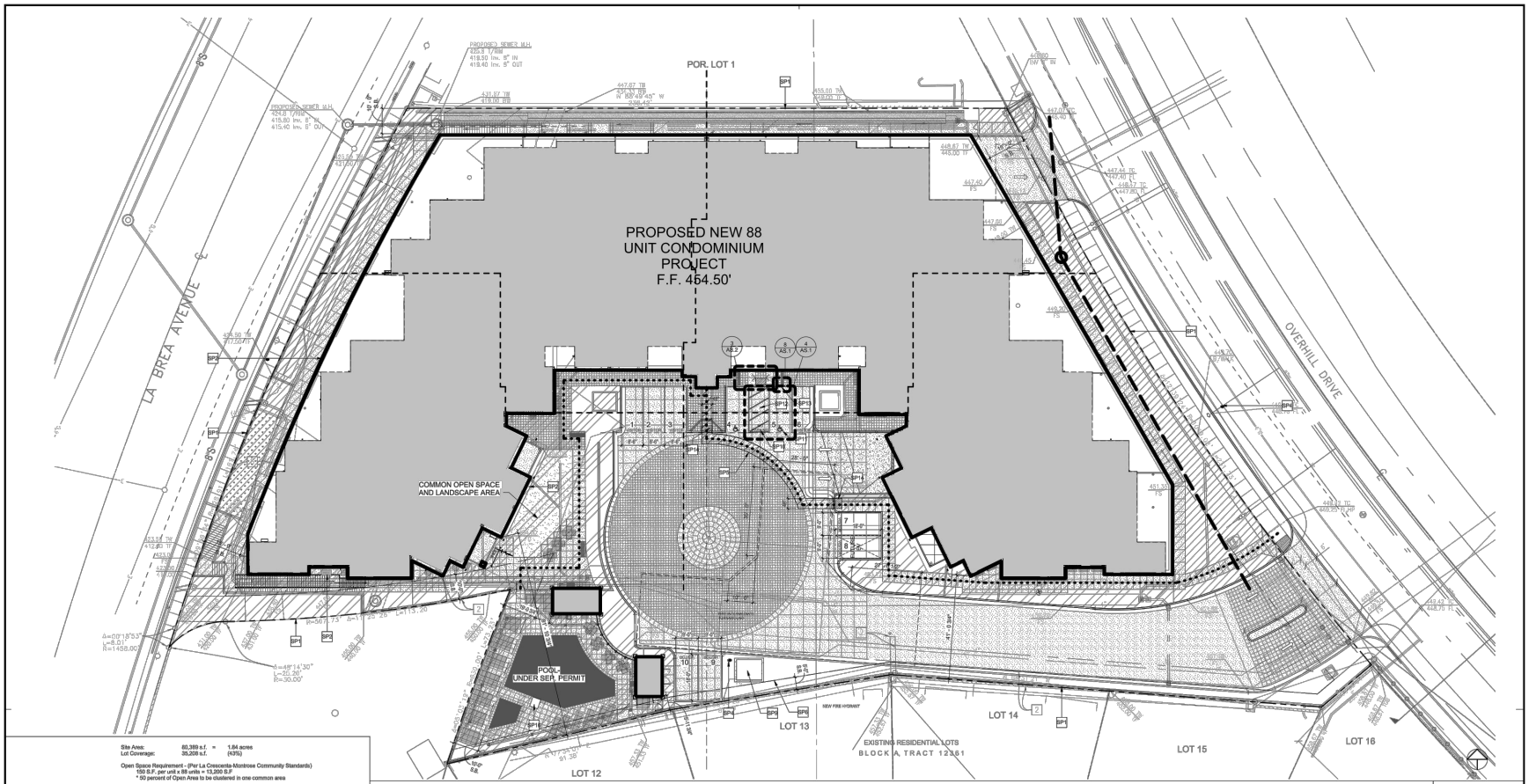

Site Plan

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

Site Tabulations

Site Area: 80,389 s.f. = 1.84 acres
Lot Coverage: 38,208 s.f. (43%)

Open Space Requirement - (Per La Crescenta-Montrose Community Standards)
150 S.F. per unit x 88 units = 13,200 S.F
* 50 percent of Open Area to be clustered in one common area

Open Space Provided: 15,861 s.f.

Landscaping Area: 16,671 s.f.

Bicycle Parking Spaces Provided:	Short-Term	Long Term
Level 1	8 spaces	
Basement 1		49 spaces
Total Bicycle Spaces	58 spaces	

Parking Requirements: 2.25 spaces per unit x 88 units = 198 spaces
(2.0 x 88 units = 176 assigned; 0.25 x 88 units = 22 visitor)

Parking Provided:	Standard	Accessible	Future EV
Level 1	10 spaces	2 spaces	1 space
Basement 1	66 spaces	3 spaces	2 spaces
Basement 2	91 spaces	2 spaces	3 spaces
Basement 3	35 spaces	0 space	1 space

Total Parking Spaces: 198 spaces (176 assigned + 22 visitor)
(Accessible spaces): Assigned = 176 x 0.02 = 4
Visitors = 22 x 0.09 = 2)

Dwelling Unit Density - (Per Section 22.20.390)
Dwelling Unit Maximum 50 Units per "Net Acre"

Gross Lot Area: 80,389 s.f.
Easements: 3,152 s.f.

Total Net Acreage: 77,237 s.f. (1.773 acres)

Allowable Dwelling Units: 1.773 acres x 50 Units = 88 Units
Habitable living area: 139,281 s.f.
Above ground gross floor area: 154,030 s.f.

FAR: Above ground gross floor area / Total lot area = 154,030 / 80,389 = 1.92

Excluded from Gross floor area:
- total basement parking/ramps: 79,837 s.f.
- total unenclosed decks: 15,730 s.f.

Maximum Building Height Area - (Per Section 22.52.050)
The Floor Area in all the buildings on any one parcel of land shall not exceed 13 times the building area of such parcel of land.

Subtract the required open space, setbacks and surface parking are to be excluded from the total land area

Total Land Area: 80,389 s.f.

Net Area Deductions:	
Required Open Space:	6,600 s.f.
Building Setbacks:	14,949 s.f.
Surface Parking:	8,084 s.f.
Total Net Area Deductions:	30,633 s.f.

Buildable Area: 80,389 - 26,633 = 53,756 s.f.

Allowable Buildable Area: 53,756 s.f. x 13 = 698,828 s.f.

Maximum Allowable Stories: 13 Stories

Site Plan Keynotes

SP1	PROPERTY LINE, TYPICAL
SP2	BUILDING FOOTPRINT
SP4	NEW FIRE HYDRANT
SP5	ACCESSIBLE PATH OF TRAVEL - SEE PATH OF TRAVEL NOTES
SP6	BUILDING SETBACK LINE
SP9	TRANSFORMER ON CONC. PAD
SP10	PAINT 12" HIGH LETTERS "NO PARKING" AT LOADING / UNLOADING ACCESS AISLE - SEE 4/AS.1
SP11	36" SQ. INTERNATIONAL SYMBOL OF ACCESSIBILITY PER 1109A.8.8.2
SP12	VAN ACCESSIBLE PARKING SPACE w/ 8 FT. WIDE ACCESS AISLE - SEE 4/AS.1
SP13	POLE OR WALL MOUNTED VAN ACCESSIBLE SIGN - SEE 8/AS.1
SP14	MIN. 36" WIDE DETECTABLE WARNING MAT - SEE 3/AS.1
SP16	PROVIDE PORTABLE ASSISTIVE SWIMMING POOL LIFT DEVICE PER CBC 1141A.3- REFER TO F/AS.1

Site General Notes

THIS ARCHITECTURAL SITE PLAN IS PROVIDED FOR OVERALL SITE REFERENCE AND LOCATION OF ITEMS INCLUDED IN THIS SET OF PLANS. IT IS NOT INTENDED TO BE USED FOR THE CONSTRUCTION OF ANY SITE IMPROVEMENTS, SEE PLANS BY CIVIL ENGINEER AND LANDSCAPE ARCHITECT FOR ALL SITE IMPROVEMENTS.

THIS SITE PLAN IS FOR BUILDING DEPARTMENT USE ONLY. ALL DIMENSIONS SHOWN ARE APPROXIMATE. SEE PLANS PREPARED BY CIVIL ENGINEER FOR EXACT BUILDING LOCATIONS, CURBS, STREETS, DRIVEWAYS, UTILITIES, GRADING, ETC. SEE PLANS FROM LANDSCAPE ARCHITECT FOR SIDEWALKS, POOLS, HARDSCAPE, LANDSCAPE, FENCING, ETC.

SEE CIVIL DRAWINGS FOR LOT LINE DIMENSIONS AND GRADING.

ALL SITE DIMENSIONS AND SITE ELEVATIONS SHOWN ON SITE PLAN ARE FOR REFERENCE ONLY. ALL ELEVATIONS SHOWN ARE TO FINISH SURFACE U.N.O. CIVIL DRAWINGS TAKE PRESCEDENCE OVER ARCHITECTURAL DRAWINGS FOR SITE DIMENSIONS AND SITE ELEVATIONS.

SURFACE WATER WILL DRAIN AWAY FROM BUILDING. THE GRADE SHALL BE A MINIMUM OF 5% WITHIN THE FIRST 10 FEET (2% FOR IMPERVIOUS AREA). REFER TO CIVIL DRAWINGS FOR GRADES.

STORM WATER MANAGMENT PER CIVIL

THE DISCHARGE OF ANY POLLUTANTS TO ANY STORM DRAINAGE SYSTEM IS PROHIBITED. NO SOLID WASTE, PETROLEUM BYPRODUCTS, SOIL PARTICULATE, CONSTRUCTION WASTE MATERIALS, OR WASTE WATER GENERATED ON CONSTRUCTION SITES OR BY CONSTRUCTION ACTIVITIES SHALL BE PLACED, CONVEYED OR DISCHARGED INTO THE STREET, GUTTER OR STORM DRAIN SYSTEM.

ALL CONTOURS SHOWN INDICATE EXISTING GRADES.

HOUSE ADDRESS IS TO BE LOCATED SO THAT THE NUMBER IS VISIBLE AND LEGIBLE FROM THE STREET.

FOOTING AT TREE LOCATIONS MUST BE BOARD FORMED TO ELIMINATE BOIL OVER AND ALL EXTRANEOUS CONCRETE MUST BE REMOVED FROM THE SITE.

ALL DOWNSPOUT (D.S.) LOCATIONS TO BE VERIFIED WITH EXTERIOR ELEVATIONS. ELEVATIONS TAKE PRECEDENT.

ALL ROOF AND DECK DRAINS SHALL CONNECT TO UNDERGROUND STORM DRAIN SYSTEM.

AUTOMATIC IRRIGATION SYSTEM CONTROLLERS INSTALLED AT THE TIME OF FINAL INSPECTION SHALL BE WEATHER OR SOIL MOISTURE CONTROLLED THAT ADJUST IRRIGATION IN RESPONSE TO CHANGES IN WEATHER CONDITIONS.

PREVENT IRRIGATION SPRAY ON STRUCTURES.

THERE SHALL BE NO TRENCHES OR EXCAVATIONS 5 FEET OR MORE IN DEPTH INTO WHICH A PERSON IS REQUIRED TO DESCEND, OR OBTAIN A NECESSARY PERMIT FROM STATE OF CALIFORNIA, DIVISION OF INDUSTRIAL SAFETY PRIOR TO THE ISSUANCE OF A BUILDING OR GRADING PERMIT.

PEDESTRIANS SHALL PROTECTED DURING CONSTRUCTION, REMODELING AND DEMOLITION ACTIVITIES AS REQUIRED BY LA COUNTY BUILDING CODE CHAPTER 33.

Path of Travel Notes

1. SLOPE IN ACCESSIBLE PARKING STALL AND LOADING AREA SHALL NOT EXCEED 2% WITH 2% CROSS SLOPE.
2. SLOPE AT PATH OF TRAVEL SHALL NOT EXCEED 5% WITH 2% CROSS SLOPE.
3. LANDING AT DOORS IN DIRECTION OF DOOR SWING (BY WIDTH OF DOOR) SHALL NOT EXCEED 2% WITH 2% CROSS SLOPE.

NOTE:
REFER TO OPEN SPACE EXHIBIT ON CIVIL PLANS FOR OPEN SPACE REQUIREMENTS

Site Legend

OUTLINE OF NEW BUILDING FOOTPRINT

PROPERTY LINE

BUILDING SETBACK LINE

ACCESSIBLE PATH OF TRAVEL- 2% MAX CROSS SLOPE

Michael Luna & Associates

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Suite A,
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Phone: (949) 429-5330
Fax: (949) 492-6340

Architect

The Bedford Group
12400 Wilshire Blvd. Suite 850
Los Angeles, CA 90025
P. 310.568.8800

Applicant

Project

Construction Documents

"The View"

5101 South Overhill Drive
Los Angeles, CA 90043

APN: 500-9007-022

Sheet Title

Architectural Site Plan

Stamp

Project No.	1420
Plot Date	05.16.22
B.O. Submittal	
Bld Issue	
Const. Issue	
Revision	
Revision	
Revision	
Revision	

A1.0

Sheet No.

May 17, 2022 - 3:33pm mpopovic P:\300 Environmental\412412 The View Residential Project\DUDEK WORK PRODUCTS\DOCUMENTS\Transportation\Graphics\AutoCAD files\June 2020\TheView_091820_BaseFigures.dwg Layout: Fig1-SitePlan

SOURCE: Michael Luna & Associates, 2022.

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FIGURE 1

Project Site Plan

The View Residential Project at 5101 S. Overhill Drive

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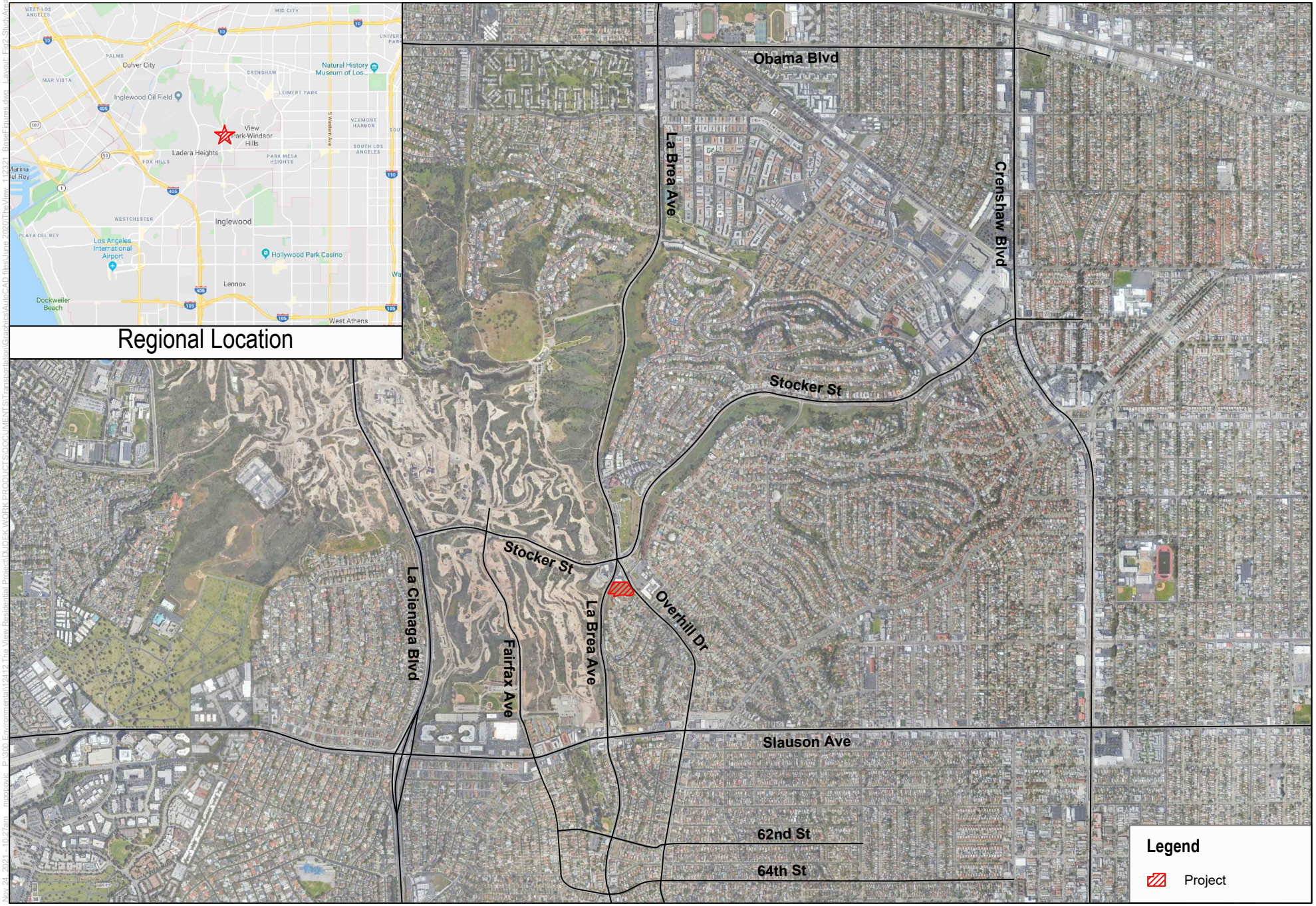

SOURCE: Google Maps 2018

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FIGURE 2

Project Location and Study Area

The View Residential Project at 5101 S. Overhill Drive

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1.3 Screening Methodology

On September 27, 2013, Senate Bill (SB) 743 was signed into law. SB 743 required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to identify VMT as the most appropriate measure of transportation impacts under CEQA. The OPR's regulatory text indicates that a public agency may immediately commence implementation of the new transportation impact guidelines, and that the guidelines must be implemented statewide by July 1, 2020.

More specifically, the Updated CEQA Guidelines state that "[*g*]*enerally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts…*" and define VMT as "*…the amount and distance of automobile travel attributable to a project…*". It should be noted that "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Other relevant considerations may include the effects of the project on transit and non-motorized travel. In addition, Section 21099(d)(1) provides that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. In addition, SB 743 mandates that alternative metric(s) for determining impacts relative to transportation shall be developed to replace the use of level of service (LOS) in CEQA documents.

In December 2018, the CEQA Guidelines were updated to add Section 15064.3, Determining the Significance of Transportation Impacts, that describes specific considerations for evaluating a project's transportation impacts using VMT methodology. This new methodology was required to be used for projects starting on July 1, 2020.

CEQA Guidelines Section 15064.3(b) is divided into four subdivisions as follows:

(1) **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 presumed to have a less than significant transportation impact.

(2) **Transportation Projects.** Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

(3) **Qualitative Analysis.** If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

(4) **Methodology.** A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on

substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project.

Since the proposed project is a land use development, the CEQA Guidelines Section 15064.3, subdivision(b)1 applies to the Proposed Project.

VMT Significance Criteria

The County has approved the VMT thresholds as outlined within the most recent version of their TIA guidelines (July 2020). Per their TIA guidelines, a project has a potentially significant VMT impact if it meets one or more of the criteria listed below when comparing to the Baseline VMT for the North and South areas of the County.

Residential Projects: The project's residential VMT (i.e., the VMT generated by home-based work and other trips) per capita would not be 16.8% below the existing residential VMT per capita for the Baseline Area (i.e., within North or South County) in which the project is located.

Office Projects: The project's employment VMT (i.e., the VMT generated by home-based work trips) per employee exceeding would not be 16.8% below the existing employment VMT per employee for the Baseline Area (i.e., within North or South County) in which the project is located.

Regional Serving Retail Projects: The project would result in a net increase in existing total VMT.

Land Use Plans: The plan total VMT per service population (i.e., sum of residents and employees) would not be 16.8% below the existing VMT per service population for the Baseline Area in which the plan is located (see Table 4.17-1).

Other Land use Type: Public Works to determine which of the above are an appropriate threshold of significance to be used.

VMT Screening Criteria

The County TIA guidelines provide VMT screening criteria to determine whether projects may be screened-out of further VMT analysis and may be presumed to have a less than significant impact. A VMT screening based analysis for development projects based on the criteria in the County's TIA guidelines was conducted. Following criteria have been evaluated for the proposed project:

Non-Retail Project Trip Generation Screening. If a development project generates a net increase of 110 or more daily vehicle trips, then further VMT analysis is required. Therefore, residential parcels with less than 110 daily net trip generation would screen out of conducting further VMT analysis and a less than significant determination can be made.

Retail Project Trip Generation Screening. If a development project contains retail uses that exceed 50,000 square feet of gross floor area, then further VMT analysis is required. However, if the retail project is part of a mixed-use project, then the remaining portion of the project may be subject to further analysis in accordance with other screening criteria. Therefore, parcels with 50,000 square feet of gross floor area or less would screen out of conducting further VMT analysis and a less than significant determination can be made.

Proximity to Transit Based Screening. If a development project is located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor then the following subsequent questions should be considered:

- Does the project have a Floor Area Ratio less than 0.75?
- Does the project provide more parking than required by the County Code?
- Is the project inconsistent with the SCAG RTP/SCS?
- Does the project replace residential units set aside for lower income households with a smaller number of market-rate residential units?

If the answer to all four questions is no, further analysis is not required, and a less than significant determination can be made. To determine the proposed change in residential units, the total number of lower income housing units that exist on the project parcel should be counted and compared to the total number of lower income and market-rate residential units proposed by the project. If there is a net decrease in residential units, then Proximity to Transit Based Screening Criteria cannot be utilized.

Residential Land Use Based Screening (Affordable Housing Screening). Independent of the screening criteria for non-retail and retail projects, certain projects that further the State's affordable housing goals are presumed to have less than significant impact on VMT. If the project requires a discretionary action and 100% of the units, excluding manager's units, are set aside for lower income households, then, further analysis is not required, and a less than significant determination can be made.

The project proposes residential uses therefore, the VMT per capita metric was chosen for the project's VMT analysis.

The VMT assessment in this VMT Screening Analysis will evaluate the project under the appropriate criteria listed in Section 3.1.2.1 – Non-Retail Project Trip Generation Screening Criteria, as well as, Section 3.1.2.3 – Proximity to Transit Based Screening Criteria. The details of applicable screening and VMT analysis methodology is further provided in Section 3 of this document.

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2 Existing Conditions

This section describes existing conditions within the study area. Characteristics are provided for the existing roadway, transit, bike and pedestrian facilities, peak hour intersection traffic volumes and traffic operations.

2.1 Roadway System

Characteristics of the existing street system within the study area are described below.

La Cienega Boulevard is a north-south, 6-lane, divided roadway in the study area and is designated as Boulevard II by the City of Los Angeles General Plan Transportation Element. Parking is generally not permitted along either side of the roadway, however there are some portions where emergency parking is permitted. The posted speed limit is 55 MPH within the study area.

Fairfax Avenue is a north-south, 2-lane, undivided roadway in the study area and is designated as Avenue I by the City of Los Angeles General Plan Transportation Element. Fairfax Avenue runs from the residential land uses south of Slauson Avenue to the industrial land uses north of Stocker Street. Parking is permitted along some portions of the roadway and the posted speed limit ranges from 30 to 35 MPH within the study area.

La Brea Avenue is a north-south, 6-lane, divided roadway in the study area and is designated as Boulevard II by the City of Los Angeles General Plan Transportation Element. Parking is generally not permitted along either side of the roadway, however there are portions near residential uses where parking is permitted. The posted speed limit is 45 MPH within the study area.

Overhill Drive is a north-south, 4-lane, undivided roadway in the study area and is designated as Boulevard II by the City of Los Angeles General Plan Transportation Element. Overhill Drive connects from Fairview Boulevard to the La Brea Avenue/Stocker Street intersection. Parking is generally not permitted along either side of the roadway north of Slauson Avenue, however there are portions south of Slauson Avenue where parking is permitted. The posted speed limit ranges from 25 to 35 MPH within the study area.

Obama Boulevard is an east-west, generally 5-lane, undivided roadway in the study area, with a two-way left-turn lane along stretches of the roadway. Obama Boulevard is designated as Avenue I by the City of Los Angeles General Plan Transportation Element. Parking is generally not permitted along either side of the roadway, however there are portions east of La Brea Avenue where parking is permitted. The posted speed limit is 40 MPH within the study area.

Stocker Street is an east-west, generally 4-lane, undivided roadway in the study area and is designated as Boulevard II by the City of Los Angeles General Plan Transportation Element. Stocker Street connects from La Cienega Boulevard to Creed Avenue. Parking is generally not permitted along either side of the roadway. The posted speed limit ranges from 45 to 50 MPH within the study area.

Slauson Avenue is an east-west, generally 4- to 6-lane undivided roadway and is designated as Avenue I by the City of Los Angeles General Plan Transportation Element. Parking is generally not permitted along either side of the roadway, however there are some portions where parking is permitted. The posted speed limit is 40 MPH within the study area.

62nd Street is an east-west, 2-lane, undivided roadway, and is designated a Local roadway by the City of Los Angeles General Plan Transportation Element. 62nd Street connects from Fairfax Avenue to Alviso Avenue. Parking is generally permitted along both sides of the roadway, and the posted speed limit is generally 25 MPH within the study area.

2.2 Transit System

Public transit service near the proposed project site and the surrounding study area is provided by Los Angeles County Metropolitan Transportation Authority (Metro) and by the LADOT DASH service. Figure 3 illustrates these routes.

Metro

Public transit bus services from Metro includes routes that serve the west and central portions of the City and County, as well as other nearby jurisdictions such as Culver City, Inglewood, and El Segundo. A summary of each route is provided below.

Route 102

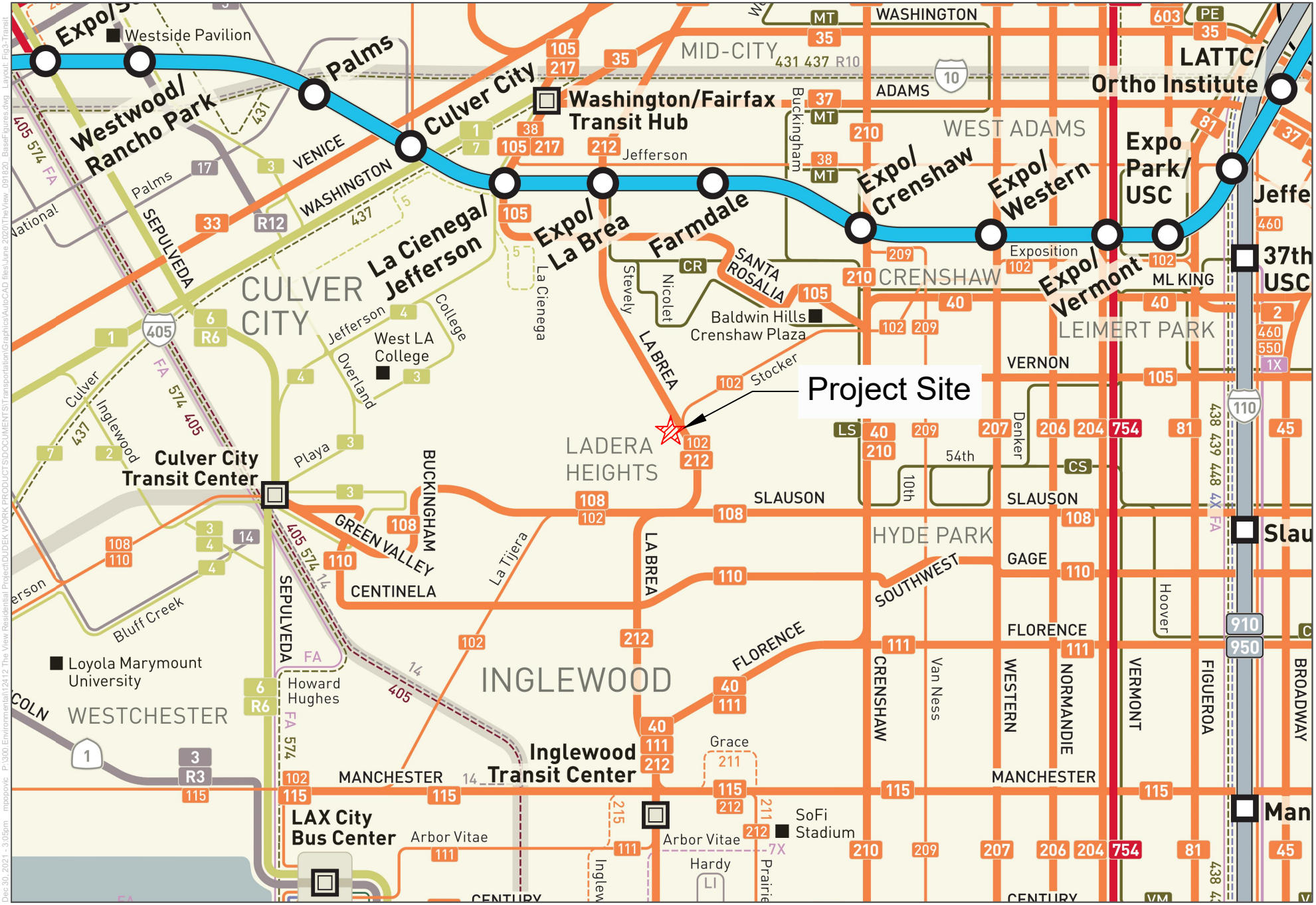
Route 102 provides connections with LAX to the community of South Gate, including stops within the community of Leimert Park, Los Angeles. The nearest bus stop is located on Overhill Drive approximately 100-feet north of the proposed project site for the southbound direction, while the northbound direction bus stop is directly opposite, located on the eastern portion of Overhill Drive. Route 102 provides approximately 30 to 60 minute weekday peak service headways.

Route 105

Route 105 provides connections with the City of West Hollywood to the City of Vernon, including stops within the City of Beverly Hills, and the community of Leimert Park, Los Angeles. The nearest bus stop to the proposed project is located at the intersection of Crenshaw Boulevard/Stocker Street, approximately 1.5 miles east of the project. Route 105 provides 24-hour service, with approximately 10 minute weekday peak service headways.

Route 108

Route 108 connects the community of Marina Del Rey to the City of Pico Rivera, including stops within Hyde Park, the City of Huntington Park, and the City of Commerce. The nearest bus stop to the proposed project is located at the intersection of Overhill Drive/Slauson Avenue, approximately 0.5 miles south of the project site. Route 108 provides 8 to 10 minute weekday peak service headways.



SOURCE: Metro 2021.

FIGURE 3

Existing Public Transit Routes

The View Residential Project at 5101 S. Overhill Drive

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Route 212

Route 212 connects the City of Hawthorne to the City of Hollywood, with stops within the City of Inglewood, City of Huntington Park, and City of Commerce. The nearest bus stop is located on Overhill Drive approximately 100-feet north of the proposed project site for the southbound direction, while the northbound direction bus stop is directly opposite, located on the eastern portion of Overhill Drive. Route 212 provides approximately 10 minute weekday peak service headways.

Crenshaw/LAX Transit Project

As part of Metro's ongoing improvements and additions to the light rail network, the Crenshaw/LAX Transit Project will extend light rail transit service from the existing Metro E Line (Expo) at the Crenshaw Boulevard/Exposition Boulevard intersection, and merge with Metro C Line (Green) as the Aviation/LAX station on Aviation Boulevard and I-105. The line will travel 8.5 miles and serve the cities of Los Angeles, Inglewood, and El Segundo. The nearest stop location would be approximately 1.5 miles east of the proposed project site located at the Leimert Park station. The project is currently under construction and does not have any estimated completion date and may be further expanded to continue north of the existing Expo Line.

LADOT

DASH Crenshaw

The Crenshaw route connects the Expo Line station with the Baldwin Hills Plaza, with stops located along La Brea Avenue and Obama Boulevard. The nearest bus stop to the proposed project is located at the intersection of Santa Rosalia Drive/Stocker Street, approximately 1.5 miles east of the proposed project. The Crenshaw route provides approximately 20 minute weekday peak service headways.

2.3 Pedestrian and Bicycle Facilities

The following discussion identifies pedestrian and bicycle facilities within the study area.

Pedestrian Facilities

There are currently limited pedestrian facilities available near the project site, as Overhill Drive largely lacks sidewalks, curbs, and gutters, except for the portion leading to the La Brea Avenue-Overhill Drive/Stocker Street intersection. This section has a complete sidewalk, as does the eastern side of the road. La Cienega Boulevard, the western portion of Stocker Street leading to La Cienega Boulevard, and Fairfax Avenue, also have discontinuous pedestrian facilities (sidewalks). All other nearby roadways within the study area have continuous pedestrian facilities. There are also several parks near the project site that provided multi-use trails including the Stocker Corridor Trail, Kenneth Han Park, and Norman O. Houston Park.

Bicycle Facilities

As stated in the County's Bicycle Master Plan (2012), the County maintains bikeways within unincorporated areas as well as regional bicycle paths that travel through unincorporated cities. However, there is no indication of any type of bike lane in the immediate boundary streets of the project site aside from the streets designated in the County's Bicycle Master Plan.

As the County's Circulation Element does not provide specific bicycle facility designations, the following classes are used to identify bicycle facilities within the study area as identified in Chapter 3 of the Los Angeles County Bicycle Master Plan:

- **Class I Bicycle Path (Shared-Use Path or Multi-Use Path)** A bike path physically separated from any street or highway. Shared Use Paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users.
- **Class II Bicycle Lane (Bike Lane)** A portion of roadway that has been designated by striping, signaling, and pavement markings for the preferential or exclusive use of bicyclists.
- **Class III Bicycle Routes (Bike Route)** A generic term for any road, street, path, or way that in some manner is specifically designated for bicycle travel regardless of whether such facilities are designated for the exclusive use of bicycles, or are to be shared with other transportation modes.
- **Bicycle Boulevards** A local road or residential street with low-traffic that can accommodate bicyclists and motorists that have been enhanced with signage, traffic calming, and other treatments to prioritize bicycle travel.

The closest location of a County designated bicycle facility is a Class III bicycle route located approximately 1.5 miles northwest of the project site located along Martin Luther King Jr. Boulevard. As mentioned above, there are also several parks near the project site that provided multi-use trails for both pedestrians and bicyclists, including the Stocker Corridor Trail, Kenneth Han Park, and Norman O. Houston Park. As shown in the County's Bicycle Master Plan, the County's plan includes proposed bicycle facilities near the project site. A Class II bicycle lane is proposed to be constructed on portions of Stocker Street, Fairfax Avenue, and Overhill Drive, and is proposed to be completed in the near future. Other proposed facilities include the addition of Class II bicycle lanes at Angeles Vista Boulevard and proposed Class III bicycle routes along Valley Ridge Avenue and Slauson Avenue.

3 Vehicle Miles Traveled

3.1 Trip Generation

The following trip generation, distribution, and assignment estimates are consistent with the 2015 traffic study, and have been accepted by LACDPW. Table 1 provides the project trip generation estimates for the weekday daily, and AM and PM peak hours. Per trip rates from the County's 2013 TIA guidelines for condominiums/townhomes, the proposed project would generate approximately 704 daily trips, 47 AM peak hour trips (5 inbound and 42 outbound), and 64 PM peak hour trips (41 inbound and 23 outbound).

Table 1. Project Trip Generation

Land Use	Size/Unit	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	*Out*	*Total*	*In*	*Out*	*Total*
Trip Rates								
Los Angeles County Condominiums/Townhomes[1]	per DU[2]	8.00	0.06	0.48	0.54	0.47	0.26	0.73
Trip Generation								
The View Condominiums	88 DUs	**704**	**5**	**42**	**47**	**41**	**23**	**64**

Notes:

1 Trip rates from LACDPW, *Traffic Impact Analysis Report Guidelines*, 2013 and were derived from the LACDPW, *Traffic Impact Study Report Guidelines*, 1997 where trips are one-way traffic movements, entering or leaving. These guidelines are provided in Appendix D.

Daily Trip Rate: 8.0 trips/dwelling unit; 50% inbound/50% outbound.
AM Peak Hour Trip Rate:0.06 inbound trips/dwelling unit; 0.48 outbound trips/dwelling unit.
PM Peak Hour Trip Rate: 0.47 inbound trips/dwelling unit; 0.26 outbound trips/dwelling unit.

2 DU = Dwelling unit

3.2 Project Screening

The County has approved the VMT thresholds as outlined within the most recent version of LACDPW *Traffic Impact Analysis Report Guidelines* (2020). The following VMT assessment evaluates the project under the appropriate criteria listed in Section 3.1.2.1 – Non-Retail Project Trip Generation Screening Criteria as well as under Section 3.1.2.3 – Proximity to Transit Based Screening Criteria.

CEQA Section 15064.3, subdivision (a) Purpose, established vehicle miles traveled as the most appropriate measure of transportation impacts. The subdivision (a) defines vehicle miles traveled as "the amount and distance of automobile travel attributable to a project". The term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. For land use projects and plans, such as the proposed project, based on the predominant use, the following VMT efficiency metrics and method of estimation can be used:

Total VMT per Service Population: The total VMT to and from all zones in the geographic area are divided by the total service population to get the efficiency metric of VMT per service population. The total service population is the sum of the number residents and the number of employees.

Residential (Home-based) VMT per capita: All home-based auto vehicle trips are traced back to the residence of the trip-maker (non-home-based trips are excluded) and then divided by the population within the geographic area to get the efficiency metric of home-based VMT per capita (or per resident).

Employment (Home-based work) VMT per employee: All auto vehicle trips between home and work are counted, and then divided by the number of employees within the geographic area to get the efficiency metric of home-based work VMT per employee.

As discussed in Section 1.3, Screening Methodology, the County TIA guidelines provide VMT screening criteria to determine whether projects may be screened-out of further VMT analysis and may be presumed to have a less than significant impact. A VMT screening based analysis for development projects based on the criteria in the County's TIA guidelines is provided below. The following screening criteria were obtained from the County's 2020 TIA guidelines as it pertains to VMT, and is applied to screen the project from a project-level assessment:

- **Section 3.1.2.1 Non-Retail Project Trip Generation Screening Criteria:** Does the development project generate a net increase of 110 or more daily vehicle trips?

The proposed project is estimated to generate 704 daily vehicle trips as shown in Table 1. Therefore, the project would not fall under the threshold for projects generating equal to or less than 110 daily vehicle trips.

- **Section 3.1.2.2 Retail Project Site Plan Screening Criteria:** Does the project contain retail uses that exceed 50,000 square feet of gross floor area?

The proposed project does not contain any retail uses, and therefore would not fall under this threshold.

- **Section 3.1.2.3.–Proximity to Transit Based Screening Criteria:**
    - CEQA Guideline Section 15064.3, subdivision (b)(1), states that lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor will have a less-than-significant impact on VMT. Furthermore, the project would not meet the criteria below, which would preclude using the proximity to high quality transit to screen-out VMT impacts:
        - Has a Floor Area Ratio (FAR) of less than 0.75. *(the project does not meet this criteria)*
            - *According to Figure 1, Project Site Plan, there is approximately 154,030 square feet of above ground floor area provided, and the total land area is approximately 80,389 square feet. The FAR of the project is approximately 1.92. Therefore, the project does not meet this criteria.*
        - Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking).
            - *According to the LA County Zoning Ordinance, approximately 198 parking spaces are required for the project. The project would provide 198 total parking spaces. Therefore, the project does not meet this criteria.*
        - Is inconsistent with the applicable Sustainable Communities Strategy (SCS) (as determined by the lead agency, with input from the Metropolitan Planning Organization).
            - *On May 7, 2020 the Southern California Association of Governments (SCAG) Regional Council adopted the Connect SoCal (2020–2045 RTP/SCS). Typically, a project would be consistent with the RTP/SCS if the project does not exceed the underlying growth assumptions within the RTP/SCS. The following analyzes each of the major goals of Connect SoCal in relation to the proposed project:*

- *Encourage regional economic prosperity and global competitiveness*
    - *The project would be built on currently vacant land that is currently underutilized and would provide a high density of residential uses in an urbanized area near employment centers.*
- *Improve mobility, accessibility, reliability, and travel safety for people and goods*
    - *The project would improve mobility, accessibility, and travel safety by locating residential uses within a TPA, encouraging cycling by providing bicycle parking on-site, providing off-site frontage roadway improvements intended to improve bicycle safety, providing ADA-compliant pathways and access, and encouraging walkability due to its proximity to nearby commercial, recreational, and institutional uses.*
- *Enhance the preservation, security, and resilience of the regional transportation system*
    - *The project would be built within an existing TPA and would encourage the use of alternative forms of travels.*
- *Increase person and goods movement and travel choices within the transportation system*
    - *The project's location within a TPA, the provision of on-site bicycle parking, and walkability to nearby commercial, recreational, and institutional uses would provide a variety of travel mode choices to residents.*
- *Reduce greenhouse gas emissions and improve air quality*
    - *The project's location within a TPA and proximity to bikeable and walkable commercial, recreational, and institutional uses would reduce potential greenhouse gas emissions.*
- *Support healthy and equitable communities*
    - *The project would encourage pedestrian and bicycle modes of travel due to its proximity to commercial, recreational, and institutional uses; provision of on-site bicycle parking; and, is located within a TPA. The site is located in close proximity to parks and trails that promote active recreation, including Stocker Corridor Trail Head approximately 200 feet to the north and Norman O. Houston Park located approximately 500 feet to the north.*
- *Adapt to a changing climate and support an integrated regional development pattern and transportation network*
    - *The project would complement the County's initiatives to adapt to climate change by providing higher density residential uses within a TPA and encourage the use of alternative travel modes.*
- *Leverage new transportation technologies and data-driven solutions that result in more efficient travel*
    - *The project would benefit from being within a TPA and having transit routes that utilize LA Metro's integrated trip planning phone application "Transit". The application provides real time bus tracking, live schedules, and provides travel estimates for a wide variety of travel modes such as bikeshare, scooters, and rideshare services.*

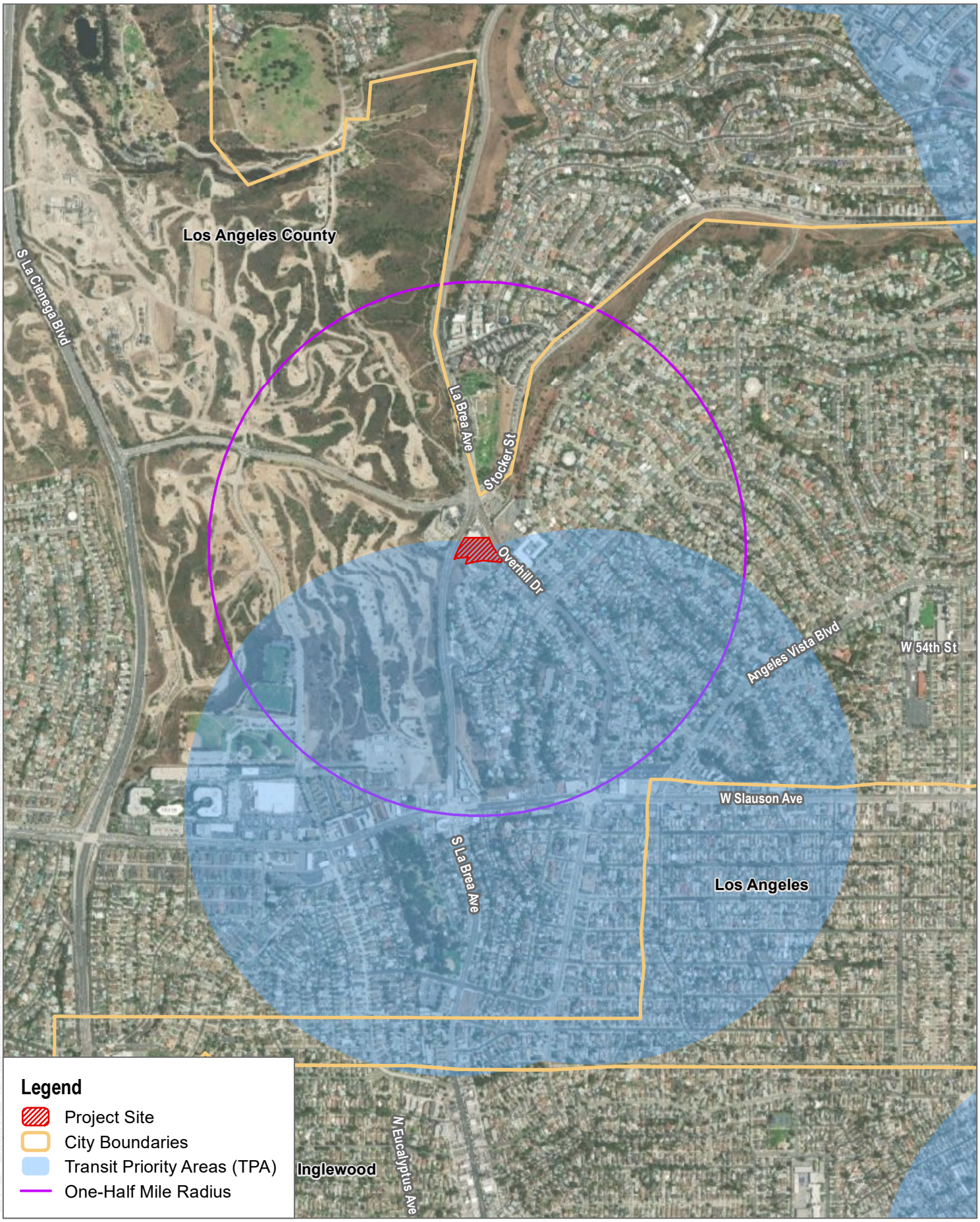
        - *Encourage development of diverse housing types in areas that are supported by multiple transportation options*
            - *The project would consist of larger than average multi-family units that support individuals as well as families in a predominantly single-family area. The project is located within a TPA and has several existing transit options.*
        - *Promote conservation of natural and agricultural lands and restoration of habitats*
            - *The project is located in a highly urbanized area, away from existing agricultural lands and habitat, and would not encroach upon natural and agricultural lands.*
    - *Based on the assessment above, the project would be consistent with the applicable Sustainable Communities Strategy. Therefore, the project does not meet this criteria.*
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.
    - *The project does not replace affordable residential units. Therefore, the project does not meet this criteria.*

As discussed in Section 2, LA Metro Route 212 is located less than 800 feet from the project site, along Overhill Drive, and has 15 minute or less headways during the peak hours which qualifies as a high quality transit corridor per OPR. LA Metro maps and frequency schedules are provided in Appendix E. As shown in Figures 4A and 4B, and utilizing GIS software to calculate the proportion of the project site in relation to the TPA, approximately 86% of the proposed project site is within the TPA boundary, therefore, the project is located within a TPA as defined by the SCAG RTP/SCS. As such, the project site is located within ½ mile of a high-quality transit corridor and TPA and therefore can be screened out of further analysis and presumed to have a less than significant impact to VMT.

- **Section 3.1.2.4 Residential Land Use Based Screening Criteria:** Are 100% of the units, excluding manager's units, set aside for lower income households?

While the proposed project would consist of a residential land use, it does not contain 100% of units set aside for lower income households, and therefore would not fall under this threshold.

As the proposed project meets one of the four screening criteria established in the County's TIA guidelines, a project-level detailed VMT analysis would not be required, and project impact to VMT can be presumed to be less than significant.



SOURCE: Esri and Digital Globe, OpenStreetMaps 2019; SCAG 2017

DUDEK

0 625 1,250 Feet

Figure 4A

Transit Priority Area (TPA) 2045 - SCAG Region

The View Residential Project at 5101 S. Overhill Drive

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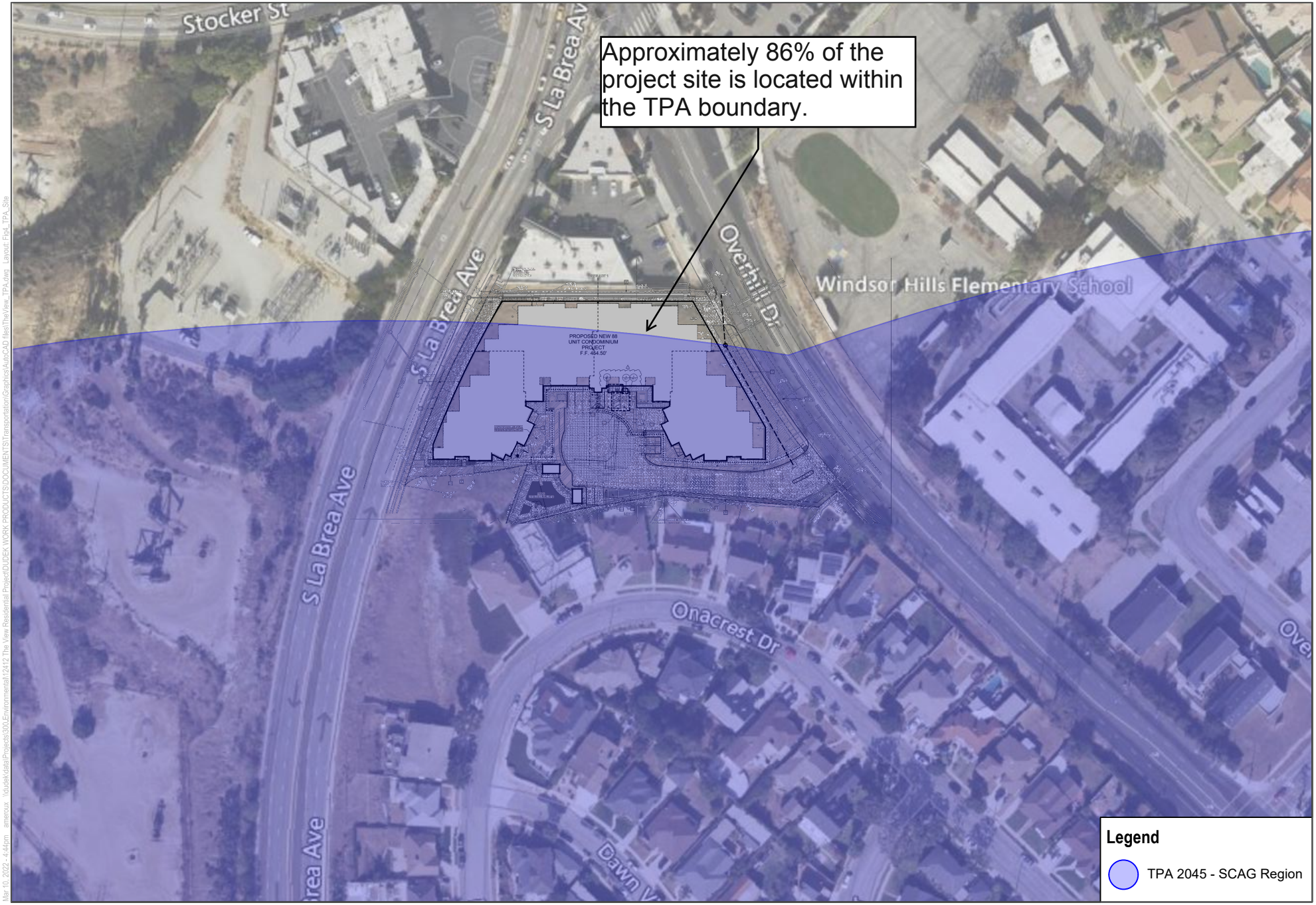

SOURCE: Bing Maps; SCAG 2017

Figure 4B

DUDEK NOT TO SCALE

Transit Priority Area (TPA) 2045 - SCAG Region (Site Plan Level)

The View Residential Project at 5101 S. Overhill Drive

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4 Conclusions

As shown in Section 3, the proposed project meets one of the four VMT screening criteria permitted by the County, Section 3.1.2.3.–Proximity to Transit Based Screening Criteria. LA Metro Route 212 is located less than 800 feet from the project site, along Overhill Drive, and has 15 minute or less headways during the peak hours which qualifies as a high quality transit corridor per OPR. In addition, the proposed project is located within a TPA as defined by the SCAG RTP/SCS. As such, the project site is located within ½ mile of a high-quality transit corridor and TPA and therefore can be screened out of further analysis and presumed to have a less than significant impact to VMT.

4.1 Project Street Modifications

As described previously, in order to provide full access (egress/ingress) at both project driveways along Overhill Drive, and to maintain the County's proposed bicycle facilities, a two-way left-turn lane will be installed to facilitate movement into and out of the project site. A previously prepared interim striping plan prepared by LLG is provided in Appendix C.

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Appendix A

Project Access and Circulation Analysis

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MEMORANDUM

To:	Kent Tsujii, P.E., LA County Public Works
	Nathan Gima, LA County Public Works
From:	Mladen Popovic, AICP, Dudek
	Dennis Pascua, Dudek
Subject:	The View Residential Project: Project Access and Circulation Analysis
Date:	May 17, 2022
cc:	Mingliang Shi, P.E., LA County Public Works
	Scott Tran, Project Applicant
	Dawna Marshall, Dudek
Attachment(s):	A: Figures 1-4
	B: Queuing Worksheets

1 Introduction

The purpose of this technical memorandum is to provide an analysis of project access and circulation associated with The View residential project at 5101 S. Overhill Drive (proposed project or project) located in the unincorporated Windsor Hills area of Los Angeles County (County). The objectives of this analysis are to:

- Analyze the access and circulation of the proposed project as required per the Transportation section of the CEQA Checklist;
- Evaluate the calculated 95th percentile (design) vehicular queue at project driveways under Future (Cumulative) Year plus Project conditions;
- Describe the significance of the potential transportation impacts per CEQA requirements; and,
- Identify CEQA-required mitigation measures for any significant transportation impacts (if any).

The project proposes to develop an approximately 1.84-acre site (Assessor's Parcel Number 5009-007-022) that is currently vacant and unimproved located at 5101 South Overhill Drive in the unincorporated Windsor Hills area of the County. The site is surrounded by commercial uses to the north, single-family homes to the south, an elementary school to the east, and oil fields to the west. The triangular-shaped property is south of the City of Los Angeles, east of La Brea Avenue, west of Overhill Drive and approximately 425 feet south of Stocker Street.

The proposed project would consist of 88 attached condominium dwelling units (DU) and approximately 154,030 square feet of above ground floor area and surface and subterranean parking areas for 198 vehicle spaces and 58 bicycle parking spaces within a five-story, 65-foot height structure as depicted in Figure 1, Project Site Plan. Figures 2 – 4 display the Project Site Plan Basement Parking Levels (three total basement parking levels). All figures are

provided within Attachment A of this memorandum. The proposed project is expected to be constructed in the year 2022.

2 Project Site Access

The proposed project would provide vehicular access on Overhill Drive via two proposed driveways, each at the northern and southern edge of the project site boundary. The project site access has been configured to address prior comments that the project received from LACDPW as well as comments from the County of Los Angeles Fire Department. The northern project driveway would be approximately 300 feet south of the La Brea Avenue-Overhill Drive/Stocker Street intersection and would provide full access for residents only to/from the subterranean parking levels. There would also be a gate control arm approximately 85-feet from the property line to ensure vehicular queues do not block the public right-of-way. The southern driveway would also be full access and be utilized for residents and guests, including a mountable curb raised median island for Fire Department and other emergency vehicle access, and would end at a roundabout in the middle of the site where vehicles could turn around. Prior coordination with the County was required to accommodate the future construction of the County's bicycle path improvement project on Overhill Drive, thereby requiring the installation of a two-way left-turn lane along Overhill Drive to maintain full access for each project driveway.

There is limited pedestrian infrastructure adjacent to the project site. Sidewalks exist just north of the project site leading to the La Brea Avenue-Overhill Drive/Stocker Street intersection, however there are no other sidewalks along the western nor eastern portion of Overhill Drive. The proposed project would provide sidewalks along its frontage on Overhill Drive and connections to existing sidewalks Overhill Drive and La Brea Avenue. Regional access to the proposed project is provided via Interstate 405 (I-405), which runs north-south and is located approximately 2.5 miles west of the project site, and Interstate 10 (I-10), which runs east-west and is located approximately 2.6 miles north of the project site. Access is also provided via several arterial roadways including La Brea Avenue, La Cienega Boulevard, Overhill Drive, and Slauson Avenue.

In addition, below are other project Conditions of Approval required by the County that are pertinent to this memorandum:

General Conditions

24. Set aside five percent of total units constructed or five dwelling units, whichever is greater, for sale to moderate income households with incomes no greater than 120% AMI as defined in California Health and Safety Code Section 50079.5.

Public Works

1. Construct curb, gutter, base, pavement, and sidewalk (5 foot wide sidewalk adjacent to property line) along the property frontage on Overhill Drive to the satisfaction of Public Works. Relocate affected utilities.

2. Construct transition improvements for a 65 miles per hour (MPH) design speed on Overhill Drive in the vicinity of the southerly property line to the satisfaction of Public Works. Off-site grading may be required.

5. Repair any improvements damaged during construction on Overhill Drive and La Brea Avenue to the satisfaction of Public Works.

12. Conform with the approved conceptual signing and striping plan (provided in Appendix C). This requirement was stipulated in the Traffic and Lighting Division letter dated January 21, 2016 as part of the court order.

3 Queuing

As discussed above, access to the project site would be provided via two driveways along Overhill Drive. Both driveways would be unsignalized with a stop-control on the driveway approaches:

- Northern Project Driveway: Positioned at the northern edge of the project site, approximately 300 feet south of the La Brea Avenue-Overhill Drive/Stocker Street intersection it would provide full access for residents only. Would possess a gate-controlled arm approximately 85 feet from the property line to ensure vehicular queues do not block the public right-of-way.
- Southern Project Driveway: Positioned at the southern edge of the project site, and would provide full access for all vehicles, including residents, guests, emergency vehicles, and delivery vehicles. Upon entering the site, a mountable curb raised median island for Fire Department and other emergency vehicle access would be provided, and would end at a roundabout in the middle of the site where vehicles could turn around.

Both driveways would lead to subterranean passenger vehicle parking lots that would consist of 194 parking spaces used for vehicle parking and 58 bicycle parking spaces within the five-story, 65-foot height building. As discussed previously, prior coordination with the County was required to accommodate the future construction of the County's bicycle path improvement project Overhill Drive, thereby requiring the installation of a two-way left-turn lane along Overhill drive to maintain full access for each project driveway. A previously prepared interim striping plan prepared by LLG is provided as Appendix C of the VMT Screening Analysis document.

A queuing analysis using the SimTraffic 10 software was prepared for all project driveways to assess the adequacy of the two-way left-turn design as well as the ability of the project driveways to accommodate queuing within the proposed project site. The analysis was conducted under the Future (Cumulative) Year plus Project condition. For more information regarding the development of traffic volumes, cumulative projects, and associated assumptions within this analysis, please refer to the Level of Service Analysis memorandum provided as part of this project as an Appendix to the VMT Screening Analysis document. The queuing worksheets are provided in Attachment B of this memorandum.

As shown in Table 1, none of the calculated 95th percentile (design) queues for the Future (Cumulative) Year plus Project condition, exceed storage capacities within the proposed two-way left-turn lane along Overhill Drive into the project site. There is adequate storage capacity within the project site such that vehicles can queue on-site as needed.

Table 1. Future (Cumulative) Year plus Project Queuing Summary

Intersection	Movement	Vehicle Storage Length2	Future (Cumulative) Year plus Project1		Exceeds Vehicle Storage Length?	
			AM	PM	AM	PM
Overhill Drive/Northern Project Driveway	NBL[3]	125	4	8	No	No
	SBTR[4]	280	0	0	No	No
	EBLTR[5]	85	23	15	No	No
Overhill Drive/Southern Project Driveway	NBL[3]	125	7	24	No	No
	SBTR[4]	125	0	0	No	No
	EBLTR[5]	125	21	15	No	No

Notes:
1 Based on 95th percentile (design) queue length in SimTraffic 10.
2 Measured in feet.
3 Length is measured as an estimate of the two-way left-turn lane capacity to ensure safe egress/ingress for the project driveway.
4 Length measured from nearest driveway/signalized intersection.
5 Length is an estimate measured from the project's driveway to the internal parking area of the project.

4 Pedestrian and Bicycle Facilities

Pedestrian Facilities

There are limited pedestrian facilities available near the project, as Overhill Drive largely lacks sidewalks, curbs, and gutters. The section of Overhill Drive directly north of the project site, leading to the La Brea Avenue-Overhill Drive/Stocker Street intersection, has a complete sidewalk, as does the opposite portion of the roadway. As part of the proposed project, the project will improve its frontage along Overhill Drive and provide pedestrian facilities per the County's standards. As discussed previously, Overhill Drive would be expanded within its existing right-of-way in order to provide a two-way left-turn lane (TWLTL) in the median of the road. Adequate signage will be posted at both project driveways, and both project driveways will be clearly identified so that pedestrians can safely walk along the boundary of the site. La Cienega Boulevard does not have sidewalks or pedestrian facilities between Obama Boulevard and Fairview Boulevard, and Stocker Street between La Cienega Boulevard and the La Brea Avenue-Overhill Drive/Stocker Street intersection also does not have sidewalks or pedestrian facilities. Fairfax avenue does possess pedestrian facilities and sidewalks for the portion of roadway approximately 0.4-miles south of Stocker Street to Slauson Avenue. All other nearby roadways within the study area have continuous pedestrian facilities.

Bicycle Facilities

The proposed project would provide approximately 58 bicycle parking spaces and would alter the right-of-way to include the Class II bicycle lane that is proposed as part of the County's Bicycle Master Plan. Prior coordination with the County was required to accommodate the future construction of the County's bicycle path improvement project Overhill Drive, thereby requiring the installation of a two-way left-turn lane along Overhill Drive to maintain full access for each project driveway. As shown in the County's Bicycle Master Plan, the County's plan includes proposed bicycle facilities near the project site, including the addition of Class II bike lanes along Stocker Street, Fairfax Avenue, Overhill Drive, and Angeles

Vista Boulevard. Additionally, Class III bike routes are proposed near the project site along Valley Ridge Avenue and Slauson Avenue.

Based on the project's access and circulation design discussed above, and the Conditions of Approval (provided in Section 1.2, Project Description), the proposed project would comply with the following County mobility goals and policies:

Goal M 1: Street designs that incorporate the needs of all users.

Policy M 1.1: Provide for the accommodation of all users, including pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and persons with disabilities when requiring or planning for new, or retrofitting existing, transportation corridors/networks whenever appropriate and feasible.

Policy M 1.2: Ensure that streets are safe for sensitive users, such as seniors and children.

Goal M 2: Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.

Policy M 2.1: Provide transportation corridors/networks that accommodate pedestrians, equestrians and bicyclists, and reduce motor vehicle accidents through a context-sensitive process that addresses the unique characteristics of urban, suburban, and rural communities whenever appropriate and feasible.

Policy M 2.7: Require sidewalks, trails and bikeways to accommodate the existing and projected volume of pedestrian, equestrian and bicycle activity, considering both the paved width and the unobstructed width available for walking.

Policy M 2.8: Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.

5 Conclusion

Project Site Access

As discussed above, access to the project site would be provided via two driveways along Overhill Drive, and both driveways would be unsignalized with a stop-control for vehicles exiting the project site. As shown in Table 1, none of the calculated 95th percentile (design) queues for the Future (Cumulative) Year plus Project condition exceed storage capacities within the proposed TWLTL along Overhill Drive into the project site. As discussed previously, prior coordination with the County was required to accommodate the future construction of the County's bicycle path improvement project Overhill Drive, thereby requiring the installation of a two-way left-turn lane along Overhill drive to maintain full access for each project driveway A previously prepared interim striping plan prepared by LLG is provided as Appendix C of the VMT Screening Analysis document. As such, on-site circulation would be facilitated at project driveways and would not be expected to cause excessive queuing for vehicles entering or exiting the project site.

Pedestrian and Bicycle Access

The nearest existing bicycle facilities include a Class III bicycle route located approximately 1.5-miles northwest of the project site located along Martin Luther King Jr. Boulevard, and the nearest proposed bicycle facility is a Class II bike lane on Overhill Drive along the project frontage. Additionally, as discussed above and in Section 5.2, part of the Overhill Drive right-of-way would cut into the proposed project site to accommodate the proposed Class II bike lane on Overhill Drive with the addition of the proposed two-way left-turn lane. Therefore, the proposed project would not conflict with existing or proposed bicycle facilities.

La Cienega Boulevard does not have sidewalks or pedestrian facilities between Obama Boulevard and Fairview Boulevard, and Stocker Street between La Cienega Boulevard and the La Brea Avenue-Overhill Drive/Stocker Street intersection also does not have sidewalks or pedestrian facilities. Fairfax avenue does possess pedestrian facilities and sidewalks for the portion of roadway approximately 0.4-miles south of Stocker Street to Slauson Avenue. All other nearby roadways within the study area have adequate pedestrian facilities, including along the project frontages on La Brea Avenue and Overhill Drive. Additionally, frontage improvements associated with project development would maintain and improve sidewalk facilities along Overhill Drive and La Brea Avenue, adequate signage will be posted at both project driveways, and both project driveways will be clearly identified so that pedestrians can safely walk along the project frontage. Therefore, the proposed project would not conflict with the existing pedestrian facilities.

Based on the project's access and circulation design discussed above, and the Conditions of Approval (provided in Section 1.2, Project Description), the proposed project would comply with the following County mobility goals and policies:

Goal M 1: Street designs that incorporate the needs of all users.

Policy M 1.1: Provide for the accommodation of all users, including pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and persons with disabilities when requiring or planning for new, or retrofitting existing, transportation corridors/networks whenever appropriate and feasible.

Policy M 1.2: Ensure that streets are safe for sensitive users, such as seniors and children.

Goal M 2: Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.

Policy M 2.1: Provide transportation corridors/networks that accommodate pedestrians, equestrians and bicyclists, and reduce motor vehicle accidents through a context-sensitive process that addresses the unique characteristics of urban, suburban, and rural communities whenever appropriate and feasible.

Policy M 2.7: Require sidewalks, trails and bikeways to accommodate the existing and projected volume of pedestrian, equestrian and bicycle activity, considering both the paved width and the unobstructed width available for walking.

Policy M 2.8: Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.

Therefore, no mitigation measures for project site access, and pedestrian and bicycle access would be required for the proposed project.

6 References

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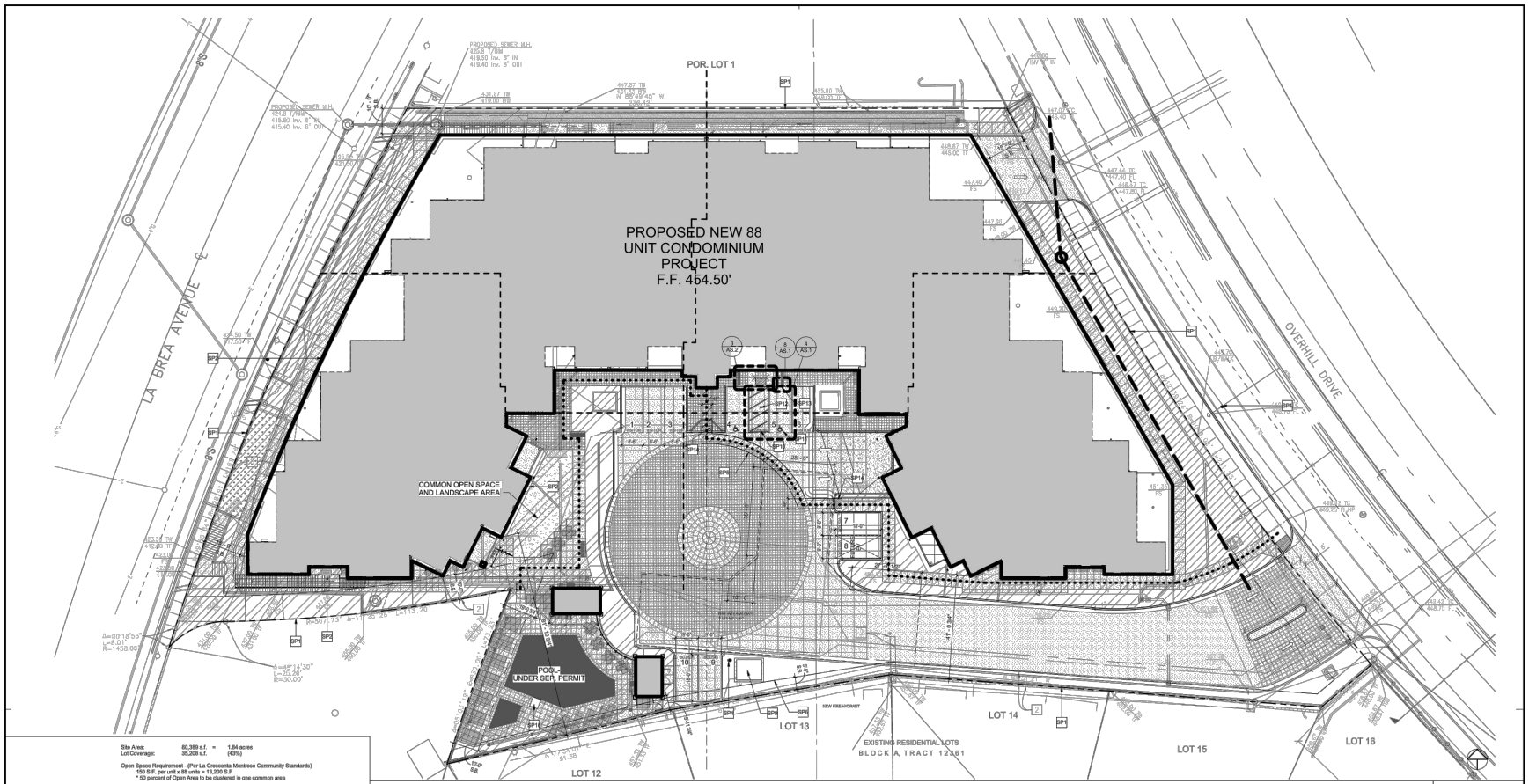
Linscott, Law & Greenspan (LLG). 2015. Traffic Impact Study for the View Project. November 2015.

Attachment A
Figures 1 – 4



Site Plan

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

Site Tabulations

Site Area: 80,389 s.f. = 1.84 acres
Lot Coverage: 38,208 s.f. (43%)

Open Space Requirement - (Per La Crescenta-Montrose Community Standards)
150 S.F. per unit x 88 units = 13,200 S.F
* 50 percent of Open Area to be clustered in one common area

Open Space Provided: 15,861 s.f.

Landscaping Area: 16,671 s.f.

Bicycle Parking Spaces Provided:	Short-Term	Long Term
Level 1	8 spaces	
Basement 1		49 spaces
Total Bicycle Spaces	58 spaces	

Parking Requirements: 2.25 spaces per unit x 88 units = 198 spaces
(2.0 x 88 units = 176 assigned; 0.25 x 88 units = 22 visitor)

Parking Provided:	Standard	Accessible	Future EV
Level 1	10 spaces	2 spaces	1 space
Basement 1	66 spaces	3 spaces	2 spaces
Basement 2	91 spaces	2 spaces	3 spaces
Basement 3	35 spaces	0 space	1 space

Total Parking Spaces: 198 spaces (176 assigned + 22 visitor)
(Accessible spaces): Assigned = 176 x 0.02 = 4
Visitors = 22 x 0.09 = 2)

Dwelling Unit Density - (Per Section 22.20.390)
Dwelling Unit Maximum 50 Units per "Net Acre"

Gross Lot Area: 80,389 s.f.
Easements: 3,152 s.f.

Total Net Acreage: 77,237 s.f. (1.773 acres)

Allowable Dwelling Units: 1.773 acres x 50 Units = 88 Units
Habitable living area: 139,281 s.f.
Above ground gross floor area: 154,030 s.f.

FAR: Above ground gross floor area / Total lot area = 154,030 / 80,389 = 1.92

Excluded from Gross floor area:
- total basement parking/ramps: 79,837 s.f.
- total unenclosed decks: 15,730 s.f.

Maximum Building Height Area - (Per Section 22.52.050)
The Floor Area in all the buildings on any one parcel of land shall not exceed 13 times the building area of such parcel of land.

Subtract the required open space, setbacks and surface parking are to be excluded from the total land area

Total Land Area: 80,389 s.f.

Net Area Deductions:	
Required Open Space:	6,600 s.f.
Building Setbacks:	14,949 s.f.
Surface Parking:	8,084 s.f.
Total Net Area Deductions:	30,633 s.f.

Buildable Area: 80,389 - 26,633 = 53,756 s.f.

Allowable Buildable Area: 53,756 s.f. x 13 = 698,828 s.f.

Maximum Allowable Stories: 13 Stories

Site Plan Keynotes

SP1	PROPERTY LINE, TYPICAL
SP2	BUILDING FOOTPRINT
SP4	NEW FIRE HYDRANT
SP5	ACCESSIBLE PATH OF TRAVEL - SEE PATH OF TRAVEL NOTES
SP6	BUILDING SETBACK LINE
SP9	TRANSFORMER ON CONC. PAD
SP10	PAINT 12" HIGH LETTERS "NO PARKING" AT LOADING / UNLOADING ACCESS AISLE - SEE 4/AS.1
SP11	36" SQ. INTERNATIONAL SYMBOL OF ACCESSIBILITY PER 1109A.8.8.2
SP12	VAN ACCESSIBLE PARKING SPACE w/ 8 FT. WIDE ACCESS AISLE - SEE 4/AS.1
SP13	POLE OR WALL MOUNTED VAN ACCESSIBLE SIGN - SEE 8/AS.1
SP14	MIN. 36" WIDE DETECTABLE WARNING MAT - SEE 3/AS.1
SP16	PROVIDE PORTABLE ASSISTIVE SWIMMING POOL LIFT DEVICE PER CBC 1141A.3- REFER TO F/AS.1

Site General Notes

THIS ARCHITECTURAL SITE PLAN IS PROVIDED FOR OVERALL SITE REFERENCE AND LOCATION OF ITEMS INCLUDED IN THIS SET OF PLANS. IT IS NOT INTENDED TO BE USED FOR THE CONSTRUCTION OF ANY SITE IMPROVEMENTS, SEE PLANS BY CIVIL ENGINEER AND LANDSCAPE ARCHITECT FOR ALL SITE IMPROVEMENTS.

THIS SITE PLAN IS FOR BUILDING DEPARTMENT USE ONLY. ALL DIMENSIONS SHOWN ARE APPROXIMATE. SEE PLANS PREPARED BY CIVIL ENGINEER FOR EXACT BUILDING LOCATIONS, CURBS, STREETS, DRIVEWAYS, UTILITIES, GRADING, ETC. SEE PLANS FROM LANDSCAPE ARCHITECT FOR SIDEWALKS, POOLS, HARDSCAPE, LANDSCAPE, FENCING, ETC.

SEE CIVIL DRAWINGS FOR LOT LINE DIMENSIONS AND GRADING.

ALL SITE DIMENSIONS AND SITE ELEVATIONS SHOWN ON SITE PLAN ARE FOR REFERENCE ONLY. ALL ELEVATIONS SHOWN ARE TO FINISH SURFACE U.N.O. CIVIL DRAWINGS TAKE PRESCEDENCE OVER ARCHITECTURAL DRAWINGS FOR SITE DIMENSIONS AND SITE ELEVATIONS.

SURFACE WATER WILL DRAIN AWAY FROM BUILDING. THE GRADE SHALL BE A MINIMUM OF 5% WITHIN THE FIRST 10 FEET (2% FOR IMPERVIOUS AREA). REFER TO CIVIL DRAWINGS FOR GRADES.

STORM WATER MANAGMENT PER CIVIL

THE DISCHARGE OF ANY POLLUTANTS TO ANY STORM DRAINAGE SYSTEM IS PROHIBITED. NO SOLID WASTE, PETROLEUM BYPRODUCTS, SOIL PARTICULATE, CONSTRUCTION WASTE MATERIALS, OR WASTE WATER GENERATED ON CONSTRUCTION SITES OR BY CONSTRUCTION ACTIVITIES SHALL BE PLACED, CONVEYED OR DISCHARGED INTO THE STREET, GUTTER OR STORM DRAIN SYSTEM.

ALL CONTOURS SHOWN INDICATE EXISTING GRADES.

HOUSE ADDRESS IS TO BE LOCATED SO THAT THE NUMBER IS VISIBLE AND LEGIBLE FROM THE STREET.

FOOTING AT TREE LOCATIONS MUST BE BOARD FORMED TO ELIMINATE BOIL OVER AND ALL EXTRANEOUS CONCRETE MUST BE REMOVED FROM THE SITE.

ALL DOWNSPOUT (D.S.) LOCATIONS TO BE VERIFIED WITH EXTERIOR ELEVATIONS. ELEVATIONS TAKE PRECEDENT.

ALL ROOF AND DECK DRAINS SHALL CONNECT TO UNDERGROUND STORM DRAIN SYSTEM.

AUTOMATIC IRRIGATION SYSTEM CONTROLLERS INSTALLED AT THE TIME OF FINAL INSPECTION SHALL BE WEATHER OR SOIL MOISTURE CONTROLLED THAT ADJUST IRRIGATION IN RESPONSE TO CHANGES IN WEATHER CONDITIONS.

PREVENT IRRIGATION SPRAY ON STRUCTURES.

THERE SHALL BE NO TRENCHES OR EXCAVATIONS 5 FEET OR MORE IN DEPTH INTO WHICH A PERSON IS REQUIRED TO DESCEND, OR OBTAIN A NECESSARY PERMIT FROM STATE OF CALIFORNIA, DIVISION OF INDUSTRIAL SAFETY PRIOR TO THE ISSUANCE OF A BUILDING OR GRADING PERMIT.

PEDESTRIANS SHALL PROTECTED DURING CONSTRUCTION, REMODELING AND DEMOLITION ACTIVITIES AS REQUIRED BY LA COUNTY BUILDING CODE CHAPTER 33.

Path of Travel Notes

1. SLOPE IN ACCESSIBLE PARKING STALL AND LOADING AREA SHALL NOT EXCEED 2% WITH 2% CROSS SLOPE.
2. SLOPE AT PATH OF TRAVEL SHALL NOT EXCEED 5% WITH 2% CROSS SLOPE.
3. LANDING AT DOORS IN DIRECTION OF DOOR SWING (BY WIDTH OF DOOR) SHALL NOT EXCEED 2% WITH 2% CROSS SLOPE.

NOTE:
REFER TO OPEN SPACE EXHIBIT ON CIVIL PLANS FOR OPEN SPACE REQUIREMENTS

Site Legend

OUTLINE OF NEW BUILDING FOOTPRINT

PROPERTY LINE

BUILDING SETBACK LINE

ACCESSIBLE PATH OF TRAVEL- 2% MAX CROSS SLOPE

Michael Luna & Associates

1531 Ninth El Camino Real
Suite A,
San Clemente, California 92673
Phone: (949) 429-5330
Fax: (949) 492-6340

Architect

The Bedford Group
12400 Wilshire Blvd. Suite 850
Los Angeles, CA 90025
P. 310.568.8800

Applicant

Project

Construction Documents

"The View"

5101 South Overhill Drive
Los Angeles, CA 90043

APN: 500-9007-022

Sheet Title

Architectural Site Plan

Stamp

Project No.	1420
Plot Date	05.16.22
B.O. Submittal	
Bld Issue	
Const. Issue	
Revision	
Revision	
Revision	
Revision	

A1.0

Sheet No.

May 17, 2022 - 3:33pm mpopovic P:\300 Environmental\412412 The View Residential Project\DUDEK WORK PRODUCTS\DOCUMENTS\Transportation\Graphics\AutoCAD files\June 2020\TheView_091820_BaseFigures.dwg Layout: Fig1-SitePlan

SOURCE: Michael Luna & Associates, 2022.

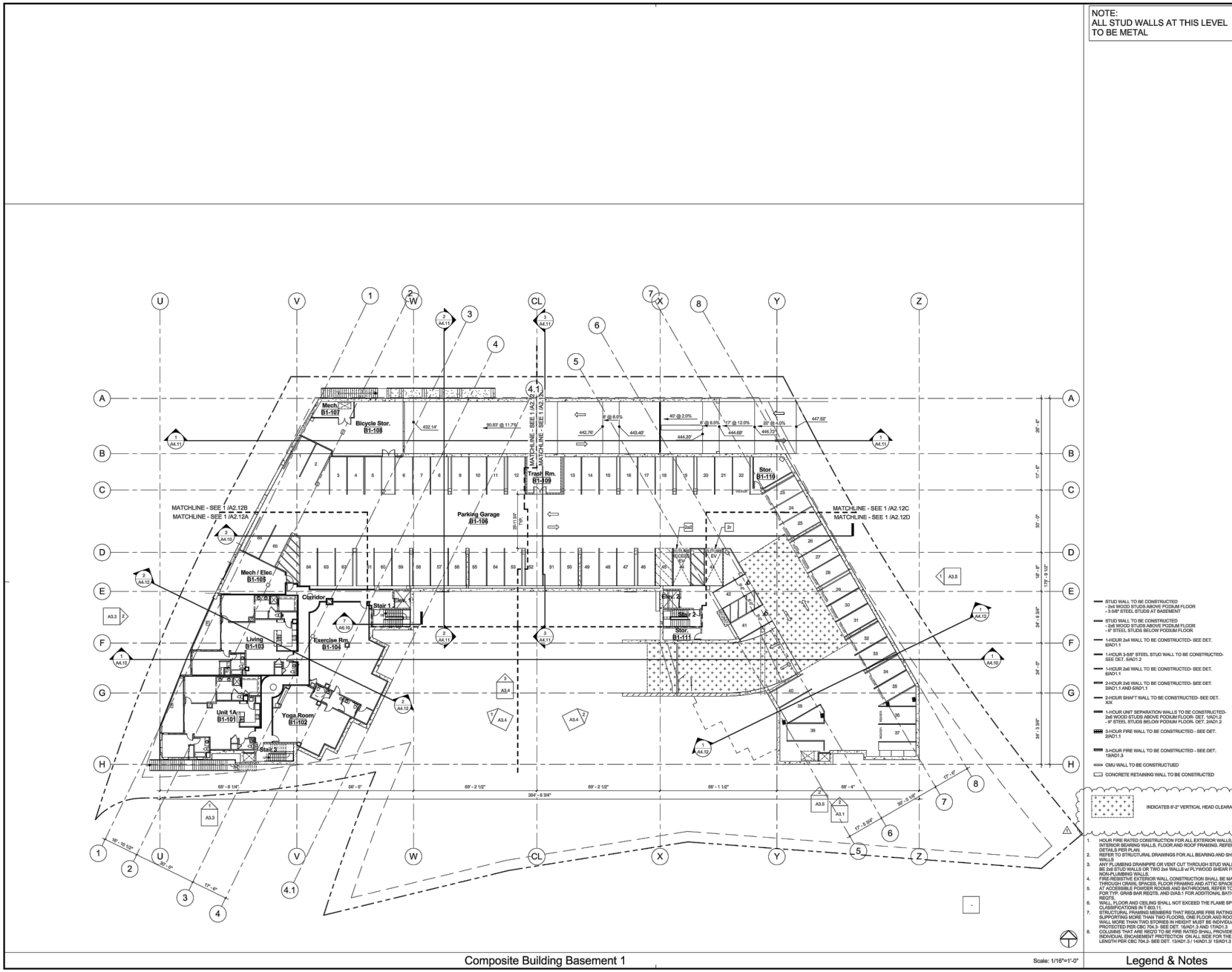
DUDEK

NOT TO SCALE

FIGURE 1

Project Site Plan

The View Residential Project at 5101 S. Overhill Drive



SOURCE: Michael Luna & Associates, 2020.

FIGURE 2

Project Site Plan – Basement Parking Level 1

The View Residential Project at 5101 S. Overhill Drive

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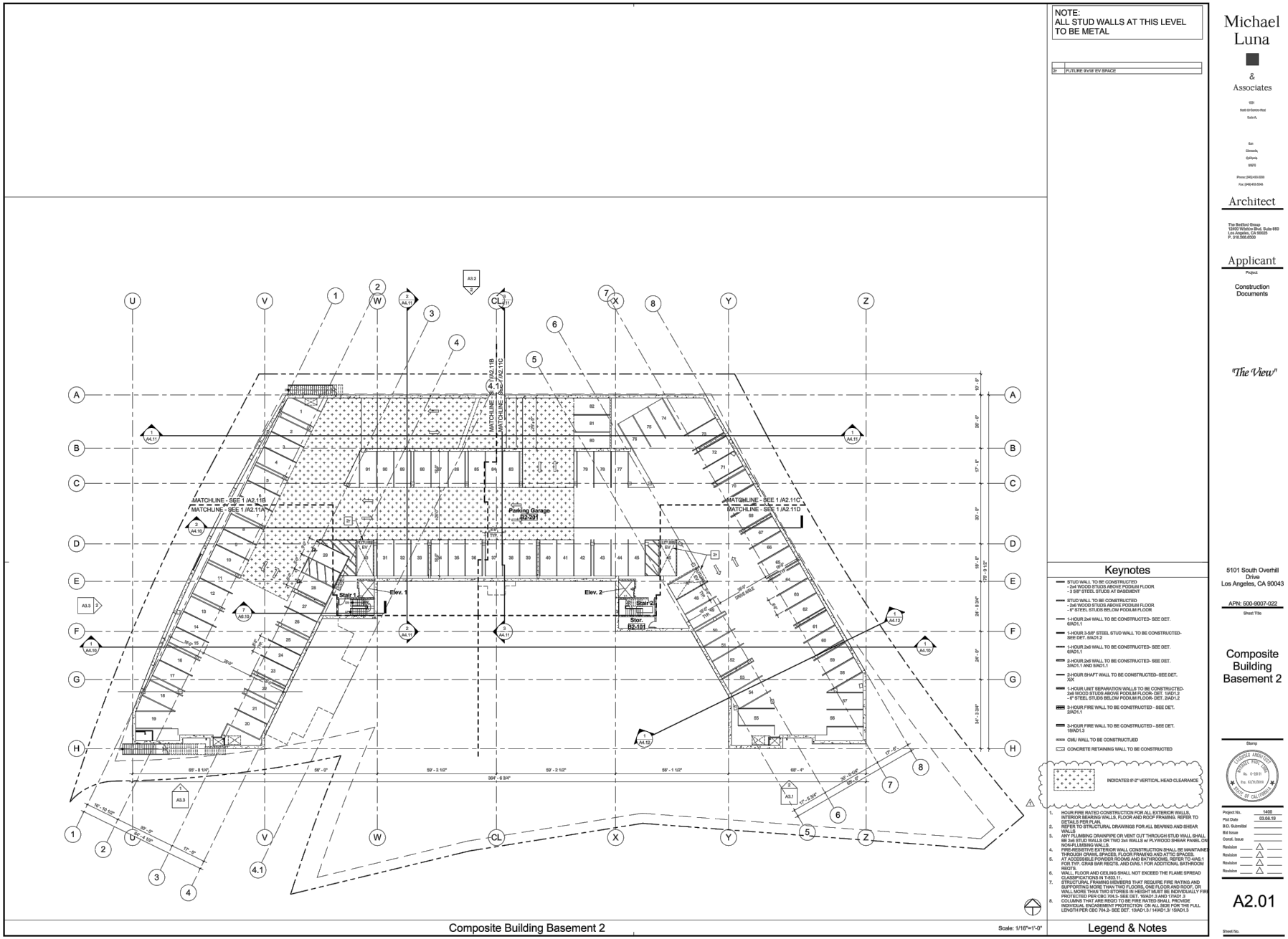

SOURCE: Michael Luna & Associates, 2020.

FIGURE 3

Project Site Plan – Basement Parking Level 2

The View Residential Project at 5101 S. Overhill Drive

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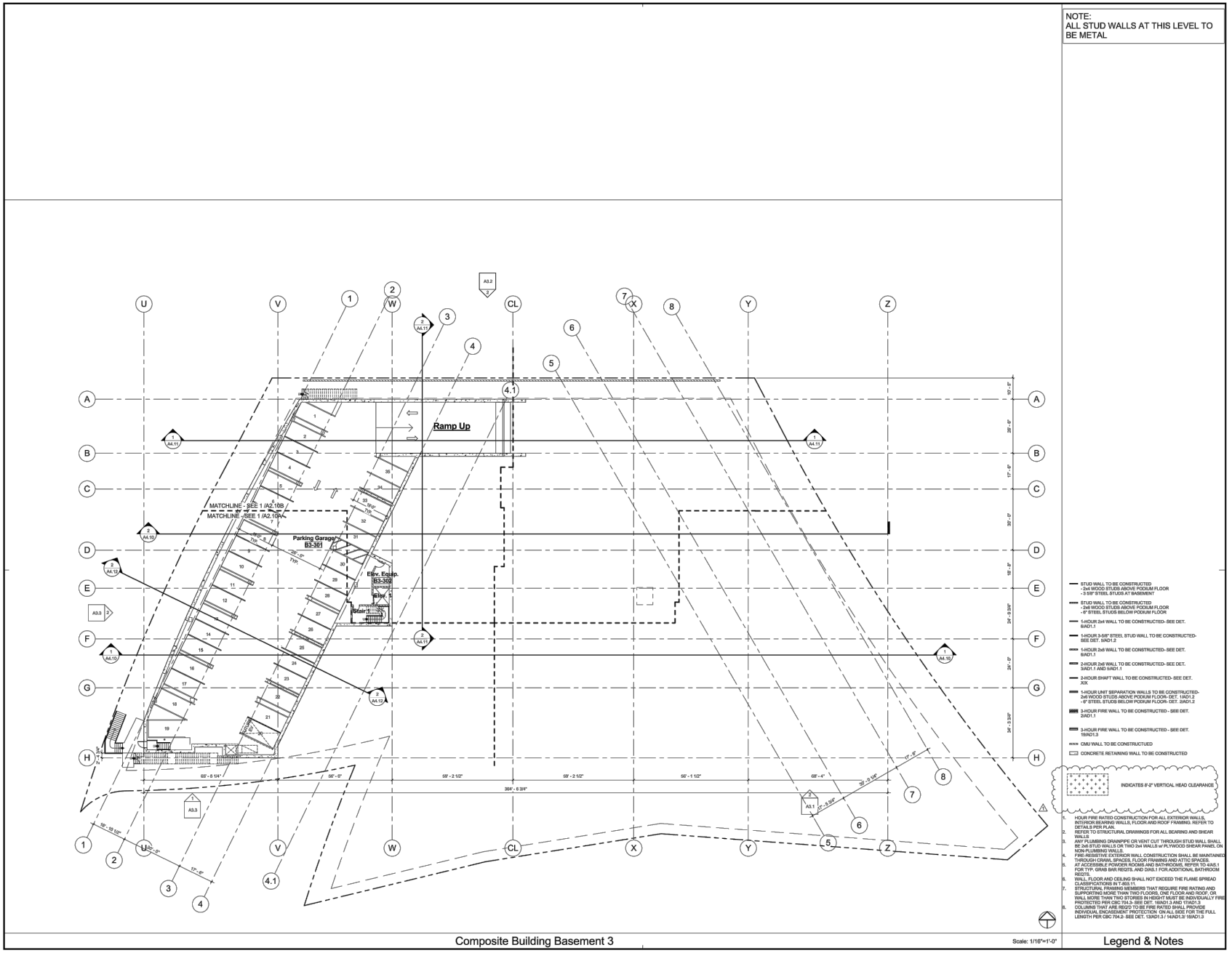

SOURCE: Michael Luna & Associates, 2020.

FIGURE 4

Project Site Plan – Basement Parking Level 3

The View Residential Project at 5101 S. Overhill Drive

DUDEK NOT TO SCALE

Nov 23, 2021 - 12:46pm mpopovic P:\300 Environmental\12412 The View Residential Project\DUDEK WORK PRODUCTS\DOCUMENTS\Transportation\Graphics\AutoCAD files\June 2020\TheView_112321_BaseFigures.dwg Layout: Fig4-SitePlan3_3

Attachment B
Queuing Worksheets

Intersection: 3: La Brea Ave & Overhill Dr & Stocker St

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R>	<	L	T	T	T	T	T
Maximum Queue (ft)	83	113	360	363	61	56	217	273	163	583	575	586
Average Queue (ft)	46	86	336	339	3	54	215	269	78	549	547	550
95th Queue (ft)	106	127	368	371	23	111	254	274	264	573	579	598
Link Distance (ft)			344	344				273	273	534	534	534
Upstream Blk Time (%)			89	75				100	20	66	55	89
Queuing Penalty (veh)			0	0				0	0	0	0	0
Storage Bay Dist (ft)	100	100			50	215	215					
Storage Blk Time (%)	26	40	84	99	0		79	21				83
Queuing Penalty (veh)	74	116	192	72	1		321	56				323

Intersection: 3: La Brea Ave & Overhill Dr & Stocker St

Movement	NB	NB	SB	SB	SB	SB	SB	NW	NW	NW
Directions Served	R	R	L	L	T	T	R	R	R	R>
Maximum Queue (ft)	325	312	205	298	411	405	270	290	277	125
Average Queue (ft)	324	143	73	57	291	249	80	177	143	80
95th Queue (ft)	341	266	145	254	434	419	281	266	238	148
Link Distance (ft)			396	396	396	396		287	287	
Upstream Blk Time (%)				2	7	6		1	0	
Queuing Penalty (veh)				0	0	0		3	1	
Storage Bay Dist (ft)	300	300					245			100
Storage Blk Time (%)	3	0				9	0		12	2
Queuing Penalty (veh)	10	2				68	1		46	6

Intersection: 11: Overhill Dr & Northern Project Dwy

Movement	EB	NB	NB	NB
Directions Served	LR	L	T	T
Maximum Queue (ft)	24	6	78	23
Average Queue (ft)	7	0	4	2
95th Queue (ft)	23	4	38	23
Link Distance (ft)	184		114	114
Upstream Blk Time (%)			0	0
Queuing Penalty (veh)			0	0
Storage Bay Dist (ft)		100		
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Intersection: 12: Overhill Dr & Southern Project Dwy

Movement	EB	NB	NB
Directions Served	LR	L	T
Maximum Queue (ft)	34	17	12
Average Queue (ft)	8	1	0
95th Queue (ft)	21	7	6
Link Distance (ft)	284		357
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 1293

Intersection: 3: La Brea Ave & Overhill Dr & Stocker St

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R>	<	L	T	T	T	T	T
Maximum Queue (ft)	112	125	389	374	75	91	232	284	26	584	578	591
Average Queue (ft)	66	107	358	334	32	78	226	274	1	551	549	549
95th Queue (ft)	140	165	381	414	89	186	231	283	19	568	576	597
Link Distance (ft)			344	344				273	273	534	534	534
Upstream Blk Time (%)			88	55				100		62	53	86
Queuing Penalty (veh)			0	0				0		0	0	0
Storage Bay Dist (ft)	100	100			50	215	215					
Storage Blk Time (%)	7	55	61	91	7		100					79
Queuing Penalty (veh)	27	195	287	139	25		153					323

Intersection: 3: La Brea Ave & Overhill Dr & Stocker St

Movement	NB	NB	SB	SB	SB	SB	SB	NW	NW	NW
Directions Served	R	R	L	L	T	T	R	R	R	R>
Maximum Queue (ft)	325	315	386	429	441	445	270	172	136	112
Average Queue (ft)	325	160	173	405	414	416	268	88	48	48
95th Queue (ft)	325	302	302	462	427	432	305	147	111	101
Link Distance (ft)			396	396	396	396		287	287	
Upstream Blk Time (%)			0	46	79	76				
Queuing Penalty (veh)			0	0	0	0				
Storage Bay Dist (ft)	300	300					245			100
Storage Blk Time (%)	5	0				73	1		0	1
Queuing Penalty (veh)	18	1				375	4		1	1

Intersection: 11: Overhill Dr & Northern Project Dwy

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	20	12
Average Queue (ft)	3	1
95th Queue (ft)	15	8
Link Distance (ft)	184	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: Overhill Dr & Southern Project Dwy

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	12	29
Average Queue (ft)	6	5
95th Queue (ft)	15	24
Link Distance (ft)	284	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1551

Appendix B

Level of Service Analysis (non-CEQA)

DUDEK
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ENCINITAS, CALIFORNIA 92024
T 800.450.1818 F 760.632.0164

MEMORANDUM

To:	Kent Tsujii, P.E., LA County Public Works
	Nathan Gima, LA County Public Works
From:	Mladen Popovic, Dudek
	Dennis Pascua, Dudek
Subject:	The View Residential Project: Level of Service Analysis
Date:	May 17, 2022
cc:	Mingliang Shi, P.E., LA County Public Works
	Scott Tran, Project Applicant
	Dawna Marshall, Dudek
Attachment(s):	A: Memorandum of Understanding – Los Angeles County
	B: Figures 1-11
	C: Traffic Counts
	D: LOS Worksheets
	E: Cumulative Project Information

1 Introduction

The purpose of this technical memorandum is to provide an analysis of intersection levels of service (LOS) associated with The View residential project at 5101 S. Overhill Drive (proposed project or project) located in the unincorporated Windsor Hills area of Los Angeles County (County). Under the Los Angeles County Department of Public Works' (LACDPW) *Los Angeles County Public Works Transportation Impact Analysis Guidelines* (July 2020), a LOS analysis is not required based on the passage of Senate Bill 743 (SB 743). Therefore, this LOS analysis is provided for informational purposes. The scoping memorandum of understanding (MOU) is provided in Attachment A. The objectives of this analysis are to:

- Document existing intersection LOS in the study area;
- Estimate trip generation, distribution, and assignment characteristics for the proposed project;
- Document the Future (Cumulative) Year intersection levels of service in the study area per traffic volumes derived from adding cumulative projects' traffic to existing traffic volumes;
- Analyze the traffic impacts that would occur as a result of the proposed project under the Existing and Future (Cumulative) Year conditions; and,
- Identify feasible improvements to meet the County's LOS criteria.

Background

For more information regarding the background of the proposed project, as well as the Court order, refer to the VMT Screening Analysis provided as part of the proposed project submittal. Specifically, the Court ruling found that the cumulative traffic analysis was inadequate per CEQA Guidelines section 15130, as it did not include the probable future Baldwin Hills Crenshaw Plaza Redevelopment Project. Therefore, the following LOS Analysis has been prepared, thereby updating the 2015 traffic study with a cumulative traffic analysis which incorporates a more comprehensive and current cumulative projects list with projects in the County and in the adjacent jurisdictions of the Cities of Inglewood and Los Angeles. The LOS analysis in this memorandum is for comparative and informational purposes only and is not relevant to CEQA.

Subsequent to the issuance of the Court Order, SB 743 was adopted in 2018 and the CEQA Guidelines were updated to include Section 15064.3, Determining the Significance of Transportation Impacts. SB 743 requires the vehicle miles traveled (VMT) metric to replace the LOS metric in the determination of a project's impact to transportation. The replacement of LOS with VMT for CEQA analysis was required as of July 1, 2020. CEQA Guidelines section 15064.3 specifies that "vehicle miles traveled is the most appropriate measure of transportation impacts" and "a project's effect on automobile delay shall not constitute a significant environmental impact." Since LOS is no longer used to determine a project's impact to transportation in CEQA, the LOS analysis in this document has been prepared for disclosure purposes related to the project's 2015 traffic study. The LOS analysis provided in this memorandum is consistent with methodologies in the 2015 traffic study.

2 Project Description

The project proposes to develop an approximately 1.84-acre site (Assessor's Parcel Number 5009-007-022) that is currently vacant and unimproved located at 5101 South Overhill Drive in the unincorporated Windsor Hills area of the County. The site is surrounded by commercial uses to the north, single-family homes to the south, an elementary school to the east, and oil fields to the west. The triangular-shaped property is south of the City of Los Angeles, east of La Brea Avenue, west of Overhill Drive and approximately 425 feet south of Stocker Street.

The proposed project would consist of 88 attached condominium dwelling units (DU) and 154,030 square feet of above ground floor area and surface and subterranean parking areas for 198 vehicle spaces and 58 bicycle parking spaces within a five-story, 65-foot height structure as depicted in Figure 1, Project Site Plan. All figures are provided within Attachment B of this memorandum. Additional information is provided in the Project Access and Circulation memorandum provided as an appendix to the VMT Screening Analysis document.

The proposed project would provide vehicular access on Overhill Drive via two proposed driveways, each at the northern and southern edge of the project site boundary. The project site access has been configured to address prior comments that the project received from LACDPW as well as comments from the County of Los Angeles Fire Department. The northern project driveway would be approximately 300 feet south of the La Brea Avenue-Overhill Drive/Stocker Street intersection and would provide full access for residents only to/from the subterranean parking levels. There would also be a gate control arm approximately 85-feet from the property line to ensure vehicular

queues do not block the public right-of-way. The southern driveway would also be full access and be utilized for residents and guests, including a mountable curb raised median island for Fire Department and other emergency vehicle access, and would end at a roundabout in the middle of the site where vehicles could turn around. Prior coordination with the County was required to accommodate the future construction of the County's bicycle path improvement project on Overhill Drive, thereby requiring the installation of a two-way left-turn lane along Overhill Drive to maintain full access for each project driveway. Regional access to the proposed project is provided via Interstate 405 (I-405), which runs north-south and is located approximately 2.5 miles west of the project site, and Interstate 10 (I-10), which runs east-west and is located approximately 2.6 miles north of the project site. Access is also provided via several arterial roadways including La Brea Avenue, La Cienega Boulevard, Overhill Drive, and Slauson Avenue. The proposed project is expected to be constructed in the year 2022.

3 Analysis Methodology

The LOS analysis provided is for comparative and informational purposes only. LOS is no longer a metric to evaluate transportation impacts under CEQA. LOS is commonly used as a qualitative description of intersection operations and roadway segments and is based on the design capacity of the intersection configuration and roadway facility, compared to the volume of traffic using the facility. Although the County has adopted VMT thresholds into their TIA Guidelines, per discussions with the County regarding the court order, an LOS analysis was prepared to update the 2015 traffic study, as well as, analyze conformance with the County's LOS standards. LOS conditions were analyzed in this memorandum for the following scenarios:

Existing Condition

The memorandum includes a description of existing traffic conditions in the site vicinity, including existing intersection weekday AM and PM peak hour traffic volumes and traffic operations. The existing condition is representative of the year 2019 prior to the COVID pandemic. Existing traffic volumes were obtained from traffic counts collected in November 2019.

Existing plus Project Condition

This condition includes analysis of traffic operations under existing conditions with project-related traffic, added to the existing AM and PM peak hour intersection traffic volumes. The effects on traffic operations specific to the project under this condition were used as the basis for determining the project's direct contribution to intersection LOS on the existing roadway network.

Future (Cumulative) Year Conditions

This scenario includes a description of traffic conditions and operations within a short-term horizon period where the proposed project is constructed and occupied, in this case the project is expected to be constructed in the year 2022. Future (Cumulative) Year traffic volumes are derived from the addition of traffic from nearby approved and/or pending development projects added to the existing traffic volumes. Approved and/or pending projects are developments in the review process, but not fully approved; or, projects that have been approved, but not fully

constructed or occupied. For the study intersection in the City of Los Angeles, LADOT requires that ambient growth be included. Ambient growth rates were obtained from the *Los Angeles County Congestion Management Program* (CMP, Metro 2010) for the West/Central Los Angeles Regional Statistical Area, indicating an ambient growth rate of 0.14% per year.

Future (Cumulative) Year plus Project Conditions

This scenario includes analysis of traffic operations under the Future (Cumulative) Year condition (described above) with project-related traffic added to the AM and PM peak hour traffic volumes. The traffic impacts specific to the project under this condition were used as the basis for determining the project's contribution to cumulative impacts. It is important to note that per the County's 2013 TIA guidelines, the project-related impact in the future scenario is calculated by comparing the existing condition with the Future (Cumulative) Year plus Project condition, while the City of Los Angeles' guidelines require a comparison of Future (Cumulative) Year baseline and Future (Cumulative) Year plus Project conditions. Therefore, while there was no Future (Cumulative) Year baseline analysis prepared for County intersections, the intersection in the City of Los Angeles is analyzed based on a Future (Cumulative) Year baseline scenario.

3.1 Intersection Level of Service

Per the County's previous TIA guidelines (2013) utilized within the 2015 traffic study, the intersection evaluation methodology to assess transportation impacts for signalized intersections is based on the Intersection Capacity Utilization (ICU) methodology for analyzing traffic operating conditions at study intersections. The ICU method determines the volume-to-capacity (V/C) ratio on a critical movement basis and the level of service associated with each V/C ratio at an intersection. These methods are used to assess operational characteristics for signalized intersections which is determined by calculating the intersection's LOS. The intersection as a whole and its individual turning movements can be described alphabetically with a range of LOS (A through F), with LOS A indicating free-flow traffic and LOS F indicating extreme congestion and long vehicle delays. Per the TIA guidelines utilized in the previous TIA, LOS D is the minimum acceptable LOS for both the County and the City of Los Angeles.

Per the City of Los Angeles' TIA guidelines (2013) utilized within the 2015 traffic study , the intersection evaluation methodology to assess transportation impacts for signalized intersection is based on the Transportation Research Board, Circular 212 Critical Movement Analysis (CMA) Planning Method for analyzing traffic operating conditions at study intersections. CMA is a method that determines the V/C ratio on a critical lane basis and the LOS associated with each V/C ratio at an intersection.

The PTV Vistro software was used to determine intersection LOS and is consistent with the ICU methodology, while spreadsheets provided by LADOT were utilized for the CMA methodology. Table 1 shows the general description of LOS values.

Table 1. Levels of Service Description

Level of Service	General Description
A	LOS A describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
B	LOS B describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
C	LOS C describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	LOS D describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	LOS E describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
F	LOS F describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: HCM 6 (TRB 2016).

3.1.1 Study Intersections

Based on the 2015 traffic study and the MOU with the County (Attachment A), the study area was determined to include the intersections listed below. Figure 2 shows the project location and intersections within the study area.

Intersections

1. La Cienega Boulevard/Stocker Street (County)
2. Fairfax Avenue/Stocker Street (County)
3. La Brea Avenue – Overhill Drive/Stocker Street (County)
4. La Brea Avenue/Slauson Avenue (County)

5. Overhill Drive/Slauson Avenue (County)
6. Overhill Drive/62nd Street (County)
7. La Brea Avenue/Obama Boulevard (City)

3.2 General Plan Goals, Policies, and LOS Criteria

Below are the goals and policies of the General Plan Mobility Elements of the County and City of Los Angeles. The LOS thresholds and impact criteria, as utilized in the prior 2015 traffic study, are identified in the County's Mobility Element and TIA guidelines, and the City of Los Angeles' Mobility Element and TIA guidelines, and were used to evaluate the project's potential consistency with standards as it relates to intersection LOS.

Los Angeles County General Plan Mobility Element

The following are the County's mobility goals and policies applicable to this memorandum:

Policy M 4.6: Support alternatives to LOS standards that account for a multimodal transportation system.

Policy M 4.7: Maintain a minimum LOS D, where feasible; however, allow LOS below D on a case by case basis in order to further other General Plan goals and policies, such as those related to environmental protection, infill development, and active transportation.

City of Los Angeles General Plan Mobility Element

The following are the City of Los Angeles' mobility goals and policies applicable to this memorandum:

Objectives: Safety First

Policy 1.1: Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.

Objectives: World Class Infrastructure

Policy 2.17: Carefully consider the overall implications (costs, character, safety, travel, infrastructure, environment) of widening a street before requiring the widening, even when the existing right of way does not include a curb and gutter or the resulting roadway would be less than the standard dimension.

Policy 2.14: Designate a street's functional classification based upon its current dimensions, land use context, and role

Objectives: Clean Environments & Healthy Communities

Policy 5.3 Support a range of transportation metrics to evaluate the multiple purposes that streets serve.

According to the City of Los Angeles' Mobility Element, while there are no specific LOS consistency requirements, the City acknowledges that LOS is a traditionally used metric that often leads to widening roads instead of alternatives to driving.

As directed by the County and for the purposes of the project's Court Ruling, the former LOS standards for both jurisdictions has been evaluated as acceptable for intersections to operate at LOS D or better. Intersections that operate at LOS E or F would be considered to be inconsistent with the County's and City of Los Angeles' former LOS standard (LOS D). However, it should be noted that the County's General Plan Policy M 4.7 states: "*Maintain a minimum LOS D, where feasible; however, allow LOS below D on a case by case basis in order to further other General Plan goals and policies, such as those related to environmental protection, infill development, and active transportation.*"

Los Angeles County TIA Guidelines (2013)

The proposed project site and study intersections 1 through 6 are located within the County's jurisdiction and therefore use the significance criteria provided by the County.

The County's current TIA guidelines (July 2020) do not have specific LOS criteria and also require a different methodology (Highway Capacity Manual – HCM) to analyze intersection LOS for roadway design purposes. However, at the time of the Court proceedings, the County utilized a LOS analysis per the County's former TIA guidelines (2013). The LOS analysis herein is notably modified from the 2013 County TIA Guidelines in that it includes additional cumulative projects pursuant to the Court's Ruling that states "[n]othing in CEQA appears to support LACDPW guidelines as to a limitation on build out year" and the Court's findings that the inclusion of the Baldwin Hills Crenshaw Plaza Redevelopment Project in the LOS intersection analysis had a potential to result in a cumulative drop in LOS from D to F at the La Brea and Slauson Avenues intersection. The following (former) significance criteria was used to assess whether the addition of project trips would cause an inconsistency to the County's former LOS standard. A project would be potentially inconsistent with the County's LOS standard if it equals or exceeds the V/C ratio thresholds shown in Table 2.

Table 2. 2013 County TIA Guidelines: Criteria for Intersections

Pre-project		
LOS	V/C	Project-Related Increase in V/C
C	0.71 to 0.80	equal to or greater than 0.04
D	0.81 to 0.90	equal to or greater than 0.02
E/F	0.91 or more	equal to or greater than 0.01

Source: Los Angeles County, *Transportation Impact Analysis Report Guidelines*, 2013

City of Los Angeles TIA Guidelines (2016)

Intersection 7 (La Brea Avenue/Obama Boulevard) is located within the City of Los Angeles and therefore uses the former significance criteria provided in the LADOT TIA guidelines (2016), as directed by the County for purposes of the project's Court Ruling. Similar to the County, the City's current TIA guidelines (July 2020) also do not have

specific LOS criteria and also require a different methodology (HCM) to analyze intersection LOS. The following former significance criteria was used to assess whether the addition of project trips would create an inconsistency with the City's LOS standards pursuant to the Court's findings, as discussed above. A project would be potentially inconsistent with the City's LOS standards if it equals or exceeds the V/C ratio thresholds shown in Table 3.

Table 3. 2016 LADOT TIA Guidelines: Criteria for Intersections

LOS	Final V/C Ratio	Project-Related Increase in V/C
C	0.701 to 0.800	equal to or greater than 0.040
D	0.801 to 0.900	equal to or greater than 0.020
E	0.901 or more	equal to or greater than 0.010
F	Greater than 1.00	equal to or greater than 0.010

Source: LADOT, Traffic Impact Study Guidelines, 2016.

3.3 Improvements for Transportation Impacts

As discussed in Section 3 above, SB 743 required a change to the CEQA Guidelines to provide for alternative transportation impact metrics, and that LOS would no longer be the basis for transportation impact thresholds. Further, both the County and City of Los Angeles have amended their TIA guidelines to prioritize VMT-related thresholds, and de-emphasize LOS-related thresholds. Therefore, the instances within this memorandum in which intersections exceed the former criteria, as reported in the 2015 traffic study, are no longer deemed to be significant impacts under CEQA. Instead, VMT analysis shall be utilized to determine project impacts under CEQA.

Nonetheless, this analysis herein determines what improvements would be needed to achieve the LOS D criteria as identified in General Plan Policy M-4.7. For each improvement listed, a project peak hour traffic contribution percentage is calculated to accurately assess the project's contribution in relation to cumulative projects that also contribute to intersections performing below LOS standards. All improvements, as well as project peak hour contribution calculations are listed in the Conclusion section.

4 Project Traffic

This section documents the trip generation, distribution, and assignment of project traffic in the study area.

4.1 Trip Generation

The following trip generation, distribution, and assignment estimates are consistent with the 2015 traffic study and have been accepted by LACDPW. Table 4 provides the project trip generation estimates for the weekday daily, and AM and PM peak hours. Per trip rates from the County's 2013 TIA guidelines for condominiums/townhomes, the proposed project would generate approximately 704 daily trips, 47 AM peak hour trips (5 inbound and 42 outbound), and 64 PM peak hour trips (41 inbound and 23 outbound).

Table 4. Project Trip Generation

Land Use	Size/Unit	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates								
Los Angeles County Condominiums/Townhomes[1]	per DU[2]	8.00	0.06	0.48	0.54	0.47	0.26	0.73
Trip Generation								
The View Condominiums	88 DUs	**704**	**5**	**42**	**47**	**41**	**23**	**64**

Notes:

1 Trip rates from LACDPW, *Traffic Impact Analysis Report Guidelines*, 2013 and were derived from the LACDPW, *Traffic Impact Study Report Guidelines*, 1997 where trips are one-way traffic movements, entering or leaving. These guidelines are provided in Appendix D.

Daily Trip Rate: 8.0 trips/dwelling unit; 50% inbound/50% outbound.
AM Peak Hour Trip Rate:0.06 inbound trips/dwelling unit; 0.48 outbound trips/dwelling unit.
PM Peak Hour Trip Rate: 0.47 inbound trips/dwelling unit; 0.26 outbound trips/dwelling unit.

2 DU = Dwelling unit

4.2 Trip Distribution and Assignment

Project trip distribution percentages are based on logical travel paths to and from the project site. The project's trip distribution percentages match those provided in the previous 2015 traffic study and were accepted by the County (MOU is provided in Attachment A).

Primary vehicular site access would be provided along Overhill Drive via two proposed driveways, each at the northern and southern edge of the project site boundary, respectively. The project trip distribution percentages by movement for each study intersection and project driveway are shown in Figure 3. Project trips were assigned to the study area intersections by applying the above-referenced project trip generation estimates to the trip distribution percentages at each study area intersection and project driveway. The project trip assignment is shown in Figure 4.

5 Existing Traffic Operations

The existing traffic controls and geometrics at the study area intersections is shown in Figure 5. This section details the existing traffic volumes and the existing intersection operations within the study area.

5.1 Traffic Volumes

Existing weekday peak hour turning movements counts were collected for the AM (7:00 a.m. to 9:00 a.m.) and PM (4:00 p.m. to 6:00 p.m.) peak hours for County intersections, while per LADOT policies, the La Brea Avenue/Obama Boulevard intersection was collected from (7:00 a.m. to 10:00 a.m.) and PM (3:00 p.m. to 6:00 p.m.). All data was collected in November 2019 (before the COVID-19 pandemic) during a typical non-holiday week, while adjacent schools were in session. The peak periods represent the highest volume of traffic for the adjacent street system. Raw traffic count worksheets are provided in Attachment C. Existing weekday AM and PM peak hour volumes are summarized in Figure 6.

5.2 Intersection Operations

An intersection LOS analysis was prepared for the existing conditions using the ICU and CMA methodology via the PTV Vistro software and LADOT spreadsheet, respectively, as discussed in Section 3. Table 5 shows the results of the existing conditions analysis. LOS worksheets are provided in Attachment D.

Table 5. Existing Peak Hour Intersection Level of Service

No.	Intersection	Jurisdiction	LOS Method	Existing			
				AM Peak		PM Peak	
				V/C[1]	LOS[2]	V/C[1]	LOS[2]
1	La Cienega Boulevard/Stocker Street	County	ICU	**0.933**	**E**	**0.957**	**E**
2	Fairfax Avenue/Stocker Street	County	ICU	0.666	B	0.710	C
3	La Brea Avenue-Overhill Drive/Stocker Street	County	ICU	0.787	C	0.838	D
4	La Brea Avenue/Slauson Avenue	County	ICU	0.678	B	0.794	C
5	Overhill Drive/Slauson Avenue	County	ICU	0.703	B	0.878	D
6	Overhill Drive/62nd Street	County	ICU	0.735	C	0.608	A
7	La Brea Avenue/Obama Boulevard	City	CMA	**0.917**	**E**	0.812	D

Notes: ICU = Intersection Capacity Utilization; CMA = Critical Movement Analysis.
1 Volume to capacity ratio
2 Level of Service (LOS)

As shown in the table, most of the study area intersections are currently operating at levels of service consistent with the County and City of Los Angeles LOS standards (LOS D or better) under existing conditions, except for the following intersections:

- La Cienega Boulevard/Stocker Street in the AM peak hour (0.933; LOS E) and in the PM peak hour (0.957; LOS E).
- La Brea Avenue/Obama Boulevard in the AM peak hour (0.917; LOS E).

5.3 Existing plus Project Traffic Operations

This section details the Existing plus Project traffic volumes and intersection operations within the study area pursuant to the Court's Ruling. As discussed in Section 3above, SB 743 required a change to the CEQA Guidelines where LOS is no longer the basis for transportation impact thresholds. Both the County and City of Los Angeles have amended their TIA guidelines to prioritize VMT-related thresholds and de-emphasize LOS-related thresholds. However, at the time of the Court proceedings, the County utilized a LOS analysis per the County's former TIA guidelines (2013) and this information is included below pursuant to that Court Ruling. Nonetheless, the instances below where intersections exceed LOS criteria are no longer deemed to be significant impacts under CEQA. Nonetheless, the analysis below determines what improvements would be needed to achieve the LOS D criteria as identified in General Plan Policy M-4.7.

5.3.1 Intersection Operations

The project trip assignment shown in Figure 4 was added to the Existing peak hour traffic volumes shown in Figure 6 to derive the Existing plus Project peak hour traffic condition shown in Figure 7. An intersection LOS analysis was conducted for the Existing plus Project condition using the ICU and CMA methodologies, for County and City of Los Angeles study intersections, respectively. Table 6 summarizes the results of the Existing plus Project intersection analysis for the AM and PM peak hours. Detailed LOS calculation worksheets are included in Attachment D.

As shown in Table 6, all study area intersections are forecast to continue to operate at the same LOS level as compared to the existing conditions. The following intersections continue to perform at LOS E or F with the addition of project traffic:

- La Cienega Boulevard/Stocker Street in the AM peak hour (LOS E; no change in V/C) and in the PM peak hour (LOS E; 0.004 increase in V/C).
- La Brea Avenue/Obama Boulevard in the AM peak hour (LOS E; 0.002 increase in V/C).

However, based on the County and City of Los Angeles former LOS criteria, those intersections would remain consistent with their former LOS standards as their V/C increases would be less than 0.010 V/C.

Table 6. Existing plus Project Peak Hour Intersection Level of Service

No.	Intersection	LOS Method	Existing				Existing plus Project				Change in V/C		Consistent w/ V/C Criteria (V/C Increase)?		Consistent w/ LOS D Criteria?	
			AM Peak		PM Peak		AM Peak		PM Peak							
			V/C[1]	LOS[2]	V/C[1]	LOS[2]	V/C[1]	LOS[2]	V/C[1]	LOS[2]	AM	PM	AM	PM	AM	PM
1	La Cienega Boulevard/Stocker Street	ICU	**0.933**	**E**	**0.957**	**E**	**0.933**	**E**	**0.961**	**E**	0.000	0.004	Yes	Yes	**No**	**No**
2	Fairfax Avenue/Stocker Street	ICU	0.666	B	0.710	C	0.667	B	0.712	C	0.001	0.002	Yes	Yes	Yes	Yes
3	La Brea Ave-Overhill Dr/Stocker Street	ICU	0.787	C	0.838	D	0.790	C	0.842	D	0.003	0.004	Yes	Yes	Yes	Yes
4	La Brea Avenue/Slauson Avenue	ICU	0.678	B	0.794	C	0.681	B	0.795	C	0.003	0.001	Yes	Yes	Yes	Yes
5	Overhill Drive/Slauson Avenue	ICU	0.703	B	0.878	D	0.703	B	0.880	D	0.000	0.002	Yes	Yes	Yes	Yes
6	Overhill Drive/62nd Street	ICU	0.735	C	0.608	A	0.735	C	0.608	A	0.000	0.000	Yes	Yes	Yes	Yes
7	La Brea Avenue/Obama Boulevard	CMA	**0.917**	**E**	0.812	D	**0.919**	**E**	0.815	D	0.002	0.003	Yes	Yes	**No**	Yes

Notes: ICU = Intersection Capacity Utilization; CMA = Critical Movement Analysis.
1 Volume to capacity ratio
2 Level of Service (LOS)

6 Future (Cumulative) Year Conditions

An intersection LOS analysis was prepared This section details the Future (Cumulative) Year Conditions traffic volumes and intersection operations within the study area pursuant to the Court's Ruling. As noted previously, this LOS information is no longer the basis for transportation impact thresholds for either the City or County. However, at the time of the Court proceedings, the County utilized a LOS analysis per the County's former TIA guidelines (2013) and this information is voluntarily included below pursuant to that Court Ruling in order to provide a comparative analysis with the additional cumulative projects. The instances below where intersections exceed LOS criteria are no longer deemed to be significant impacts under CEQA. Nonetheless, the analysis below determines what improvements would be needed to achieve the LOS D criteria as identified in General Plan Policy M-4.7, were the LOS criteria still the basis of determining transportation impacts, instead of VMT, which fully replaced LOS as the metric for significance criteria.

6.1 Cumulative Projects

Cumulative projects are projects that are proposed and in the review process, but not yet fully approved; or, projects that have been approved, but not fully constructed or occupied. The previous cumulative traffic analysis included in the MND was determined inadequate by the Superior Court of the State of California on the grounds that the cumulative project list did not include all projects proposed at that time that could affect the cumulative traffic analysis. Therefore, the cumulative analysis reflects updated cumulative projects within the County and the adjacent Cities of Inglewood and Los Angeles that have the potential to generate traffic through the project's study area.

As part of the cumulative analysis, Dudek has obtained a list of approved and pending projects in the area from the County and the Cities of Inglewood and Los Angeles. The cumulative projects' lists were provided by the County in March 2020 and supplemented with an updated list received in December 2020 (for projects added after March 2020) to reflect the assumed conditions at the time the Notice of Preparation was issued for the EIR in November 2020; the City of Inglewood in December 2020; and, the City of Los Angeles in December 2020, and are provided in Attachment E. The cumulative project lists were evaluated for projects that would generate measurable traffic through the study area and may have a direct effect on the LOS of the study area intersections and roadways. This list was accepted by the County for use in this TIA (see MOU in Attachment A). Table 7 provides a brief description of these cumulative projects, and cumulative project locations are shown in Figure 8.

Table 7. Cumulative Project List by Jurisdiction

No.	Project Location	Description/Size
Los Angeles County		
1	4609 W Slauson Avenue	Site plan to establish a 2,400 sq ft automatic car wash with 20 parking/vacuum stations, office, vending and computer room.
2	5538 S La Brea Avenue	To create 3 multi-family residence lots developed with 31 townhouse-style residential condominium units within Zone R-3 on 2.78 acres.
3	5035 W Goldleaf Circle	TI & establish use for Firehouse Subs.
City of Los Angeles		
4	6855 S La Cienega Boulevard	Smart & Final supermarket, 22,590 sf.
5	5208 W Centinela Avenue	Chick-fil-A drive through fast food restaurant, 4,642 sf.
6	3130 W Slauson Avenue	782 apartments.
7	4252 S Crenshaw Boulevard	111 apartments.
8	4242 S Crenshaw Boulevard	124 apartments and 5,750 retail.
9	3900 W MLK Jr. Boulevard	50,000 office, 200 condos, 3600 student college.
10	3650 W MLK Jr. Boulevard	Baldwin Hills/Crenshaw plaza mixed-use development consisting of 410 apartments, 551 condos, 400 hotel rooms, 2,823 seat cinema, 198,000 sf office, 978,251 sf retail gross area.
11	4018 S Buckingham Rd.	130 senior housing units.
12	3831 W Stocker Street	127 apartments.
City of Inglewood		
13	333 N Prairie Avenue	266 townhome units.
14	408 E Warren Lane	2,542 commercial building.
15	La Brea Av/Florence Avenue	241 multi-family units and 40,000 sf retail.
16	1050 S Prairie Avenue	80,000-seat stadium, 6,000-seat performance venue, 2,500 multi-family, 890,000 sf retail, 780,000 sf office, 120,000 sf casino, 300-room hotel, 25 acres open space, 4 acre civic site. Potential for up to 5,750,000 sf of commercial uses.
17	417-433 Centinela Avenue	116 multi-family units.
18	614 E Hyde Park Boulevard	18-bed congregate living facility.
19	912 N Edgewood Street	38 multi-family units.
20	113-133 Plymouth Street	20 townhome units.
21	411 E Hazel Street	18 multi-family units.
22	943-959 W Hyde Park Boulevard	5 story self-storage facility.
23	423 E Warren Lane	44 multi-family units.
24	1001 N Welton Way	11 multi-family units.
25	527 E Hyde Park Boulevard	21 multi-family units.
26	704 N Market Street	12 apartments.
27	205 N Market Street	243 units; 55,000 sf retail.

Table 7. Cumulative Project List by Jurisdiction

No.	Project Location	Description/Size
28	332 Stepney Street	8 apartments.
29	455 N Prairie Avenue	A 6,530 square foot, two story medical office building.
30	716 W Beach Avenue	42 apartments.
31	317 S La Brea Avenue	311 apartments; 22,000 sf commercial.
32	201 N La Brea Avenue	144 apartments.
33	923 Redondo Blvd	4-story mixed-use building with 101 apartment units.
34	Prairie Avenue/Century Boulevard	Murphy's Bowl (Clippers) 18,500-seat basketball venue with associated ancillary uses.

6.1.1 Cumulative Projects Trip Generation

Project trip generation estimates for the cumulative projects were taken from traffic studies prepared for the recent development projects, such as the Baldwin Hills Crenshaw Plaza Redevelopment Project (cumulative project #10) and the Inglewood Basketball and Entertainment Center Project (cumulative project #34). For these projects, the direct project trip assignment was utilized and applied to the study intersections in this analysis. For all other remaining cumulative projects, trip generation estimates were based on trip rates in ITE's Trip Generation, 10th Edition (2017).

6.1.2 Cumulative Projects Trip Distribution and Assignment

The cumulative projects listed in Table 7 above were each added to cumulative traffic zones, depending on their location in relation to the study intersections, as well as their associated land uses. For instance, residential developments located south of all study intersections were grouped, and assumed to have the same distribution percentage. Therefore, all cumulative project traffic zones were distributed and subsequently calculated within the PTV Vistro software for each study intersection. The PTV Vistro software enables the ability to organize, collate, and distribute the cumulative project zones. All of the necessary cumulative project information, as well as the cumulative project distribution and assignment data by zone and by project is provided in Attachments D and E.

Trip distributions and assignments for the cumulative projects were obtained from traffic studies prepared for recent development projects as mentioned above, and for the remaining projects, logical commute corridors were assumed. The trips generated by the cumulative projects were then distributed through the study area network. Figure 9 shows the cumulative projects trip assignments for the peak hour conditions.

6.2 Intersection Operations

This scenario includes a description of traffic conditions and operations within a short-term horizon period where the proposed project is constructed and occupied, in this case the project is expected to be constructed in the year 2022. Future (Cumulative) Year traffic volumes are derived from the existing traffic volumes with the addition of nearby approved or pending (cumulative) development projects. For the intersection of La Brea Avenue/Obama

Boulevard, an ambient growth was also added per the City of Los Angeles' TIA guidelines. Ambient growth rates were obtained from the Los Angeles County Congestion Management Program (Metro 2010) for the West/Central Los Angeles Regional Statistical Area, totaling an ambient growth of 0.14% per year.

The existing intersection configurations (shown in Figure 5) have been assumed to be preserved under the Future (Cumulative) Year conditions, with the exception of the intersection of Fairfax Avenue/Stocker Street. This intersection has recently been converted from permitted left-turn movements on eastbound and westbound movements, to protected left-turn movements. Therefore, this intersection has been altered in the Future (Cumulative) Year conditions. As stated in Section 3, per the County's TIA guidelines, the project-related impact in the future scenario is calculated by comparing the existing condition with the Future (Cumulative) Year plus Project condition, while the City of Los Angeles' TIA guidelines utilize a comparison of Future (Cumulative) Year baseline and Future (Cumulative) Year plus Project conditions. Therefore, while there was no Future (Cumulative) Year baseline analysis prepared for County intersections within this memorandum, traffic volumes were tabulated for all intersections and are provided in Figure 10 which illustrates the Future (Cumulative) Year traffic volumes for the peak hour conditions.

An intersection LOS analysis was prepared for the Future (Cumulative) Year condition using the CMA methodology for the single City of Los Angeles intersection. Table 8 summarizes the results of the Future (Cumulative) Year intersection analysis for the AM and PM peak hours. Detailed LOS calculation worksheets are included in Attachment D.

Table 8. Future (Cumulative) Year Peak Hour Intersection Level of Service – City of Los Angeles

No.	Intersection	Jurisdiction	LOS Method	Future (Cumulative) Year			
				AM Peak		PM Peak	
				V/C[1]	LOS[2]	V/C[1]	LOS[2]
1	La Cienega Boulevard/Stocker Street	County	ICU	*not applicable*			
2	Fairfax Avenue/Stocker Street	County	ICU				
3	La Brea Avenue-Overhill Drive/Stocker Street	County	ICU				
4	La Brea Avenue/Slauson Avenue	County	ICU				
5	Overhill Drive/Slauson Avenue	County	ICU				
6	Overhill Drive/62nd Street	County	ICU				
7	La Brea Avenue/Obama Boulevard	City	CMA	0.984	E	0.893	D

Notes: ICU = Intersection Capacity Utilization; CMA = Critical Movement Analysis; N/A = Analysis scenario comparison not applicable per significance criteria per County TIA guidelines.

1 Volume to capacity ratio

2 Level of Service (LOS)

As shown in the table, the intersection of La Brea Avenue/Obama Boulevard is forecast to continue to operate at levels of service that is not consistent with the City of Los Angeles' LOS standards (LOS D or better) during the AM peak hour.

6.3 Future (Cumulative) Year plus Project Traffic Operations

This section details the Future (Cumulative) Year traffic plus Project traffic volumes and the intersection operations within the study area. As discussed in Section 3 above, SB 743 required a change to the CEQA Guidelines where LOS is no longer the basis for transportation impact thresholds. Both the County and City of Los Angeles have amended their TIA guidelines to prioritize VMT-related thresholds and de-emphasize LOS-related thresholds. Therefore, the instances below where intersections exceed LOS criteria are no longer deemed to be significant impacts under CEQA. Nonetheless, the analysis below provides an LOS analysis with the additional cumulative projects to provide information pursuant to the Court Ruling and determines what improvements would be needed to achieve the LOS D criteria as identified in General Plan Policy M-4.7.

6.3.1 Intersection Operations – County

As stated above and in Section 3, per the County's TIA guidelines the project-related changes in the future scenario is calculated by comparing the existing condition with the Future (Cumulative) Year plus Project condition. Therefore, for County intersections the Future (Cumulative) Year plus Project condition consists of existing traffic volumes (Figure 6), with the addition of cumulative project trip assignment (Figure 9), and finally the project trip assignment (Figure 4). An intersection LOS analysis was prepared for the Future (Cumulative) Year plus Project condition using the ICU methodology, and Table 9 summarizes the results of the Future (Cumulative) Year plus Project intersection analysis for the AM and PM peak hours and is compared with the existing condition. Detailed LOS calculation worksheets are included in Attachment D.

As shown in Table 9, the following study area intersections are forecast to operate at LOS E or F in the County or City upon the addition of project trips:

- La Cienega Boulevard/Stocker Street
  - AM peak hour; remains at LOS E, and pre-project V/C increase is greater 0.010 (0.046).
  - PM peak hour; degrades from LOS E to LOS F, and pre-project V/C increase is greater 0.010 (0.081).
- La Brea Avenue-Overhill Drive/Stocker Street
  - AM peak hour; degrades from LOS C to LOS D, and pre-project V/C increase is greater 0.040 (0.069).
  - PM peak hour; degrades from LOS D to LOS E, and pre-project V/C increase is greater 0.020 (0.084).
- La Brea Avenue/Slauson Avenue
  - PM peak hour; degrades from LOS C to LOS D, and pre-project V/C increase is greater 0.040 (0.085).
- Overhill Drive/Slauson Avenue
  - AM peak hour; degrades from LOS B to LOS C, and pre-project V/C increase is greater 0.040 (0.064).

- PM peak hour; degrades from LOS D to LOS E, and pre-project V/C increase is greater 0.020 (0.111).

All remaining study areas intersections and their peak hours are forecast to remain consistent with the former County LOS standards as it relates to project significance criteria.

Also as shown in Table 9, the following study area intersections are forecast to operate at LOS E or LOS F under Future (Cumulative) Year conditions:

- La Cienega Boulevard/Stocker Street (LOS E in AM and LOS F in PM peak hour)
- La Brea Avenue-Overhill Drive/Stocker Street (LOS E in the PM peak hour)
- Overhill Drive/Slauson Avenue (LOS E in PM peak hour)

However, the County's Mobility Policy M 4.7 regarding the LOS D standard should be noted for those intersections forecast to operate at LOS E or F:

Policy M 4.7: Maintain a minimum LOS D, where feasible; however, allow LOS below D on a case by case basis in order to further other General Plan goals and policies, such as those related to environmental protection, infill development, and active transportation.

The proposed project is an infill project that is consistent with the goals and policies of the County's General Plan. All remaining intersections and peak hours are forecast to continue to operate at LOS D or better.

Section 8 below provides intersection improvements that could bring those project-affected intersections noted above back to acceptable LOS conditions per the County's TIA guidelines, as well as, the estimated project's peak hour traffic contribution percentages to those intersections. Finally, Section 7 also describes in detail the feasibility of the noted improvements and the project's contribution percentages at those affected intersections

6.3.2 Intersection Operations – City of Los Angeles

As stated in Section 3 and described above, per the City's TIA guidelines a comparison of Future (Cumulative) Year baseline and Future (Cumulative) Year plus Project conditions was calculated to determine the project future impact to study area intersections. The project trip assignment (Figure 4) was added to the Future (Cumulative) Year traffic volumes (Figure 10) to create the Future (Cumulative) Year plus Project scenario (Figure 11).

An intersection LOS analysis was prepared for the Future (Cumulative) Year plus Project condition using the CMA methodology, and Table 10 summarizes the results of the Future (Cumulative) Year plus Project intersection analysis for the AM and PM peak hours. Detailed LOS calculation worksheets are included in Attachment D.

As shown in the table, the intersection of La Brea Avenue/Obama Boulevard is forecast to continue to operate at levels of service that is not consistent with the City's general plan policy (LOS D or better) during the AM peak hour (0.986 V/C; LOS E). While this intersection remains at LOS E in the AM peak hour, the project-related increase to

V/C is 0.002 which is below the City's former significance criteria threshold of 0.010. Therefore, addition of project traffic would not significantly contribute to this cumulative inconsistency with the City's LOS standards.

Table 9. Future (Cumulative) Year plus Project Peak Hour Intersection Level of Service - County

No.	Intersection	LOS Method	Existing				Future (Cumulative) Year plus Project				Change in V/C		Consistent w/ V/C Criteria (V/C Increase)?		Consistent w/ LOS D Criteria?	
			AM Peak		PM Peak		AM Peak		PM Peak							
			V/C[1]	LOS[2]	V/C[1]	LOS[2]	V/C[1]	LOS[2]	V/C[1]	LOS[2]	AM	PM	AM	PM	AM	PM
1	La Cienega Boulevard/Stocker Street	ICU	**0.933**	**E**	**0.957**	**E**	**0.979**	**E**	**1.038**	**F**	0.046	0.081	**No**	**No**	**No**	**No**
2	Fairfax Avenue/Stocker Street	ICU	0.666	B	0.710	C	0.701	B	0.746	C	0.035	0.036	Yes	Yes	Yes	Yes
3	La Brea Ave-Overhill Dr/Stocker Street	ICU	0.787	C	0.838	D	0.856	D	**0.922**	**E**	0.069	0.084	**No**	**No**	Yes	**No**
4	La Brea Avenue/Slauson Avenue	ICU	0.678	B	0.794	C	0.744	C	0.879	D	0.066	0.085	Yes	**No**	Yes	Yes
5	Overhill Drive/Slauson Avenue	ICU	0.703	B	0.878	D	0.767	C	**0.989**	**E**	0.064	0.111	**No**	**No**	Yes	**No**
6	Overhill Drive/62nd Street	ICU	0.735	C	0.608	A	0.755	C	0.634	B	0.020	0.026	Yes	Yes	Yes	Yes
7	La Brea Avenue/Obama Boulevard	CMA	*not applicable (see Table 10 below)*													

Notes: ICU = Intersection Capacity Utilization; CMA = Critical Movement Analysis; N/A = Analysis scenario comparison not applicable per significance criteria per City TIA guidelines.

1 Volume to capacity ratio

2 Level of Service (LOS)

Table 10. Future (Cumulative) Year plus Project Peak Hour Intersection Level of Service - City

No.	Intersection	LOS Method	Future (Cumulative) Year				Future (Cumulative) Year plus Project				Change in V/C		Consistent w/ V/C Criteria (V/C Increase)?		Consistent w/ LOS Criteria?	
			AM Peak		PM Peak		AM Peak		PM Peak							
			V/C[1]	LOS[2]	V/C[1]	LOS[2]	V/C[1]	LOS[2]	V/C[1]	LOS[2]	AM	PM	AM	PM	AM	PM
1	La Cienega Boulevard/Stocker Street	ICU	*not applicable (see Table 9 above)*													
2	Fairfax Avenue/Stocker Street	ICU														
3	La Brea Ave-Overhill Dr/Stocker Street	ICU														
4	La Brea Avenue/Slauson Avenue	ICU														
5	Overhill Drive/Slauson Avenue	ICU														
6	Overhill Drive/62nd Street	ICU														
7	La Brea Avenue/Obama Boulevard	CMA	0.984	E	0.893	D	0.986	E	0.895	D	0.002	0.002	Yes	Yes	No	Yes

Notes: ICU = Intersection Capacity Utilization; CMA = Critical Movement Analysis; N/A = Analysis scenario comparison not applicable per significance criteria per County TIA guidelines.

1 Volume to capacity ratio

2 Level of Service (LOS)

7 Conclusion

Based on the LOS analysis conducted for the study intersections and the County of Los Angeles former traffic impact thresholds, the proposed project would not be consistent with the County's former LOS standards (LOS D or better) at the La Cienega Boulevard/Stocker Street intersection (#1), La Brea Avenue – Overhill Drive/Stocker Street intersection (#3), and the Overhill Drive/Slauson Avenue intersection (#5) under the Future (Cumulative) Year plus Project conditions. Additionally, these intersections, along with the La Brea Avenue/Slauson Avenue intersection (#4), would not be consistent with the County's former criteria based on project-related increases in the V/C ratio (see Section 3).

However, the County's Mobility Policy M 4.7 regarding the LOS D standard should be noted for those intersections forecast to operate at LOS E or F:

Policy M 4.7: Maintain a minimum LOS D, where feasible; however, allow LOS below D on a case by case basis in order to further other General Plan goals and policies, such as those related to environmental protection, infill development, and active transportation.

The proposed project is an infill project that is consistent with the other goals and policies of the County's General Plan. The proposed density of the project is also notably consistent with the General Plan land use designation and zoning (Chapter 22.20), which allows for 50 dwelling units per acre in zone C-1, Restricted Commercial. All remaining intersections and peak hours are forecast to continue to operate at LOS D or better.

The following section provides recommended improvements to meet the County's former LOS standards, identified for disclosure purposes only. The proposed project would not be implementing the recommended improvements.

7.1 Improvements to Meet LOS Standards

Intersection #1 – La Cienega Boulevard/Stocker Street

Although this intersection is already operating below the County's LOS standard (LOS D) under existing conditions, the addition of project traffic would make it potentially inconsistent with the County's LOS criteria with V/C increases of 0.046 at LOS E and 0.081 at LOS F during the AM and PM peak hours, respectively. As the County General Plan has an operational target of LOS D or better, and the acceptable V/C ratio increases must be less than 0.010 at a pre-project LOS E, these increases are greater than the County of Los Angeles V/C thresholds and are potentially inconsistent with the General Plan. The project's contribution at this intersection is 0.30% during the AM peak hour and 1.49% during the PM peak hour. The improvement needed at this intersection to resolve this cumulative LOS condition would be as follows:

Improvement 1 The following improvement at La Cienega Boulevard/Stocker Street would be needed to be consistent with the County's former LOS criteria:

- Addition of a northbound through lane

Improvement 1 would add an additional northbound through lane. The improvement would satisfy the County's V/C criteria increase, since the project related V/C increase with LOS improvements would be less than 0.010 (there would be no increase in V/C; instead there would be a reduction in V/C of 0.014 with LOS improvements and is consistent with the allowable threshold of 0.01 at existing LOS E/F conditions. However, the improvements to this intersection may not be feasible as the right-of-way along La Cienega Boulevard is already built to its ultimate capacity and additional physical improvements could not be accommodated. The area that would be impacted by roadway widening includes oil fields and associated oil field pipelines as well as high voltage powerlines under the jurisdiction of Southern California Edison. Further, as noted above, the proposed project is an infill project that is consistent with the other goals and policies of the County's General Plan as well as the site's General Plan land use designation and zoning.

Due to the volume of northbound through movements, no other improvements would reduce the V/C ratio and LOS to acceptable conditions per the 2013 TIA Guidelines. Therefore, operations at this intersection would remain inconsistent with the County's LOS standard and would remain at LOS E.

Intersection #3 – La Brea Avenue – Overhill Drive/Stocker Street

This intersection is operating with acceptable LOS (LOS D or better) during Existing conditions, however degrades to LOS E under Future (Cumulative) Year conditions, the addition of project traffic would be inconsistent with the County's former LOS criteria with V/C increases of 0.069 at LOS D and 0.084 at LOS E during the AM and PM peak hours, respectively. As the acceptable V/C ratio increases must be less than 0.040 at a pre-project LOS C and less than 0.020 at a pre-project LOS D, these increases are greater than the County's V/C thresholds. The project's contribution at this intersection is 5.41% during the AM peak hour and 5.25% during the PM peak hour. The improvement needed at this intersection to resolve this cumulative LOS condition would be as follows:

Improvement 2 The following improvement at La Brea Avenue – Overhill Drive/Stocker Street would be needed to be consistent with the County's former LOS criteria:

- Addition of a southbound through lane

Improvement 2 would add an additional southbound through lane. The improvement would satisfy the County's V/C criteria increase, since the project related V/C increase with LOS improvements would be less than 0.020 at existing LOS D conditions (there would be no increase in V/C; instead there would be a reduction in V/C of 0.032 with LOS improvements), and less than 0.040 at existing LOS C conditions (there would be no increase in V/C; instead there would be a reduction in V/C of 0.004 with LOS improvements),

It should be noted that improvements to this intersection may not be feasible as there is insufficient pavement width along La Brea Avenue and additional physical improvements could not be accommodated within the existing curb-to-curb width. If additional right-of-way could be obtained, the following improvement would make the intersection consistent with the former LOS criteria.

No other improvements would reduce the V/C ratio and LOS to acceptable conditions per the 2013 TIA Guidelines. Therefore, operations at this intersection would remain inconsistent with the County's LOS standard.

Intersection #4 – La Brea Avenue/Slauson Avenue

Although this intersection is operating with acceptable LOS (LOS D or better) during both the Existing conditions and Future (Cumulative) Year conditions, the addition of project traffic would be inconsistent with the County's former LOS criteria with a V/C ratio increase of 0.085 at LOS C during the PM peak hour. Acceptable V/C ratio increases must be less than 0.040 at a pre-project LOS C, and this increase is greater than the County's V/C thresholds. The project's contribution at this intersection is 4.77% during the PM peak hour. The following improvement would be needed to be consistent with the County's LOS criteria.

Improvement 3 The following improvement at La Brea Avenue/Slauson Avenue would be needed to be consistent with the County's LOS criteria:

- Reconfiguration of the southbound right-turn only lane as a through-right lane.

Improvement 3 would not improve intersection operations to satisfactory conditions per the County's V/C project increase criteria. However, as this intersection operates at LOS B/C under the Existing conditions and is forecast to continue to operate at LOS C during both peak hours under the Future (Cumulative) Year plus Project conditions, improvements would not be required as the intersection would continue to operate at satisfactory LOS conditions per the County LOS standards. Therefore, operations at this intersection would not satisfy the County's V/C criteria increase, since the project related V/C increase with LOS improvements would be 0.041, higher than the allowable threshold of 0.04 at existing LOS C conditions.

Intersection #5 – Overhill Drive/Slauson Avenue

Although this intersection is operating with acceptable LOS (LOS D or better) during both the Existing conditions and Future (Cumulative) Year conditions, the addition of project traffic would be inconsistent with the County's former LOS criteria with V/C ratio increases of 0.064 at LOS C and 0.111 at LOS E during the AM and PM peak hours, respectively. The acceptable V/C ratio increases must be less than 0.040 at a pre-project LOS C and less than 0.020 at a pre-project LOS D, these increases are greater than the County's V/C thresholds. The project's contribution at this intersection is 8.06% during the AM peak hour and 7.39% during the PM peak hour. The following improvements are recommended to be consistent with the County's former LOS criteria.

Improvement 4 The following improvements at Overhill Drive/Slauson Avenue would be needed to be consistent with the County's former LOS criteria:

- Addition of a southbound left-turn lane
- Restriping of the existing southbound defacto right-turn lane as a through-right lane

Implementation of Improvement 4 would reconfigure the southbound approach configuration with two left-turn lanes, one through lane, and one through-right lane, and improve intersection operations to satisfactory conditions per the County's V/C increase criteria and General Plan LOS standards. Therefore, operations at this intersection would be consistent with the County's LOS standards.

Table 11 provides a summary of the study area intersection impacts, recommended improvements, and fair-share percentages.

Table 11. Intersection LOS Consistency, Fair Share, and Improvements Summary

Intersection	Impact	Existing				Future (Cumulative) Year plus Project				Project Contribution[3]		Recommended Improvements	With Recommended Improvements				Consistent w/ V/C Criteria (V/C Increase)?[4]	Consistent w /County LOS Criteria?[5]	Feasible?
		AM		PM		AM		PM					AM		PM				
		V/C[1]	LOS[2]	V/C[1]	LOS[2]	V/C[1]	LOS[2]	V/C[1]	LOS[2]	AM	PM		V/C[1]	LOS[2]	V/C[1]	LOS[2]			
#1 La Cienega Boulevard/ Stocker Street	Cumulative	0.933	E	0.957	E	0.979	E	1.038	F	0.30%	1.49%	Add an additional northbound through lane.	0.883	D	0.943	E	Yes - AM & PM	Yes - AM; No - PM	No
#3 La Brea Ave - Overhill Dr /Stocker Street	Cumulative	0.787	C	0.838	D	0.856	D	0.922	E	5.41%	5.25%	Add an additional southbound through lane.	0.783	C	0.806	D	Yes - AM & PM	Yes - AM & PM	No
#4 La Brea Avenue/ Slauson Avenue	Cumulative	0.678	B	0.794	C	0.744	C	0.879	D	5.20% [6]	4.77%	Reconfigure southbound right-turn only lane as a through-right lane.	0.668	B	0.835	D	Yes - AM; No - PM	Improvement not required	Yes
#5 Overhill Drive/ Slauson Avenue	Cumulative	0.703	B	0.878	D	0.767	C	0.989	E	8.06%	7.39%	Add an additional southbound left-turn lane; restripe defacto right turn lane as a through-right lane.	0.714	C	0.885	D	Yes - AM & PM	Yes - AM & PM	Yes

Notes:

1 Volume to Capacity ratio
2 Level of Service (LOS)
3 Project contribution calculated as the project-related traffic at the study intersection divided by the addition of traffic from cumulative projects and the project traffic (Project Percentage Share = Project Traffic ÷ (Project + Other Related Project Traffic))
4 Project V/C increase thresholds are detailed in Table 2, Significance Criteria for County Intersections, of this TIA.
5 LOS D is the County's minimum operational standard target.
6 The project would not contribute to operational deficiencies during the AM peak hour. A project contribution percentage is included for informational purposes only.

8 References

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Attachment A

Memorandum of Understanding – Los Angeles County

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MEMORANDUM OF UNDERSTANDING

To:	Kent Tsujii, PE, Los Angeles County Public Works
	Mingliang Shi, Los Angeles County Public Works
From:	Dennis Pascua, Transportation Services Manager
	Mladen Popovic, AICP, Transportation Planner
Subject:	Scoping for Traffic Study: 5101 S. Overhill Drive Condominium Project
Date:	January 19, 2021
cc:	Collin Ramsey, Dudek
Attachment(s):	Figures 1-4
	Cumulative Project List – Los Angeles County Department of Regional Planning
	Cumulative Project List – City of Los Angeles Department of Transportation
	Cumulative Project List – City of Inglewood Planning Division

The following Memorandum of Understanding (MOU) acknowledges the Los Angeles County Public Works, Traffic Safety and Mobility (TSM) Division requirements of the Traffic Impact Analysis (TIA) for the 5101 South Overhill Drive Condominium Project (proposed project). The proposed project is located at 5101 South Overhill Drive, within unincorporated Los Angeles County (County). The traffic study will be prepared consistent with the County's TIA Guidelines (July 2020), and will use trip generation rates from the County's previous TIA Guidelines (December 2013). The traffic study may be updated upon adoption of updated and additional TIA Guidelines consistent with the implementation of Senate Bill 743 (SB 743) which requires the vehicle miles traveled (VMT) metric to replace the level of service (LOS) metric for CEQA significance findings. A previous traffic study for the proposed project was also prepared by Linscott, Law & Greenspan (LLG) in 2015.

Project Description

The proposed project consists of the development of 88 condominium dwelling units (DUs) on a vacant parcel located on 5101 S. Overhill Drive in the Windsor Hills area in an unincorporated area of the County. Figure 1 (attached) shows the project location and study area, and Figure 2 (attached) shows the project site plan. As shown in Figure 2, vehicular access to the site will be provided via a total of two driveways on Overhill Drive. No driveway access will be provided on La Brea Avenue. The project site access scheme has been configured to address comments received from Los Angeles County Department of Public Works (LACDPW) and County of Los Angeles Fire Department.

Project Trip Generation, Distribution and Assignment

The traffic study will be consistent with the previously prepared traffic study by LLG (2015) in regards to the project trip generation, distribution and assignment of project traffic. Table 1 displays the project trip generation estimates for the weekday daily, and AM and PM peak hours. Per trip rates from the LACDPW *Traffic Impact Analysis Report Guidelines,* (LACDPW 2013) for condominiums/townhomes, the proposed project would generate approximately

704 daily trips, 47 AM peak hour trips (5 inbound and 42 outbound), and 64 PM peak hour trips (41 inbound and 23 outbound).

Table 1
Project Trip Generation

Land Use	Size/Unit	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates								
Los Angeles County Condominiums/Townhomes[1]	per DU[2]	8.00	0.06	0.48	0.54	0.47	0.26	0.73
Trip Generation								
The View Condominiums	88 DUs	**704**	**5**	**42**	**47**	**41**	**23**	**64**

Notes:
[1]Trip rates from LACDPW, *Traffic Impact Analysis Report Guidelines*, 2013.
[2] DU = Dwelling unit

The project trip distribution and project trip assignment is displayed in Figure 3 and Figure 4, respectively (attached).

Transportation Analysis

Vehicle Miles Traveled Analysis

CEQA Guidelines Section 15064.3(b) focuses on newly adopted criteria for VMT pursuant to SB 743 for determining the significance of transportation impacts. Pursuant to SB 743, the focus of transportation analysis changed from vehicle delay to VMT. The related updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018. As stated in CEQA Guidelines Section 15064.3(c), the provisions of Section 15064.3 shall apply prospectively, and a lead agency may elect to be governed by the provision of Section 15064.3 immediately. The provisions must be implemented statewide by July 1, 2020.

CEQA Guideline Section 15064.3, subdivision (b)(1), states that lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor will have a less-than-significant impact on VMT. Two bus stops for LA Metro Routes 212 and 312 are located less than 800 feet from the project site, along Overhill Drive, and have ≤15 minute headways during the peak hours which qualify as a high quality transit corridor per the Governor's Office of Planning and Research (OPR).

In addition, within the most recent version of LACDPW *Traffic Impact Analysis Report Guidelines,* (LACDPW 2020), the analysis will evaluate the project under the appropriate criteria listed in Section 3.1.2.1 – Non-Retail Project Trip Generation Screening Criteria as well as under Section 3.1.2.3 – Proximity to Transit Based Screening Criteria. Specifically under the Transit Based Screening Criteria the analysis will evaluate if the VMT impacts can be screened out as it pertains to:

- If a project is located near a major transit stop or high-quality transit corridor, the following question should be considered:

• Is the project located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor?

- If the answer to the question above is yes, then the following subsequent questions should be considered:

  • Does the project have a Floor Area Ratio2 less than 0.75?

  • Does the project provide more parking than required by the County Code?

  • Is the project inconsistent with the SCAG RTP/SCS?

  • Does the project replace residential units set aside for lower income households with a smaller number of market-rate residential units?

Therefore, per OPR and LACDPW criteria, the project will discuss and analyze these criteria further within the TIA.

On-Site Circulation Analysis Queuing Analysis

As part of the Project's VMT analysis, Project access and on-site circulation will be based on the County's Standard Plans/Drawings for access and on-site circulation design requirements. Vehicular queuing at the project's driveways will be analyzed for adequacy based on the 95th percentile (design) queues. The proposed project will require a two-way left-turn lane (TWLTL) along Overhill Drive. The northern driveway will be utilized primarily by residents, while the southern driveway will be utilized by residents, guests, and emergency vehicles. The project is expected to be fully constructed in 2022.

Level of Service Analysis

The State of California has specifically prohibited the use of congestion-based transportation analysis for CEQA purposes (see *Citizens for Positive Growth & Preservation v. City of Sacramento*, 43 Cal. App. 5th 609 (2019)). Accordingly, a congestion-based level-of-service (LOS) analysis will be prepared for informational purposes only and to provide a comparison to the LOS-based traffic study previously conducted for the Project.

Methodology

The traffic study will be consistent with the previously prepared traffic study by LLG (2015) in regards to the methodology utilized. The LOS analyses will be prepared using Intersection Capacity Utilization (ICU) methodology for County intersections; and, the City of Los Angeles Department of Transportation (LADOT) requirements which calls for the use of the Critical Movement Analysis (CMA) methodology. For all County intersections LOS analyses will be prepared for the weekday AM and PM peak hours in the study area for the baseline (without project) and plus-project conditions for the following analysis scenarios:

- Existing
- Existing plus Project
- Future (Cumulative) Year plus Project

For all City of Los Angeles study area intersections LOS analyses will be prepared for the weekday AM and PM peak hours in the study area for the baseline (without project) and plus-project conditions for the following analysis scenarios:

- Existing
- Existing plus Project
- Future (Cumulative) Year
- Future (Cumulative) Year plus Project

Study Area

The study area is consistent with the previously prepared traffic study by LLG in terms of intersections and analysis periods, however the traffic study will be updated with more recent traffic volumes. Dudek has collected AM (7:00 a.m. to 9:00 a.m.) and PM (4:00 p.m. to 6:00 p.m.) peak hour intersection traffic counts in November 2019 (before the COVID-19 pandemic) during a typical non-holiday week, while adjacent schools were in session for the following intersections:

1. La Cienega Boulevard/Stocker Street (County)
2. Fairfax Avenue/Stocker Street (County)
3. La Brea Avenue/Obama Boulevard (City of Los Angeles)
4. La Brea Avenue – Overhill Drive/Stocker Street (County)
5. La Brea Avenue/Slauson Avenue (County)
6. Overhill Drive/Slauson Avenue (County)
7. Overhill Drive/62nd Street (County)

Cumulative Analysis

The previous LLG traffic study has been deemed inadequate by the Superior Court of the State of California, on the grounds that the cumulative project list was insufficient. Therefore, the cumulative analysis will reflect updated cumulative project lists for nearby jurisdictions. As previously mentioned, the proposed project is expected to be fully constructed in the year 2022. As part of the cumulative analysis, Dudek has obtained a list of approved and pending projects in the area from the County, as well as, other affected jurisdictions within the study area. The cumulative lists were provided by the County (originally provided in March 2020, updated list received December 2020 for projects after March 2020), City of Los Angeles (current as of December 2020), and City of Inglewood (current as of December 2020), and are provided as Attachments B, C, and D, respectively. The cumulative project lists were evaluated for projects that would generate measurable traffic through the study area, and may have a direct effect on the LOS of the study area intersections and roadways. The cumulative projects to be analyzed are provided in Table 2.

Table 2
Cumulative Project List by Jurisdiction

No.	Project Location	Description/Size
Los Angeles County		
1	4609 W Slauson Avenue	Site plan to establish a 2,400 sq ft automatic car wash with 20 parking/vacuum stations, office, vending and computer room.
2	5538 S La Brea Avenue	To create 3 multi-family residence lots developed with 31 townhouse-style residential condominium units within Zone R-3 on 2.78 acres.
3	5035 W Goldleaf Circle	TI & establish use for Firehouse Subs.
City of Los Angeles		
4	6855 S La Cienega Boulevard	Smart & Final supermarket, 22,590 sf.
5	5208 W Centinela Avenue	Chick-fil-A drive through fast food restaurant, 4,642 sf.
6	3130 W Slauson Avenue	742 apartments.
7	4252 S Crenshaw Boulevard	111 apartments.
8	4242 S Crenshaw Boulevard	124 apartments and 5,750 retail.
9	3900 W MLK Jr. Boulevard	50,000 office, 200 condos, 3600 student college.
10	3650 W MLK Jr. Boulevard	Baldwin Hills/Crenshaw plaza mixed-use development consisting of 410 apartments, 551 condos, 400 hotel rooms, 2,823 seat cinema, 198,000 sf office, 978,251 sf retail gross area.
11	4018 S Buckingham Rd.	130 senior housing units.
12	3831 W Stocker Street	127 apartments.
City of Inglewood		
13	333 N Prairie Avenue	266 townhome units.
14	408 E Warren Lane	2,542 commercial building.
15	La Brea Av/Florence Avenue	241 multi-family units and 40,000 sf retail.
16	1050 S Prairie Avenue	80,000-seat stadium, 6,000-seat performance venue, 2,500 multi-family, 890,000 sf retail, 780,000 sf office, 120,000 sf casino, 300-room hotel, 25 acres open space, 4 acre civic site. Potential for up to 5,750,000 sf of commercial uses.
17	417-433 Centinela Avenue	116 multi-family units.
18	614 E Hyde Park Boulevard	18-bed congregate living facility.
19	912 N Edgewood Street	38 multi-family units.
20	113-133 Plymouth Street	20 townhome units.
21	411 E Hazel Street	18 multi-family units.
22	943-959 W Hyde Park Boulevard	5 story self-storage facility.
23	423 E Warren Lane	44 multi-family units.
24	1001 N Welton Way	11 multi-family units.
25	408 E Warren Lane	2-story commercial office/warehouse.

No.	Project Location	Description/Size
26	527 E Hyde Park Boulevard	21 multi-family units.
27	704 N Market Street	12 apartments.
28	205 N Market Street	243 units; 55,000 sf retail.
29	332 Stepney Street	8 apartments.
30	455 N Prairie Avenue	A 6,530 square foot, two story medical office building.
31	716 W Beach Avenue	42 apartments.
32	317 S La Brea Avenue	311 apartments; 22,000 sf commercial.
33	201 N La Brea Avenue	144 apartments.
34	923 Redondo Blvd	4-story mixed-use building with 101 apartment units.
35	Prairie Avenue/Century Boulevard	Murphy's Bowl (Clippers) 18,500-seat basketball venue with associated ancillary uses.

Recommended Improvements

For any instance where the project traffic results in an effect to a study area intersection that is inconsistent with a County or neighboring city's guidelines, Dudek will determine appropriate and feasible improvements to maintain the applicable LOS standards. For all proposed improvements to address project specific impacts, the project shall include conceptual plans for the improvements in the traffic study which shall be made part of the review of the traffic study. All proposed improvements shall be within public the right-of-way. For all proposed improvements to address project effects under the cumulative scenario, the project shall include conceptual plans and cost estimates for the improvements in the traffic study, which shall be made part of the review and approval of the traffic study.

The following agencies listed will be contacted to obtain their most recent TIA requirements and guidelines and utilized based on their respective geographic location as it relates to the study area: County of Los Angeles, City of Los Angeles, and City of Inglewood.

Traffic Impact Analysis Document

The methodologies, findings, and mitigation measures (if any) for the project's VMT analysis will be provided in a TIA document. In addition, solely for informational purposed only, the TIA will also include methodologies, findings, and recommended improvements (if any) related to the LOS-based analysis, although any findings associated with LOS will not be used to make significance determinations under CEQA. The TIA will include all required tables, figures, and appendices related to the traffic analysis. This scope assumes up to two rounds of consolidated comments will be provided by the County. Upon review of the comments, Dudek will incorporate the comments, and finalize the TIA for use in the project's CEQA document.

Attachment A

Figures 1-4:

Figure 1 – Project Location and Study Area

Figure 2 – Project Site Plan

Figure 3 – Project Trip Distribution

Figure 4 – Project Trip Assignment



SOURCE: Google Maps 2018

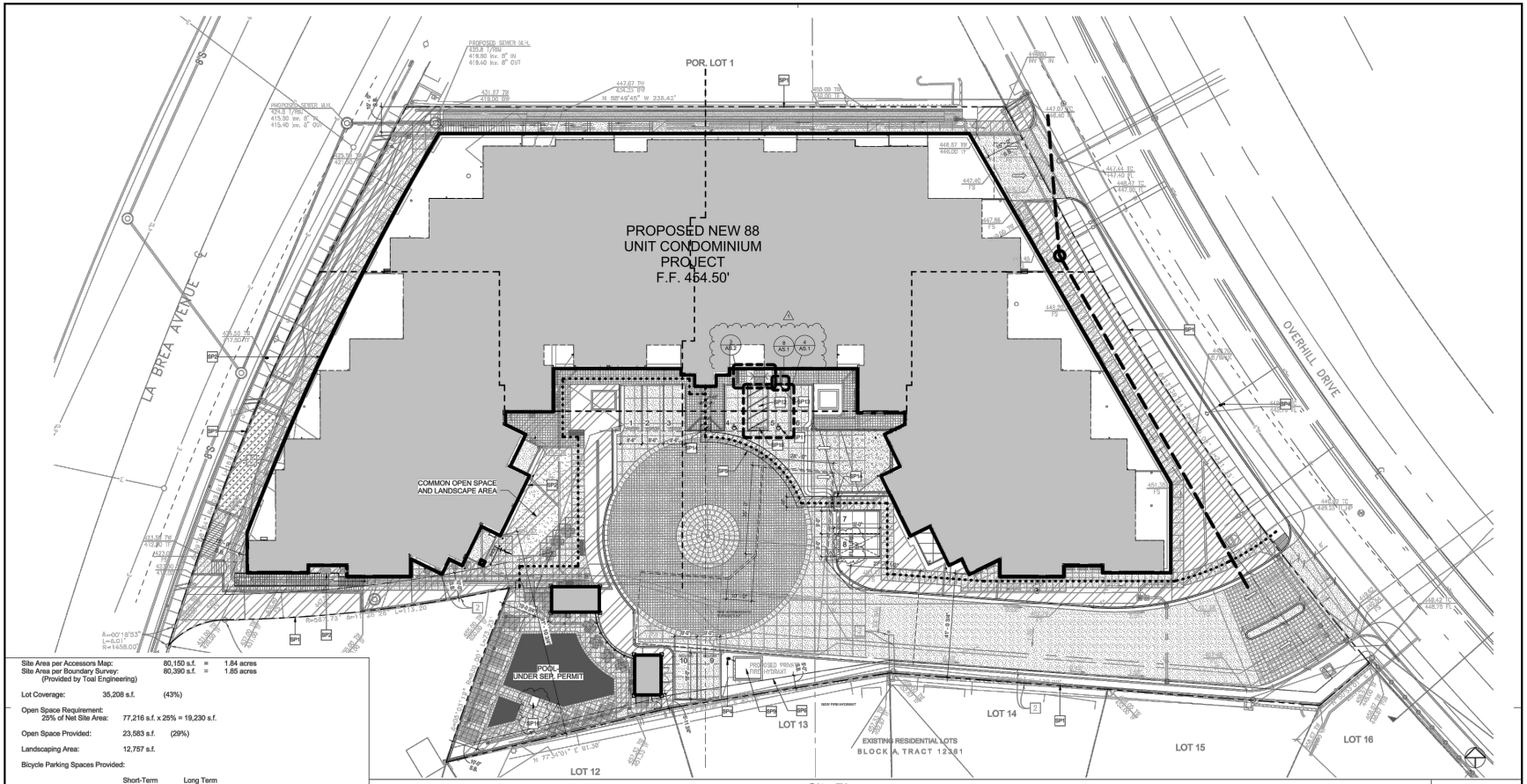
DUDEK

Not to Scale

FIGURE 1

Project Location and Study Area

The View Residential Project at 5101 S. Overhill Drive



Site Plan

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

Site Tabulations

Site Area per Accessors Map: 80,150 s.f. = 1.84 acres
Site Area per Boundary Survey: 80,390 s.f. = 1.85 acres
(Provided by Toal Engineering)

Lot Coverage: 35,208 s.f. (43%)

Open Space Requirement:
25% of Net Site Area: 77,216 s.f. x 25% = 19,230 s.f.

Open Space Provided: 23,583 s.f. (29%)

Landscaping Area: 12,757 s.f.

Bicycle Parking Spaces Provided:

	Short-Term	Long Term
Level 1	9 spaces	
Basement 1		44 spaces
Total Bicycle Spaces	53 spaces	

Total Parking Required: 8 units x 1.75 = 14 spaces
80 units x 2.25 = 180 spaces
Total = 194 spaces

Parking Provided:

	Standard	HC Accessible
On Grade	8 spaces	2 spaces
Basement 1	60 spaces	5 spaces
Basement 2	89 spaces	
Basement 3	35 spaces	
Total:	192 + 7 = 199 spaces	

Dwelling Unit Density - (Per Section 22.20.390)
Dwelling Unit Maximum 50 Units per "Net Acre"

Gross Lot Area: 103,900 s.f. (2.385 AC)
(Provided by Toal Engineering)

Easements: 3,174 s.f.

Total Net Acreage: 77,216 s.f. (1.77 acres)

Allowable Dwelling Units: 1.77 acres x 50 Units = 88 Units

Unit Mix Breakdown:

Description	Total
1 Bedroom / 1 Bath	8
2 Bedroom / 2 Bath	31
2 Bedroom / 2.5 Bath	43
3 Bedroom / 2.5 Bath	6
Total Units:	88

Earthwork Quantities:

Excavation (Cut): 28,150 cubic yards
Embankment (Fill): 300 cubic yards
Export: 27,850 cubic yards

Site Plan Keynotes

SP1	PROPERTY LINE, TYPICAL
SP2	BUILDING FOOTPRINT
SP4	NEW FIRE HYDRANT
SP5	ACCESSIBLE PATH OF TRAVEL - SEE PATH OF TRAVEL NOTES
SP6	BUILDING SETBACK LINE
SP9	TRANSFORMER ON CONC. PAD
SP10	PAINT 12" HIGH LETTERS "NO PARKING" AT LOADING / UNLOADING ACCESS AISLE - SEE 4/AS.1
SP11	36" SQ. INTERNATIONAL SYMBOL OF ACCESSIBILITY PER 1108A.8.8.2
SP12	VAN ACCESSIBLE PARKING SPACE w/ 8 FT. WIDE ACCESS AISLE - SEE 4/AS.1
SP13	POLE OR WALL MOUNTED VAN ACCESSIBLE SIGN - SEE 8/AS.1
SP14	MIN. 36" WIDE DETECTABLE WARNING MAT - SEE 3/AS.1
SP16	PROVIDE PORTABLE ASSISTIVE SWIMMING POOL LIFT DEVICE PER CBC 1141A.2- REFER TO F/AS.1

Site General Notes

THIS ARCHITECTURAL SITE PLAN IS PROVIDED FOR OVERALL SITE REFERENCE AND LOCATION OF ITEMS INCLUDED IN THIS SET OF PLANS. IT IS NOT INTENDED TO BE USED FOR THE CONSTRUCTION OF ANY SITE IMPROVEMENTS, SEE PLANS BY CIVIL ENGINEER AND LANDSCAPE ARCHITECT FOR ALL SITE IMPROVEMENTS.

THIS SITE PLAN IS FOR BUILDING DEPARTMENT USE ONLY. ALL DIMENSIONS SHOWN ARE APPROXIMATE. SEE PLANS PREPARED BY CIVIL ENGINEER FOR EXACT BUILDING LOCATIONS, CURBS, STREETS, DRIVEWAYS, UTILITIES, GRADING, ETC. SEE PLANS FROM LANDSCAPE ARCHITECT FOR SIDEWALKS, POOLS, HARDSCAPE, LANDSCAPE, FENCING, ETC.

SEE CIVIL DRAWINGS FOR LOT LINE DIMENSIONS AND GRADING.

ALL SITE DIMENSIONS AND SITE ELEVATIONS SHOWN ON SITE PLAN ARE FOR REFERENCE ONLY. ALL ELEVATIONS SHOWN ARE TO FINISH SURFACE U.N.O. CIVIL DRAWINGS TAKE PRESCEDENCE OVER ARCHITECTURAL DRAWINGS FOR SITE DIMENSIONS AND SITE ELEVATIONS.

SURFACE WATER WILL DRAIN AWAY FROM BUILDING. THE GRADE SHALL BE A MINIMUM OF 5% WITHIN THE FIRST 10 FEET (2% FOR IMPERVIOUS AREA). REFER TO CIVIL DRAWINGS FOR GRADES.

STORM WATER MANAGMENT PER CIVIL

THE DISCHARGE OF ANY POLLUTANTS TO ANY STORM DRAINAGE SYSTEM IS PROHIBITED. NO SOLID WASTE, PETROLEUM BYPRODUCTS, SOIL PARTICULATE, CONSTRUCTION WASTE MATERIALS, OR WASTE WATER GENERTAED ON CONSTRUCTION SITES OR BY CONSTRUCTION ACTIVITIES SHALL BE PLACED, CONVEYED OR DISCHARGED INTO THE STREET, GUTTER OR STORM DRAIN SYSTEM.

ALL CONTOURS SHOWN INDICATE EXISTING GRADES.

HOUSE ADDRESS IS TO BE LOCATED SO THAT THE NUMBER IS VISIBLE AND LEGIBLE FROM THE STREET.

FOOTING AT TREE LOCATIONS MUST BE BOARD FORMED TO ELIMINATE BOIL OVER AND ALL EXTRANEOUS CONCRETE MUST BE REMOVED FROM THE SITE.

ALL DOWNSPOUT (D.S.) LOCATIONS TO BE VERIFIED WITH EXTERIOR ELEVATIONS. ELEVATIONS TAKE PRECEDENT.

ALL ROOF AND DECK DRAINS SHALL CONNECT TO UNDERGROUND STORM DRAIN SYSTEM.

AUTOMATIC IRRIGATION SYSTEM CONTROLLERS INSTALLED AT THE TIME OF FINAL INSPECTION SHALL BE WEATHER OR SOIL MOISTURE CONTROLLED THAT ADJUST IRRIGATION IN RESPONSE TO CHANGES IN WEATHER CONDITIONS.

PREVENT IRRIGATION SPRAY ON STRUCTURES.

THERE SHALL BE NO TRENCHES OR EXCAVATIONS 5 FEET OR MORE IN DEPTH INTO WHICH A PERSON IS REQUIRED TO DESCEND, OR OBTAIN A NECESSARY PERMIT FROM STATE OF CALIFORNIA, DIVISION OF INDUSTRIAL SAFETY PRIOR TO THE ISSUANCE OF A BUILDING OR GRADING PERMIT.

PEDESTRIANS SHALL PROTECTED DURING CONSTRUCTION, REMODELING AND DEMOLITION ACTIVITIES AS REQUIRED BY LA COUNTY BUILDING CODE CHAPTER 33.

Path of Travel Notes

1. SLOPE IN ACCESSIBLE PARKING STALL AND LOADING AREA SHALL NOT EXCEED 2% WITH 2% CROSS SLOPE.
2. SLOPE AT PATH OF TRAVEL SHALL NOT EXCEED 6% WITH 2% CROSS SLOPE.
3. LANDING AT DOORS IN DIRECTION OF DOOR SWING (BY WIDTH OF DOOR) SHALL NOT EXCEED 2% WITH 2% CROSS SLOPE.

NOTE:
REFER TO OPEN SPACE EXHIBIT ON CIVIL PLANS FOR OPEN SPACE REQUIREMENTS

Site Legend

OUTLINE OF NEW BUILDING FOOTPRINT

PROPERTY LINE

BUILDING SETBACK LINE

ACCESSIBLE PATH OF TRAVEL- 2% MAX CROSS SLOPE

Michael Luna & Associates
1001 North El Camino Real Suite A, San Clemente, California 92672
Phone: (949) 430-9389
Fax: (949) 430-9248

Architect
The Bedford Group
12400 Wilshire Blvd. Suite 850
Los Angeles, CA 90025
P. 310.568.8500

Applicant
Project

Construction Documents

"The View"

5101 South Overhill Drive
Los Angeles, CA 90043

APN: 500-9007-022

Sheet Title

Architectural Site Plan

Stamp

Project No.	1400
Plot Date	10.18.19
B.D. Submittal	
Bid Issue	
Const. Issue	
Revision P.C. 1	03.06.19
Revision	
Revision	
Revision	

A1.0

Sheet No.

SOURCE: Michael Luna & Associates, 2019.

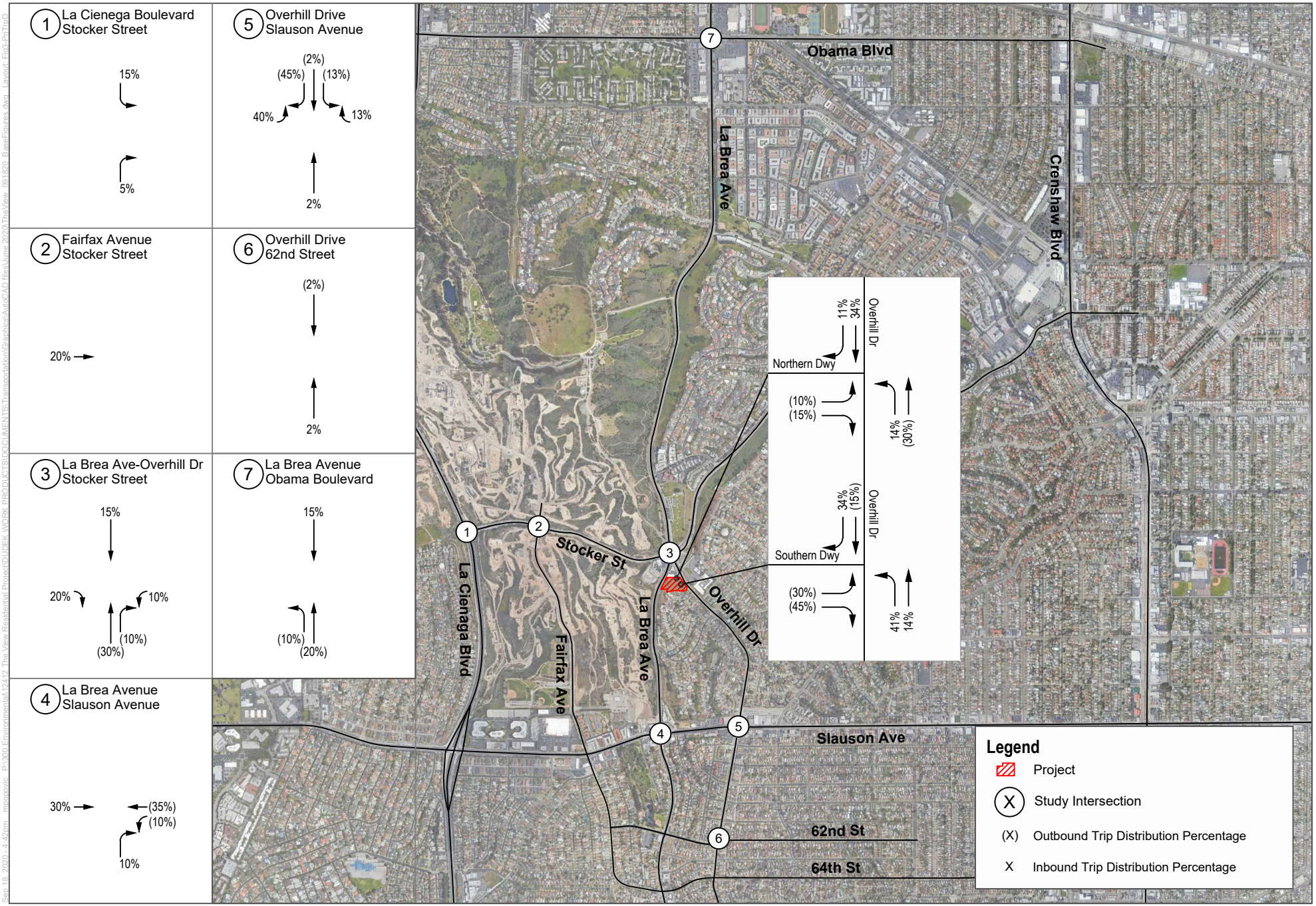
DUDEK NOT TO SCALE

FIGURE 2

Project Site Plan

The View Residential Project at 5101 S. Overhill Drive

Jul 29, 2020 - 11:22am mpopovic P:\300 Environmental\12412 The View Residential Project\DUDEK WORK PRODUCTS\DOCUMENTS\Transportation\Graphics\AutoCAD files\June 2020\TheView_061820_BaseFigures.dwg Layout: Fig2-SitePlan



SOURCE: Google Maps 2018

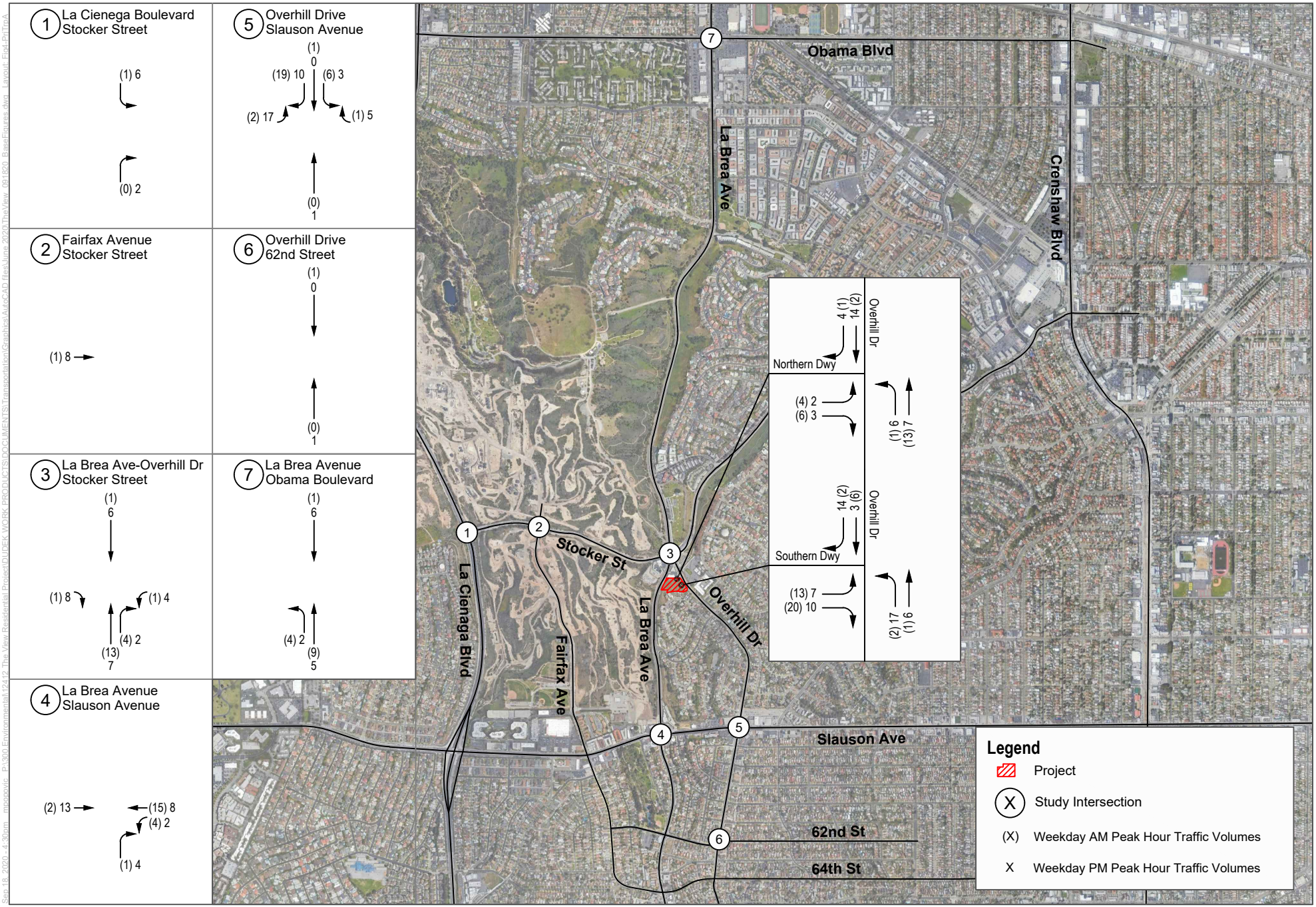
DUDEK

Not to Scale

FIGURE 3

Project Trip Distribution

The View Residential Project at 5101 S. Overhill Drive



SOURCE: Google Maps 2018

DUDEK

Not to Scale

FIGURE 4

Project Trip Assignment

The View Residential Project at 5101 S. Overhill Drive

Attachment B

Cumulative Project List – Los Angeles County Department of Regional Planning

PROJECTNUMBER	PLANNUMBER	WORKCLASS	PLAN_TYPE	APPLICATION_DATE	COMPLETED_DATE	STATUS	SITE_ADDRESS	PARCELNUMBER	DESCRIPTION	SUP_DIST	ZONED_DIST	ZONE_CODE	PROPOSED_USE
2017-004626	RPPL2017007351	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/15/2017	8/4/2017	Approved	5035 W Gold Leaf Circle, Los Angeles CA 90056	4201003058	892 sq. ft. outdoor patio (removal of parking spaces)	2	BALDWIN HILLS	C-3	NULL
2017-005500	RPPL2017008452	DRP - Conditional Use Permit	Permits & Reviews	7/25/2017	NULL	Waiting for Applicant	5812 33.98725, -118.37095 S Chariton Avenue, Los Angeles CA 90056	4101011021	T-Mobile is requesting a CUP for an (e) 62' utility WTF pole, equipment pedestal and cabinet, previously approved via encroachment permit DPW PCEN 201500168 in PROW. No previous DRP approval, no changes are proposed.	2	BALDWIN HILLS	R-3	NULL
2017-006775	RPPL2017010162	DRP - Conditional Use Permit	Permits & Reviews	11/1/2017	1/31/2018	Withdrawn	5120 Goldleaf Circle, Los Angeles CA 90056	4201003061	A request for a Conditional Use Permit to authorize a small cell wireless facility with 1 node: LA90XSEY3A: This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 29' 6"; a (3) New Pole Height with Antenna of 33' 3"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan.	NULL	BALDWIN HILLS	C-3	NULL
2018-000069	RPPL2018000151	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/8/2018	2/22/2018	Approved	5640 S Fairfax Avenue, Los Angeles CA 90056	5009004019	Baldwin Hills CSD 22.44.142.E.26.c 2018 Annual Drilling, Re-drilling, Well Abandonment, and Well Pad Restoration Plan.	NULL	BALDWIN HILLS	A-2	NULL
2018-000069	RPPL2018000151	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/8/2018	2/22/2018	Approved	5640 S Fairfax Avenue, Los Angeles CA 90056	NULL	Baldwin Hills CSD 22.44.142.E.26.c 2018 Annual Drilling, Re-drilling, Well Abandonment, and Well Pad Restoration Plan.	NULL	BALDWIN HILLS	A-2	NULL
2018-000273	RPPL2018000452	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/24/2018	3/7/2018	Approved	5425 S Holt Avenue, Los Angeles CA 90056	4201014009	(n) 613.33 sq. ft. addition to (e) single story SFR: patio enclosure, front porch, gargage conversion and interior remodel.	NULL	BALDWIN HILLS	R-1	NULL
2018-000884	RPPL2018001322	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/13/2018	5/24/2018	Approved	6505 S Sherbourne Drive, Los Angeles CA 90056	4101019029	Convert 240 sq. ft. of 3 car-garage into ADU	2	BALDWIN HILLS	R-1	NULL
2018-003062	RPPL2018004669	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/13/2018	1/31/2019	Approved	6127 S Wooster Avenue, Los Angeles CA 90056	4101018056	1219 sq ft two story addition	2	BALDWIN HILLS	R-1	NULL
2018-003505	RPPL2018005473	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/22/2018	11/12/2019	Approved	5326 S Corning Avenue, Los Angeles CA 90056	4201018003	458 sq. ft. ADU (Rec Room conversion)	2	BALDWIN HILLS	R-1	Accessory - Second units
2018-003618	RPPL2018005647	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/30/2018	2/13/2019	Approved	5450 Marjan Avenue, Los Angeles CA 90056	4201001016	1214 sq. ft. addition to (e) SFR	2	BALDWIN HILLS	R-1	NULL
2018-003791	RPPL2018005937	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/13/2018	12/10/2018	Approved	5640 S Fairfax Avenue, Los Angeles CA 90056	5009004019	CSD / 2019 Drilling, Re-drilling, well Abandonment and well pad restoration Plan 2019 Annual Drilling Plan to permit 10 potential locations for drilling and re-drilling wells. Abandonment of 13 wells.	2	BALDWIN HILLS	A-2	NULL
2018-004101	RPPL2018006451	DRP - Conditional Use Permit	Permits & Reviews	12/11/2018	NULL	Withdrawn	5390 W Fairview Boulevard, Los Angeles CA 90056	4102002038	Case Withdrawn by applicant. AT&T Requests WTF in Public Right of Way on Fairview Rd. 35ft tall with 10" x 24" antenna mounted on top.	2	BALDWIN HILLS	R-3	NULL
2018-004202	RPPL2018006605	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/18/2018	3/20/2019	Approved	6041 S Kings Road, Los Angeles CA 90056	4001007007	418 sq ft. ADU	2	BALDWIN HILLS	R-1	Accessory - Second units
2019-000160	RPPL2019000286	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/17/2019	5/20/2019	Approved	5504 S Corning Avenue, Los Angeles CA 90056	4201006014	conversion of existing permitted garage into ADU	2	BALDWIN HILLS	R-1	Accessory - Second units
2019-000183	RPPL2019000322	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/22/2019	5/7/2019	Approved	5560 W 62nd Street, Los Angeles CA 90056	4101013031	499 sq ft ADU	2	BALDWIN HILLS	R-1	Accessory - Second units
2019-000278	RPPL2019000527	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/30/2019	3/19/2019	Approved	5012 Pendleton Court, Los Angeles CA 90056	4201030012	142 sqft addition to 1st fl and 730 sqft to 2nd fl	2	BALDWIN HILLS	R-1	NULL
2019-000278	RPPL2019000527	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/30/2019	3/19/2019	Approved	5012 Pendleton Court, Los Angeles CA 90056	4201030012	142 sqft addition to 1st fl and 730 sqft to 2nd fl	2	BALDWIN HILLS	A-2	NULL
2019-000771	RPPL2019001352	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/7/2019	4/15/2019	Approved	5870 S Orlando Avenue, Los Angeles CA 90056	4001008011	2,069 sq ft. addition; is fl 218 sq ft., 2nd floor 1851 sq. ft.	2	BALDWIN HILLS	R-1	NULL
2019-000888	RPPL2019001557	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/18/2019	9/5/2019	Approved	6005 S Corning Avenue, Los Angeles CA 90056	4101006032	existing garage conversion to ADU	2	BALDWIN HILLS	R-1	Accessory - Second units
2019-001330	RPPL2019002508	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/25/2019	8/23/2019	Approved	5035 W Slauson Avenue, Los Angeles CA 90056	4201003058	TI and establish restaurants and retail	2	BALDWIN HILLS	C-3	NULL
2019-001330	RPPL2019002508	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/25/2019	8/23/2019	Approved	5035 W Slauson Avenue, Los Angeles CA 90056	NULL	TI and establish restaurants and retail	2	BALDWIN HILLS	C-3	NULL

2019-002632	RPPL2019004713	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/8/2019	NULL	Hold	5555 Senford Avenue, Los Angeles CA 90056	4201022008	Convert existing garage space into ADU (356SF)	2	BALDWIN HILLS	R-1	Accessory - Second units
2019-002668	RPPL2019004773	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/13/2019	1/23/2020	Approved	6002 S Croft Avenue, Los Angeles CA 90056	4001007022	ADU	2	BALDWIN HILLS	R-1	Accessory - Accessory Dwelling Unit
2019-002965	RPPL2019005223	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/4/2019	2/12/2020	Approved	5929 S Sherbourne Drive, Los Angeles CA 90056	4101002022	remodeling and addition to an existing single-family single-story dwelling. Applicant indicated that the second office with a door to the backyard will be converted to a bedroom. Staff okayed.	2	BALDWIN HILLS	R-1	Residential - Single-family residences
2019-003566	RPPL2019006307	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/24/2019	2/13/2020	Approved	6742 Bedford Avenue, Los Angeles CA 90056	4102013030	850.33 sq. ft ADU (Attic conversion)	2	BALDWIN HILLS	R-1	Accessory - Accessory Dwelling Unit
2019-003647	RPPL2019006439	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/31/2019	2/17/2020	Approved	5035 W Goldleaf Circle, Los Angeles CA 90056	4201003058	TI and Establish Restaurant	2	BALDWIN HILLS	C-3	Blank
2019-003734	RPPL2019006626	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/12/2019	12/23/2019	Approved	5640 S Fairfax Avenue, Los Angeles CA 90056	5009004019	CSD / 2020 Drilling, Re-drilling, well Abandonment and well pad restoration Plan 2020 Annual Drilling Plan to permit 10 potential locations for drilling and re-drilling wells.	2	BALDWIN HILLS	A-2	Blank
2020-000622	RPPL2020001030	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/25/2020	NULL	New	5227 S Holt Avenue, Los Angeles CA 90056	4201015011	JOB DESCRIPTION: REMODEL 2nd FLOOR INTERIOR THROUGHOUT, 2nd STORY 85 sf ADDITION TO EXISTING BEDROOM, INSTALL NEW FULL BATHROOM, NEW 275 sf BALCONY/DECK WITH EXTERIOR STAIRWAY ACCESS AT NORTH SIDE YARD, AND NEW 400 sf SWIMMING POOL REPLACE WINDOWS THROUGHOUT.	2	BALDWIN HILLS	R-1	Blank
97129	RPPL2018003647	DRP - Revised Exhibit "A"	Permits & Reviews	7/18/2018	10/17/2018	Approved	5005 S La Brea Avenue, Los Angeles CA 90056	5009006011	modification to existing Sprint PCS wireless facility: remove 6 panel antennas install 6 panel antennas remove 3 RRHs install 3 RRHs install. No expansion to the lease area. Adding slats to chain-linked fence for additional coverage.	2	BALDWIN HILLS	C-1	NULL
R2010-00591	RPPL2017005604	DRP - Revised Exhibit "A"	Permits & Reviews	1/17/2017	2/21/2017	Approved	5100 W Gold Leaf Street, Los Angeles CA 90056	4201003057	Replacement of 12 four foot ATT panel antennas with 6 foot panel antennas, installation of two RRU's t per antenna and installation of related equipment within new 19 inch rack located within existing equipment area located in the C-3 & A-2 zone and W SA. GB, LID, DT & CEQA (C1) exempt.	2	BALDWIN HILLS	C-3	NULL
R2013-02059	RPPL2017011127	DRP - Revised Exhibit "A"	Permits & Reviews	12/28/2017	1/31/2018	Approved	5707 Shenandoah Avenue, Los Angeles CA 90056	4201023008	Modification to (e) WTF. remove and replace (3) panel antennas, remove (3) RRU's, Install (2) B5-B14, Install (9) RRU's, Remove GSM Cabinet, Remove GSM diplexers, TMAs, UMTs and 2V batteries. Install battery rack, (16) batteries, remove power plant, install new power plant, install (9) rectifiers, install (3) converters, remove (2) DUSHI, install (2) 5216 and install (1) XMU RENEWAL OF CUP 03-186 TO INSTALL, OPERATE AND MAINTAIN A WIRELESS TELECOMMUNICATIONS FACILITY THAT WILL CONSIST OF SIX ANTENNAS LOCATED IN AN EXISTING CHURCH BELL TOWER. OTHER COMPONENTS INCLUDE SIX REMOTE RADIO UNITS, GPS ANTENNA AND EQUIPMENT LOCATED AT AN INTERIOR SPACE. ALL MAJOR COMPONENTS OF THE FACILITY WILL BE HIDDEN FROM PUBLIC VIEW.	2	BALDWIN HILLS	R-1	NULL

R2013-02059	RPPL2017011127	DRP - Revised Exhibit "A"	Permits & Reviews	12/28/2017	1/31/2018	Approved	5707 Shenandoah Avenue, Los Angeles CA 90056	4201023008	Modification to (e) WTF. remove and replace (3) panel antennas, remove (3) RRU's, Install (2) B5-B14, Install (9) RRU's, Remove GSM Cabinet, Remove GSM diplexers, TMAs, UMTs and 2V batteries. Install battery rack, (16) batteries, remove power plant, install new power plant, install (9) rectifiers, install (3) converters, remove (2) DUSHI, install (2) 5216 and install (1) XMU RENEWAL OF CUP 03-186 TO INSTALL, OPERATE AND MAINTAIN A WIRELESS TELECOMMUNICATIONS FACILITY THAT WILL CONSIST OF SIX ANTENNAS LOCATED IN AN EXISTING CHURCH BELL TOWER. OTHER COMPONENTS INCLUDE SIX REMOTE RADIO UNITS, GPS ANTENNA AND EQUIPMENT LOCATED AT AN INTERIOR SPACE. ALL MAJOR COMPONENTS OF THE FACILITY WILL BE HIDDEN FROM PUBLIC VIEW.	2	BALDWIN HILLS	R-3	NULL

R2014-03206	RPPL2017006384	DRP - Revised Exhibit "A"	Permits & Reviews	3/15/2017	5/4/2017	Approved	4950 W Slauson Avenue, Los Angeles CA 90056	4001001010	install 6 antennas, 9 RRU's, 9 diplexers	2	BALDWIN HILLS	C-3	NULL
R2014-03206	RPPL2018004418	DRP - Revised Exhibit "A"	Permits & Reviews	8/30/2018	9/10/2018	Approved	4950 W Slauson Avenue, Los Angeles CA 90056	4001001010	Verizon proposes to remove three existing RRUS 11 W/AA, relocate 12 existing panel antennas onto new dual panel mounts, install 6 proposed RRUS, rescript three existing RRUS from B4 to B4, B66, and install six dual panel brackets from beamforming purposes.	2	BALDWIN HILLS	C-3	NULL
R2014-03206	RPPL2018005969	DRP - Revised Exhibit "A"	Permits & Reviews	11/14/2018	1/22/2019	Approved	4950 W Slauson Avenue, Los Angeles CA 90056	4001001010	Sprint proposes to swap out 3 existing antennas with 3 new antennas. Install 1 9712 cabinet, top hat and 1 new hybrid cable.	2	BALDWIN HILLS	C-3	NULL
2017-003157	RPPL2017005573	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/12/2017	4/13/2017	Approved	4861 W 112th Street, Inglewood CA 90304	4039017062	LEGALIZE 663 SQ FT ADD TO (E) SFR	2	LENNOX	R-2	NULL
2017-003429	RPPL2017005877	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/8/2017	6/14/2017	Approved	10218 S Mansel Avenue, Inglewood CA 90304	4036011010	1834 sq ft 2ND DWELLING with attached garage	2	LENNOX	R-2	NULL
2017-003488	RPPL2017005951	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/14/2017	10/12/2017	Approved	11017 S Grevillea Avenue, Inglewood CA 90304	4037012015	Convert Duplex into SFR and legalize storage	2	LENNOX	R-2	NULL
2017-003718	RPPL2017006221	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/7/2017	8/11/2017	Approved	4216 W 107th Street, Inglewood CA 90304	4034031010	Legalize garage conversion and new 4-car carport	2	LENNOX	R-2	NULL
2017-003972	RPPL2017006538	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/28/2017	8/9/2017	Approved	10131 S Mansel Avenue, Inglewood CA 90304	4036008020	LEGALIZE 884 SQ. FT. ADU	2	LENNOX	R-2	NULL
2017-004007	RPPL2017006579	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/30/2017	1/9/2018	Approved	11019 Dalerose Avenue, Inglewood CA 90304	4037002012	396 SQ FT ADU	2	LENNOX	R-2	NULL
2017-004120	RPPL2017006723	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/6/2017	9/5/2017	Approved	11020 S Freeman Avenue, Inglewood CA 90304	4035010016	Accessory Dwelling Unit (489 sqft) and 2 car garage (490 sqft).	2	LENNOX	R-2	NULL
2017-004442	RPPL2017007115	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/1/2017	7/25/2017	Approved	4416 W 104th Street, Inglewood CA 90304	4036016005	1193 SF ADU	2	LENNOX	R-3-P	NULL
2017-004481	RPPL2017007161	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/3/2017	9/5/2017	Approved	4122 W 105th Street, Inglewood CA 90304	4034022013	GARAGE CONVERSION COC	2	LENNOX	R-2	NULL
2017-004622	RPPL2017007346	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/15/2017	6/5/2017	Approved	11117 S Osage Avenue, Inglewood CA 90304	4035021037	NEW 2 STORY ATTACHED DUPLEX	2	LENNOX	R-2	NULL
2017-004674	RPPL2017007404	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/17/2017	8/21/2017	Approved	4915 W 112th Street, Inglewood CA 90304	4039017071	NEW 266 SQ.FT ACCESORY UNIT WITH A NEW 266 SQ.FT CARPORT	2	LENNOX	R-2	NULL
2017-004874	RPPL2017007652	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/5/2017	1/23/2019	Approved	4335 W 105th Street, Inglewood CA 90304	4034017028	800 SQ. FT ADU	2	LENNOX	R-2	NULL
2017-005320	RPPL2017008233	DRP - Conditional Use Permit	Permits & Reviews	7/11/2017	9/4/2018	Withdrawn	5156 W Century Boulevard, Inglewood CA 90304	4038002005	A new alcohol CUP Type 20 license for off-site beer & wine consumption in (e) 2,063 convenience store (10.5% of total display area) at Chevron gas station consisting of 6, pump stations, canopy, landscaping, 10 parking spaces, including 1 van accessible.	2	LENNOX	C-2	NULL
2017-005600	RPPL2017008568	DRP - Minor Conditional Use Permit	Permits & Reviews	8/1/2017	NULL	Waiting for Applicant	10322 S Inglewood Avenue, Inglewood CA 90304	4036002021	A request to continued the operation, use, and maintenance of a 6-unit, 3,095 sq. ft. apartment house in the C-2 zone. Residences established 50+ year ago.	2	LENNOX	C-2	NULL
2017-005758	RPPL2017008793	DRP - Minor Conditional Use Permit	Permits & Reviews	8/10/2017	4/3/2018	Approved	10922 S Inglewood Avenue, Inglewood CA 90304	4037001026	MCUP for the continued use of an existing 5-unit apartment building in the C-2 zone in Lennox.	2	LENNOX	C-2	Residential - Multi-family Residences (Apartments)
2017-006630	RPPL2017009940	DRP - Conditional Use Permit	Permits & Reviews	10/19/2017	NULL	Waiting for Applicant	10907 S Inglewood Avenue, Inglewood CA 90304	4039031004	CUP request to convert an (e) commercial structure into a 4 (n) residential units with 10 parking spaces in the C-2 zone in the community of Lennox.	2	LENNOX	C-2	NULL
2017-006757	RPPL2017010138	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/1/2017	4/18/2018	Approved	11010 S Firmona Avenue, Inglewood CA 90304	4037010006	625 sq ft ADU and legalize 144 sq. ft. addition	NULL	LENNOX	R-2	NULL
2017-006771	RPPL2017010158	DRP - Conditional Use Permit	Permits & Reviews	11/1/2017	4/17/2018	Approved	10914 S Buford Avenue, Inglewood CA 90304	4039021900	A request for a Conditional Use Permit to authorize a small cell wireless facility with 1 node: LA90XSFP3A: This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 31'; a (3) New Pole Height with Antenna of 33' 3"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan.	2	LENNOX	R-2	NULL

2017-006771	RPPL201701015 8	DRP - Conditional Use Permit	Permits & Reviews	11/1/2017	4/17/2018	Approved	10914 S Buford Avenue, Inglewood CA 90304	4039021900	A request for a Conditional Use Permit to authorize a small cell wireless facility with 1 node: LA90XSFP3A: This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 31’; a (3) New Pole Height with Antenna of 33’ 3”; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan.	2	LENNOX	R-3	NULL
2017-006852	RPPL201701028 7	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/9/2017	3/6/2018	Approved	4253 W 105th Street, Inglewood CA 90304	4034018021	499 sq ft ADU	NULL	LENNOX	R-2	NULL
2017-007196	RPPL201701079 4	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/12/2017	6/26/2018	Approved	4040 W 111th Street, Inglewood CA 90304	4035019020	595 sq ft ADU	NULL	LENNOX	A-2-2	NULL
2017-007196	RPPL201701079 4	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/12/2017	6/26/2018	Approved	4040 W 111th Street, Inglewood CA 90304	4035019020	595 sq ft ADU	NULL	LENNOX	R-3-P	NULL
2017-007287	RPPL201701094 5	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/20/2017	6/12/2018	Approved	11022 Dalerose Avenue, Inglewood CA 90304	4037004016	New ADU of 1,182 sq. ft. attached to (e) two car garage.	NULL	LENNOX	R-2	NULL
2017-007326	RPPL201701101 0	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/21/2017	4/10/2019	Approved	10508 S Felton Avenue, Inglewood CA 90304	4038027014	638 sq. ft ADU and covered patio	NULL	LENNOX	R-2	NULL
2017-007360	RPPL201701110 4	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/27/2017	3/28/2018	Approved	4855 W 112th Street, Inglewood CA 90304	4039017061	Approved Amendment _Convert (E) SFR to ADU and construct new SFR with garage	NULL	LENNOX	R-2	NULL
2018-000026	RPPL201800003 6	DRP - Conditional Use Permit	Permits & Reviews	1/3/2018	1/31/2018	Withdrawn	10828 Condon Avenue, Inglewood CA 90304	NULL	This Conditional Use Permit Application has 2 nodes: (A) LA90XSCL2C This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 31’; a (3) New Pole Height with Antenna of 33’ 3”; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan. (B) LA90XSCL3C This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 31’; a (3) New Pole Height with Antenna of 33’ 3”; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan.	NULL	LENNOX	R-2	NULL
2018-000026	RPPL201800003 6	DRP - Conditional Use Permit	Permits & Reviews	1/3/2018	1/31/2018	Withdrawn	10828 Condon Avenue, Inglewood CA 90304	NULL	This Conditional Use Permit Application has 2 nodes: (A) LA90XSCL2C This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 31’; a (3) New Pole Height with Antenna of 33’ 3”; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan. (B) LA90XSCL3C This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 31’; a (3) New Pole Height with Antenna of 33’ 3”; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan.	NULL	LENNOX	R-3	NULL
2018-000026	RPPL201800003 6	DRP - Conditional Use Permit	Permits & Reviews	1/3/2018	1/31/2018	Withdrawn	10828 Condon Avenue, Inglewood CA 90304	4037005900	This Conditional Use Permit Application has 2 nodes: (A) LA90XSCL2C This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 31’; a (3) New Pole Height with Antenna of 33’ 3”; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan. (B) LA90XSCL3C This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 31’; a (3) New Pole Height with Antenna of 33’ 3”; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan.	NULL	LENNOX	R-2	NULL

2018-000026	RPPL2018000036	DRP - Conditional Use Permit	Permits & Reviews	1/3/2018	1/31/2018	Withdrawn	10828 Condon Avenue, Inglewood CA 90304	4037005900	This Conditional Use Permit Application has 2 nodes: (A) LA90XSCL2C This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 31'; a (3) New Pole Height with Antenna of 33' 3"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan. (B) LA90XSCL3C This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 31'; a (3) New Pole Height with Antenna of 33' 3"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan.	NULL	LENNOX	R-3	NULL
2018-000067	RPPL2018000147	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/8/2018	5/23/2018	Approved	10515 S Burl Avenue, Inglewood CA 90304	4038023022	673 sf ADU (Garage Conversion)	NULL	LENNOX	R-2	NULL
2018-000138	RPPL2018000255	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/11/2018	1/3/2019	Approved	10718 Condon Avenue, Inglewood CA 90304	4036027019	ADU	NULL	LENNOX	R-2	NULL
2018-000199	RPPL2018000339	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/18/2018	11/8/2018	Approved	4221 Lennox Boulevard, Inglewood CA 90304	4034031011	297 sq ft ADU	NULL	LENNOX	R-2	NULL
2018-000392	RPPL2018000603	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/1/2018	6/3/2019	Approved	10204 S Firmona Avenue, Inglewood CA 90304	4036009011	663.5 sq. ft. ADU (Rec Room Conversion)	2	LENNOX	R-2	NULL
2018-000499	RPPL2018001107	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/28/2018	3/20/2019	Approved	10703 S Truro Avenue, Inglewood CA 90304	4036027011	440 sq. ft. ADU with mechanical lift	2	LENNOX	R-2	NULL
2018-000513	RPPL2018000801	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/13/2018	10/31/2019	Denied	4639 Lennox Boulevard, Inglewood CA 90304	4036027021	340 sq ADU (Garage Conversion)	2	LENNOX	R-3	NULL
2018-000573	RPPL2018000905	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/20/2018	6/19/2018	Approved	10802 S Osage Avenue, Inglewood CA 90304	4035013001	1200 sq. ft ADU	2	LENNOX	R-3	NULL
2018-000766	RPPL2018001154	DRP - Housing Permit - Administrative	Permits & Reviews	3/1/2018	8/30/2018	Approved	10501 S Buford Avenue, Inglewood CA 90304	4038025005	SB35 case. Eleven attached townhouse units, with two units set aside for - Low income.	2	LENNOX	R-2	Residential - Multi-family Residences (Apartments)
2018-000766	RPPL2018001155	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/1/2018	8/30/2018	Approved	10501 S Buford Avenue, Inglewood CA 90304	4038025005	attached townhouse two units - Low income	2	LENNOX	R-2	Residential - Multi-family Residences (Apartments)
2018-000821	RPPL2018001227	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/7/2018	7/30/2018	Approved	10507 Hawthorne Boulevard u, Inglewood CA 90304	NULL	32 unit apt. complex, with 5 units set aside for Low Income tenancy	2	LENNOX	C-3	Residential - Multi-family Residences (Apartments)
2018-000821	RPPL2018001227	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/7/2018	7/30/2018	Approved	10507 Hawthorne Boulevard u, Inglewood CA 90304	4036016016	32 unit apt. complex, with 5 units set aside for Low Income tenancy	2	LENNOX	C-3	Residential - Multi-family Residences (Apartments)
2018-000821	RPPL2018001228	DRP - Housing Permit - Administrative	Permits & Reviews	3/7/2018	7/30/2018	Approved	10507 Hawthorne Boulevard u, Inglewood CA 90304	4036016016	SB35 case. 32 unit apt. complex, with 5 unit lower income set aside	2	LENNOX	C-3	NULL
2018-000821	RPPL2018001228	DRP - Housing Permit - Administrative	Permits & Reviews	3/7/2018	7/30/2018	Approved	10507 Hawthorne Boulevard u, Inglewood CA 90304	NULL	SB35 case. 32 unit apt. complex, with 5 unit lower income set aside	2	LENNOX	C-3	NULL
2018-000843	RPPL2018001266	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/12/2018	11/4/2019	Denied	10823 Dalerose Avenue, Inglewood CA 90304	4037001009	Convert Duplex into SFR	2	LENNOX	R-2	NULL
2018-000965	RPPL2018001440	DRP - Housing Permit - Administrative	Permits & Reviews	3/21/2018	12/10/2018	Approved	10609 S Inglewood Avenue, Inglewood CA 90304	4038022017	SB35 case. On-Menu Housing Application 12 units with 20% set-aside lower income. Application in conjunction with Site Plan Review (RPPL2018001441)/	2	LENNOX	C-2	NULL
2018-000965	RPPL2018001441	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/21/2018	12/10/2018	Approved	10609 S Inglewood Avenue, Inglewood CA 90304	4038022017	On-Menu Housing Application 12 units with 20% set-aside lower income. Project in combination with Administrative Housing Permit (RPPL2018001440).	2	LENNOX	C-2	NULL
2018-001046	RPPL2018001560	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/28/2018	8/30/2018	Approved	10308 S Firmona Avenue, Inglewood CA 90304	4036009005	1054.5 sq. ft detached ADU	2	LENNOX	R-2	NULL
2018-001268	RPPL2018001870	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/12/2018	7/3/2018	Approved	10812 Larch Avenue, Inglewood CA 90304	4035005020	800 sq. ft. ADU (Garage conversion)	2	LENNOX	R-2	NULL
2018-001324	RPPL2018001940	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/18/2018	8/15/2018	Approved	10517 S Grevillea Avenue, Inglewood CA 90304	4036020006	407 sq. f.t. ADU (Garage Conversion)	2	LENNOX	R-2	NULL
2018-001534	RPPL2018002230	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/7/2018	2/18/2019	Approved	4835 W 111th Place, Inglewood CA 90304	4039020021	890 sq. ft. ADU	2	LENNOX	R-2	NULL
2018-001783	RPPL2018002600	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/23/2018	9/25/2018	Approved	11014 S Firmona Avenue, Inglewood CA 90304	4037010012	Amendment approved reducing the size of the ADU and the laundry room. 988 Sq. Ft. ADU including conversion of (e) 294 sq. ft. garage and 553 sq. ft. unpermitted space plus addition. CofC Submitted.	2	LENNOX	R-2	NULL

2018-001790	RPPL2018003089	DRP - Conditional Use Permit	Permits & Reviews	6/19/2018	12/4/2018	Approved	10100 S Cienega Boulevard, Inglewood CA 90304	4038003034	T-Mobile is requesting a CUP (Renewal) for the continued use and operation of an existing collocated roof-mounted wireless telecommunications facility in a 288 sq ft lease area above an (E) public storage, previously approved under CUP2006-00161. Site #LA92436A	2	LENNOX	C-M	NULL
2018-001790	RPPL2018003089	DRP - Conditional Use Permit	Permits & Reviews	6/19/2018	12/4/2018	Approved	10100 S Cienega Boulevard, Inglewood CA 90304	4038003034	T-Mobile is requesting a CUP (Renewal) for the continued use and operation of an existing collocated roof-mounted wireless telecommunications facility in a 288 sq ft lease area above an (E) public storage, previously approved under CUP2006-00161. Site #LA92436A	2	LENNOX	C-3	NULL
2018-001804	RPPL2018002626	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/24/2018	11/15/2018	Approved	11016 S Freeman Avenue, Inglewood CA 90304	4035010026	1121 sq. ft. ADU	2	LENNOX	R-2	NULL
2018-002079	RPPL2018003060	DRP - Conditional Use Permit	Permits & Reviews	6/19/2018	3/14/2019	Approved	11222 S Cienega Boulevard, Inglewood CA 90304	4039004018	T-Mobile is requesting a CUP (Renewal) for the continued use and operation of an existing collocated Wireless Telecommunications Facility located on the rooftop of a commercial building within 150 sq ft lease area. Previously Approved under CUP200800007. Site #:LA92046A	2	LENNOX	C-M	NULL
2018-002207	RPPL2018003249	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/27/2018	2/22/2019	Approved	4963 W 110th Street, Inglewood CA 90304	4039025001	615 sq. ft. ADU (Garage conversion) plus amendment for attached carport	2	LENNOX	R-2	Accessory - Second units
2018-002329	RPPL2018003465	DRP - Housing Permit - Administrative	Permits & Reviews	7/10/2018	1/7/2020	Withdrawn	10928 S Inglewood Avenue, Inglewood CA 90304	4037002004	SB35 case. 10-Unit Affordable Housing Project with 80% Lower Income. Requesting 20% reduction of side yard, 10 ft. additional height limit and parking incentive.	2	LENNOX	C-2	NULL
2018-002329	RPPL2018003466	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/10/2018	NULL	Open	10928 S Inglewood Avenue, Inglewood CA 90304	4037002004	10-unit, 2 story apartment house in C-2 zone, with 10 ground level standard stalls, no CUP or parking required per SB35.	2	LENNOX	C-2	NULL
2018-002654	RPPL2018003969	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/7/2018	10/9/2018	Approved	10826 S Mansel Avenue, Inglewood CA 90304	4037011039	proposing ADU 1,198 sa.ft., and legalizing existing den. please not that the den was part of the plans we developed and permitted in 2005, and is noted on the permit site plan. if not needed please advise	2	LENNOX	R-2	Residential - Single-family residences
2018-002711	RPPL2018004108	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/14/2018	1/21/2019	Approved	10115 S Mansel Avenue, Inglewood CA 90304	4036008016	400 sq. ft ADU (Garage Conversion)	2	LENNOX	R-2	Accessory - Second units
2018-002754	RPPL2018004173	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/16/2018	2/18/2019	Approved	4228 W 107th Street, Inglewood CA 90304	4034031008	1055.75 sq. ft ADU (Garage conversion) and 522.26 sq. ft addition, 398.66 sq. ft. Attached covered patio	2	LENNOX	R-2	Accessory - Second units
2018-002837	RPPL2018004289	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/23/2018	12/17/2019	Approved	4842 W 111th Street, Inglewood CA 90304	4039020016	Legalize addition to existing garage	2	LENNOX	R-2	NULL
2018-002867	RPPL2018005302	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/10/2018	11/27/2018	Approved	4239 W 106th Street, Inglewood CA 90304	4034023014	Legalize garage and unpermitted addition to (e) SFR.	2	LENNOX	R-2	NULL
2018-002926	RPPL2018004452	DRP - Conditional Use Permit	Permits & Reviews	8/30/2018	NULL	Withdrawn	10100 S Cienega Boulevard, Inglewood CA 90304	4038003034	Verizon is requesting a CUP (Renewal) for the continued use and operation of an existing collocated roof-mounted wireless telecommunications facility on the roof of an (E) public storage, previously approved under RCUP200600161	2	LENNOX	C-M	NULL
2018-002926	RPPL2018004452	DRP - Conditional Use Permit	Permits & Reviews	8/30/2018	NULL	Withdrawn	10100 S Cienega Boulevard, Inglewood CA 90304	4038003034	Verizon is requesting a CUP (Renewal) for the continued use and operation of an existing collocated roof-mounted wireless telecommunications facility on the roof of an (E) public storage, previously approved under RCUP200600161	2	LENNOX	C-3	NULL
2018-003002	RPPL2018004573	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/10/2018	1/17/2019	Approved	4919 W 112th Street, Inglewood CA 90304	4039017073	900 sq ft ADU	2	LENNOX	R-2	Accessory - Second units
2018-003007	RPPL2018004584	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/11/2018	1/28/2019	Approved	10815 S Osage Avenue, Inglewood CA 90304	4035011018	495 sq. ft. ADU (Garage conversion)	2	LENNOX	R-2	Accessory - Second units

2018-003234	RPPL2018004937	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/27/2018	1/29/2019	Approved	4334 W 104th Street, Inglewood CA 90304	4034017013	300 sq. ft. detached ADU	2	LENNOX	R-3-P	Accessory - Second units
2018-003701	RPPL2019004343	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/22/2019	12/18/2019	Approved	10019 S Burl Avenue, Inglewood CA 90304	4038017007	ADU and addition to SFR	2	LENNOX	R-3-P	Accessory - Accessory Dwelling Unit
2018-003787	RPPL2018005930	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/13/2018	2/25/2019	Approved	4945 W 110th Street, Inglewood CA 90304	4039025004	609 sq. ft. ADU (Garage conversion and addition)	2	LENNOX	R-2	Accessory - Second units
2018-004125	RPPL2018006488	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/12/2018	3/18/2019	Approved	10314 S Buford Avenue, Inglewood CA 90304	4038018021	1200 sq ft ADU (Garage conversion and addition)	2	LENNOX	R-2	Accessory - Second units
2018-004178	RPPL2018006563	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/17/2018	4/19/2019	Approved	10930 S Acacia Avenue, Inglewood CA 90304	4035004023	1180 sq. ft. ADU	2	LENNOX	R-3	Accessory - Second units
2018-004298	RPPL2018006774	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/31/2018	7/30/2019	Approved	11151 Dalerose Avenue, Inglewood CA 90304	4037031900	2 houses each with 4 bedrooms and 3 bathroom for a total of 3272 sq ft	2	LENNOX	R-2	NULL
2018-004298	RPPL2018006774	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/31/2018	7/30/2019	Approved	11151 Dalerose Avenue, Inglewood CA 90304	NULL	2 houses each with 4 bedrooms and 3 bathroom for a total of 3272 sq ft	2	LENNOX	R-2	NULL
2019-000190	RPPL2019000333	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/22/2019	6/12/2019	Approved	10910 S Buford Avenue, Inglewood CA 90304	4039028010	927 sq. ft ADU	2	LENNOX	R-2	Accessory - Second units
2019-000294	RPPL2019000562	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/30/2019	NULL	Waiting for Applicant	11033 Condon Avenue, Inglewood CA 90304	4037004032	New SFR	2	LENNOX	R-2	NULL
2019-000869	RPPL2019001511	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/14/2019	NULL	Hold	10524 S La Cienega Boulevard #Need Parking Permit, Inglewood CA 90304	4038006004	office building Lift Parking stalls/	2	LENNOX	NULL	NULL
2019-000926	RPPL2019001617	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/20/2019	7/9/2019	Approved	11017 S Grevillea Avenue, Inglewood CA 90304	4037012015	1134.42 sq. ft. ADU	2	LENNOX	R-2	Accessory - Second units
2019-001098	RPPL2019002122	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/4/2019	1/8/2020	Approved	10619 S Felton Avenue, Inglewood CA 90304	4038007005	3518 sq. ft. Duplex	2	LENNOX	R-2	Residential - Multi-family Residences (Two-family)
2019-001148	RPPL2019002223	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/9/2019	NULL	Hold	10611 Condon Avenue, Inglewood CA 90304	4036029014	New ADU (check P drive LDCC for electronic copy)	2	LENNOX	R-2	Accessory - Second units
2019-001380	RPPL2019002589	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/30/2019	11/12/2019	Approved	10504 S Freeman Avenue, Inglewood CA 90304	4034022003	520 sq ft ADU (garage conversion)	2	LENNOX	R-2	Accessory - Second units
2019-001392	RPPL2019002617	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/1/2019	9/17/2019	Approved	10623 S Truro Avenue, Inglewood CA 90304	4036027007	366 sq. ft ADU (Garage Conversion)	2	LENNOX	R-2	Accessory - Second units
2019-001659	RPPL2019003064	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/23/2019	9/2/2019	Approved	4623 Lennox Boulevard, Inglewood CA 90304	4036025007	562 sq. ft ADU above a 480 sq. ft two car tandem garage	2	LENNOX	R-3	Accessory - Second units
2019-001760	RPPL2019003297	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/29/2019	9/3/2019	Approved	10929 Condon Avenue, Inglewood CA 90304	4037004026	1151 sq. ft ADU	2	LENNOX	R-2	Accessory - Second units
2019-001803	RPPL2019003291	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/30/2019	12/5/2019	Approved	11151 S Redfern Avenue, Inglewood CA 90304	4039017087	Addition and garage conversion to attached ADU	2	LENNOX	R-3	Accessory - Second units
2019-001862	RPPL2019003379	DRP - Parking Permit	Permits & Reviews	6/4/2019	NULL	Review	10524 S La Cienega Boulevard, Inglewood CA 90304	4038006004	New two story office building addition to an existing two story Industrial and office building.	2	LENNOX	NULL	Blank
2019-002399	RPPL2019004269	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/18/2019	NULL	Withdrawn	4232 W 104th Street, Inglewood CA 90304	4034018012	247 sq. ft ADU	2	LENNOX	R-2	Blank
2019-002446	RPPL2019004360	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/23/2019	10/30/2019	Approved	11029 Dalerose Avenue, Inglewood CA 90304	4037002017	1200 sq. ft ADU	2	LENNOX	R-2	Accessory - Second units
2019-002725	RPPL2019004640	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/30/2019	NULL	Hold	10536 Condon Avenue, Inglewood CA 90304	4036026028	New detached 486 Recreation Room	2	LENNOX	R-2	Blank
2019-002743	RPPL2019004884	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/19/2019	11/20/2019	Approved	10907 S Burin Avenue, Inglewood CA 90304	4037013016	Additions to (e) (4) units	2	LENNOX	R-3	Blank
2019-003039	RPPL2019005337	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/10/2019	9/17/2019	Approved	11128 S Osage Avenue, Inglewood CA 90304	4035019025	An addition and alteration on an existing affordable multi-family apartments. Renovating the existing manager's office into a staff only storage and restroom. Addition New manager's office adjacent to the manager's unit.	2	LENNOX	R-3	Residential - Multi-family Residences (Apartments)
2019-003039	RPPL2019005337	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/10/2019	9/17/2019	Approved	11128 S Osage Avenue, Inglewood CA 90304	4035019025	An addition and alteration on an existing affordable multi-family apartments. Renovating the existing manager's office into a staff only storage and restroom. Addition New manager's office adjacent to the manager's unit.	2	LENNOX	R-3-P	Residential - Multi-family Residences (Apartments)
2019-003528	RPPL2019006230	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/23/2019	2/25/2020	Approved	10535 S Mansel Avenue, Inglewood CA 90304	4036022020	1135 sq. ft 2-story Duplex with attached 1132 sq. ft garage	2	LENNOX	R-2	Residential - Multi-family Residences (Two-family)
2019-003789	RPPL2019006720	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/14/2019	2/26/2020	Approved	4849 W 111th Street, Inglewood CA 90304	4039027002	ADU - 320 sq. ft.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
2019-003839	RPPL2019006852	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/20/2019	2/12/2020	Approved	4512 W 104th Street, Inglewood CA 90304	4036020019	new 2nd unit	2	LENNOX	R-2	Residential - Multi-family Residences (Two-family)

2019-003920	RPPL2019007009	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/27/2019	NULL	Hold	4845 Lennox Boulevard, Inglewood CA 90304	4038024026	Conversion of existing garage to ADU	2	LENNOX	R-3	Accessory - Accessory Dwelling Unit
2019-003956	RPPL2019005601	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/23/2019	12/2/2019	Approved	4334 W 104th Street, Inglewood CA 90304	4034017013	New bedroom and bathroom addition to front unit	2	LENNOX	R-3-P	Residential - Single-family residences
2019-003956	RPPL2020000392	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/23/2020	NULL	Void	4334 W 104th Street, Inglewood CA 90304	4034017013	Site Plan Amendment	2	LENNOX	R-3-P	Residential - Single-family residences
2019-004125	RPPL2019007336	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/12/2019	1/16/2020	Approved	10300 S Inglewood Avenue, Inglewood CA 90304	4036002015	Auto Rental and Sales (Monday thru Saturday 9am to 5pm)	2	LENNOX	C-2	Vehicle - Automobile rental and leasing agencies
2019-004125	RPPL2019007336	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/12/2019	1/16/2020	Approved	10300 S Inglewood Avenue, Inglewood CA 90304	4036002015	Auto Rental and Sales (Monday thru Saturday 9am to 5pm)	2	LENNOX	M-1	Vehicle - Automobile rental and leasing agencies
2019-004146	RPPL2019007370	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/16/2019	2/17/2020	Approved	10307 S Mansel Avenue, Inglewood CA 90304	4036009021	594 sq ft ADU	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
2019-004189	RPPL2019007447	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/18/2019	2/17/2020	Approved	4639 Lennox Boulevard, Inglewood CA 90304	4036027021	1198 sq. ft ADU with attached 47 sq. ft porch	2	LENNOX	R-3	Accessory - Accessory Dwelling Unit
2019-004217	RPPL2019007490	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/19/2019	2/17/2020	Approved	4032 W 106th Street, Inglewood CA 90304	4034028019	ADU 1,197 sq ft and 2 Car Garage Attached to ADU	2	LENNOX	R-3	Accessory - Accessory Dwelling Unit
2019-004292	RPPL2019007610	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/31/2019	2/17/2020	Approved	10423 S Grevillea Avenue, Inglewood CA 90304	4036020014	New 1850 sq. ft SFR and Coversion of SFR into ADU	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
2020-000045	RPPL2020000067	DRP - Zoning Conformance Review – Small Cell Wireless	Referrals & Letters	1/7/2020	1/9/2020	Approved	10804 S Inglewood Avenue, Inglewood CA 90304	4037001005	SCL HTHRN 19 (AT&T) The project consists of the installation and operation of antennas and associated equipment for AT&T Mobility's wireless telecommunications network. • AT&T Mobility contractor to replace (E) 30'-0" (24'-0" AGL) wood pole (ID #513292H) with a new 40'-0" (34'-0" AGL) class (1) wood pole (ID #50547LAC) 1' west of old pole. • AT&T Mobility contractor to place (1) – Galtronics antenna, (2) – 2203 RRU radios, (1) – 2205 RRU radio (3 now & 1 future) and (1) – Raycap surge protector on new double 6' cross arms on site pole. • AT&T Mobility contractor to place (1) – SCE un-metered fuse panel, (1) – AT&T Mobility disconnect with fuses & (1) – Fiber distribution box on new aluminum channel on site pole.	2	LENNOX	C-2	Public - Radio & TV stations, studios, & towers
2020-000067	RPPL2020000096	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/8/2020	NULL	New	10405 S Truro Avenue, Inglewood CA 90304	4036026003	New 3,820 sq. ft. duplex with 3-car garage.	2	LENNOX	R-2	Residential - Multi-family Residences (Two-family)
2020-000217	RPPL2020000369	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/23/2020	NULL	New	4742 W 111th Street, Inglewood CA 90304	4037031002	Garage conversion ADU	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
2020-000588	RPPL2020000987	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/24/2020	NULL	New	10928 S Burl Avenue, Inglewood CA 90304	4039031015	499 sq. ft ADU (Garage conversion)	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
91089	RPPL2017006810	DRP - Revised Exhibit "A"	Permits & Reviews	4/12/2017	5/11/2017	Approved	NULL	NULL	removing & replacing 6 panel antennas	2	LENNOX	NULL	NULL
91089	RPPL2018000139	DRP - Revised Exhibit "A"	Permits & Reviews	1/4/2018	2/6/2018	Approved	11102 S Cienega Boulevard, Inglewood CA 90304	4039003024	Modification to an existing Verizon Cell Site located @ 11112 S. La Cienega Blvd, Los Angeles, CA 90045	NULL	LENNOX	M-1-IP	NULL
R2006-00464	RPPL2017006884	DRP - Revised Exhibit "A"	Permits & Reviews	4/18/2017	5/16/2017	Approved	10100 S La Cienega Boulevard, INGLEWOOD CA 90304	4038003034	REA: INSTALL THREE (3) NEW PANEL ANTENNAS IN ADDITION TO ITS SIX (6) EXISTING PANEL ANTENNAS FOR A TOTAL OF NINE(9) PANEL ANTENNAS (T-MOBILE). Original CUP RCUP200600161 set to expire 09/02/2018. Prior REAs: REA201200290 and RPPL2016002782	2	LENNOX	C-M	NULL
R2006-00464	RPPL2017006884	DRP - Revised Exhibit "A"	Permits & Reviews	4/18/2017	5/16/2017	Approved	10100 S La Cienega Boulevard, INGLEWOOD CA 90304	4038003034	REA: INSTALL THREE (3) NEW PANEL ANTENNAS IN ADDITION TO ITS SIX (6) EXISTING PANEL ANTENNAS FOR A TOTAL OF NINE(9) PANEL ANTENNAS (T-MOBILE). Original CUP RCUP200600161 set to expire 09/02/2018. Prior REAs: REA201200290 and RPPL2016002782	2	LENNOX	C-3	NULL
R2007-00718	RPPL2017007433	DRP - Revised Exhibit "A"	Permits & Reviews	5/17/2017	6/8/2017	Approved	11222 S La Cienega Boulevard, Los Angeles CA 90045	4039004018	T-MOBILE PROPOSES TO INSTALL THREE NEW PANEL ANTENNAS IN ADDITION TO ITS THREE EXISTING PANEL NATENNAS FOR A TOTAL OF 6 ANTENNAS.	2	LENNOX	C-M	NULL

R2008-00096	RPPL2017010515	DRP - Revised Exhibit "A"	Permits & Reviews	11/22/2017	1/16/2018	Approved	11222 S Cienega Boulevard, Inglewood CA 90304	4039004018	Modification to an existing AT&T wireless facility. Swapping out existing antennas and RRUs.	NULL	LENNOX	C-M	NULL
R2010-00517	RPPL2019003319	DRP - Revised Exhibit "A"	Permits & Reviews	5/30/2019	7/2/2019	Approved	11102 S Cienega Boulevard, Inglewood CA 90304	4039003024	Sprint minor mod: replace (3) panel antennas and remove (3) radios with associated wiring; no changes to the height or expansions to Sprint's lease area. CUP 201000049; EXP 02/21/2022	2	LENNOX	M-1-IP	Blank
R2012-02327	RPPL2019004345	DRP - Revised Exhibit "A"	Permits & Reviews	7/22/2019	9/10/2019	Approved	11102 S Cienega Boulevard, Inglewood CA 90304	4039003024	T-Mobile is proposing to modify an existing wireless telecommunications rooftop site in the City of Los Angeles. Modification of this site includes replacing and removing (3) antennas (1) per sector and associated equipment (Cables and Radios). CUP RPPL201200137	2	LENNOX	M-1-IP	Blank
R2013-03556	RPPL2019000365	DRP - Revised Exhibit "A"	Permits & Reviews	1/22/2019	2/28/2019	Approved	10100 S Cienega Boulevard, Inglewood CA 90304	4038003034	Revised Exhibit A Application - for AT&T AT&T is proposing a like-for-like antenna swap with additional equipment added behind the antennas and in the existing lease area.	2	LENNOX	C-M	NULL
R2013-03556	RPPL2019000365	DRP - Revised Exhibit "A"	Permits & Reviews	1/22/2019	2/28/2019	Approved	10100 S Cienega Boulevard, Inglewood CA 90304	4038003034	Revised Exhibit A Application - for AT&T AT&T is proposing a like-for-like antenna swap with additional equipment added behind the antennas and in the existing lease area.	2	LENNOX	C-3	NULL
R2014-01125	RPPL2019000792	DRP - Revised Exhibit "A"	Permits & Reviews	2/11/2019	3/5/2019	Approved	10100 S Cienega Boulevard, Inglewood CA 90304	4038003034	Revised Exhibit A	2	LENNOX	C-3	NULL
R2014-01125	RPPL2019000792	DRP - Revised Exhibit "A"	Permits & Reviews	2/11/2019	3/5/2019	Approved	10100 S Cienega Boulevard, Inglewood CA 90304	4038003034	Revised Exhibit A	2	LENNOX	C-M	NULL
R2014-01165	RPPL2017010846	DRP - Parking Deviation - Minor	Permits & Reviews	12/14/2017	NULL	New	4811 Lennox Boulevard, INGLEWOOD CA 90304	NULL	Minor Parking Deviation to convert bakery to church with less than 30% parking This Plot Plan approves the following for the above referenced project: - New Church with occupancy load of 70 people. A total of 14 parking spaces are required for the church. Re-stripe parking spaces to and relocate trash enclosure. Special Notes: - Junk and salvage is not allowed on the subject property at any time. All personal items must be stored inside an enclosed structure. - Green Building and Lid requirements may be applicable to the satisfaction of the Department of Public Works This approval is found to be in substantial compliance with the Los Angeles County Title 22 code requirements. Changes to this approval require additional DRP review and fees, and may be subject to the Green Building Program. Obtain any necessary approvals from Los Angeles County Department of Public Works. Approvals from other County Departments may be needed prior to the issuance of a Building Permit. Project No: R2014-01165 RPP201400434 Date: 11/17/15 EXPIRES: 1/17/17 Address: 4811 Lennox Blvd	2	LENNOX	C-2	NULL

R2014-01165	RPPL2017010846	DRP - Parking Deviation - Minor	Permits & Reviews	12/14/2017	NULL	New	4811 Lennox Boulevard, INGLEWOOD CA 90304	4038022029	Minor Parking Deviation to convert bakery to church with less than 30% parking This Plot Plan approves the following for the above referenced project: - New Church with occupancy load of 70 people. A total of 14 parking spaces are required for the church. Re-stripe parking spaces to and relocate trash enclosure. Special Notes: - Junk and salvage is not allowed on the subject property at any time. All personal items must be stored inside an enclosed structure. - Green Building and Lid requirements may be applicable to the satisfaction of the Department of Public Works This approval is found to be in substantial compliance with the Los Angeles County Title 22 code requirements. Changes to this approval require additional DRP review and fees, and may be subject to the Green Building Program. Obtain any necessary approvals from Los Angeles County Department of Public Works. Approvals from other County Departments may be needed prior to the issuance of a Building Permit. Project No: R2014-01165 RPP201400434 Date: 11/17/15 EXPIRES: 1/17/17 Address: 4811 Lennox Blvd	2	LENNOX	C-2	NULL
R2014-02103	RPPL2018003900	DRP - Revised Exhibit "A"	Permits & Reviews	8/1/2018	NULL	New	NULL	NULL	Revised Exhibit A application for the request to upgrade the existing mono eucalyptus wireless facility consisting of remove and replace 9 existing remote radio units with 9 new RRU's mounted to existing sector mounts within the faux branches of the tree. Also remounting of existing 12 panel antennas, 4 per sector, into dual antenna mount configurations. All replaced equipment will be at the existing height and mounted to existing sector mounts. No changes will occur to the height, width or scope of the originally entitled installation per Project No. R2014-02103-(2) CUP No. 201400092.	2	LENNOX	C-2	NULL
NULL	RPPL2019004901	DRP - Zoning Conformance Review – Small Cell Wireless	Referrals & Letters	8/19/2019	NULL	Void	3829 Crestway Place, Los Angeles CA 90043	5012025017	Installation of new Small Wireless Facility in PROW on replacement concrete streetlight. 4.4 cu. ft. Installation to consist of 1 canister antenna and 4 RRUs w/ PSU inside concealment shroud, and fiber/SCE power handholes. No meter pedestal proposed.	2	VIEW PARK	R-1	Public - Radio & TV stations, studios, & towers
2017-003347	RPPL2017005786	DRP - Conditional Use Permit	Permits & Reviews	2/1/2017	1/2/2018	Approved	5300 Angeles Vista Boulevard, Los Angeles CA 90043	5007010010	CUP renewal for a rooftop wireless facility at the Junior Blind for America (View Park) - The applicant is adding (6) antennas for a total of (12) antennas.	2	VIEW PARK	R-1	NULL
2017-003347	RPPL2019000356	DRP - Revised Exhibit "A"	Permits & Reviews	1/22/2019	2/6/2019	Approved	5300 Angeles Vista Boulevard, Los Angeles CA 90043	5007010010	Rooftop wireless telecommunication facility	2	VIEW PARK	R-1	NULL
2017-003618	RPPL2017006100	DRP - Mills Act	Permits & Reviews	2/27/2017	12/21/2017	Recorded	3664 Fairland Boulevard, Los Angeles CA 90043	5012009030	SFR View Park	2	VIEW PARK	R-1	NULL
2017-003664	RPPL2017006154	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/1/2017	4/11/2017	Approved	3632 Aureola Boulevard, Los Angeles CA 90008	5012007025	2ND FL ADDITION	2	VIEW PARK	R-1	NULL
2017-003894	RPPL2017006445	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/20/2017	10/30/2017	Approved	5825 S La Brea Avenue, Los Angeles CA 90056	4019018021	New ADU and 526 sq ft garage	2	VIEW PARK	R-1	NULL
2017-004036	RPPL2017006625	DRP - Site Plan Review - Discretionary	Permits & Reviews	4/3/2017	7/19/2017	Approved	3752 Lorado Way, Los Angeles CA 90043	5012028002	Yard Mod (re-file) Overheight fence/retaining wall	2	VIEW PARK	R-1	NULL
2017-004316	RPPL2017006973	DRP - Mills Act	Permits & Reviews	4/20/2017	NULL	Void	3695 Fairway Boulevard, Los Angeles CA 90043	5012008024	Mils Act for National Register Single Family Home - Filed on Behalf of Dean Edwards	2	VIEW PARK	R-1	NULL

2017-004383	RPPL2017007049	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/26/2017	6/25/2018	Denied	5353 S Mullen Avenue, Los Angeles CA 90043	5007006001	CHARTER MIDDLE SCHOOL	2	VIEW PARK	C-2	NULL
2017-004383	RPPL2017007049	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/26/2017	6/25/2018	Denied	5353 S Mullen Avenue, Los Angeles CA 90043	NULL	CHARTER MIDDLE SCHOOL	2	VIEW PARK	C-2	NULL
2017-004418	RPPL2017007087	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/27/2017	5/16/2017	Approved	5533 Onacrest Drive, Los Angeles CA 90043	5009003055	449 sq ft basement conversion and 72 sq ft addition, legalize family room	2	VIEW PARK	R-1	NULL
2017-004484	RPPL2017007165	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/3/2017	8/11/2017	Approved	4688 Northridge Drive, Los Angeles CA 90043	5009009074	524 sqft ADU	2	VIEW PARK	R-1	NULL
2017-004848	RPPL2017007620	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/31/2017	2/22/2018	Approved	3816 W 54th Street, Los Angeles CA 90043	5007014003	New 2nd floor office space 1,196 sq. ft. addition to existing 1,226 sq. ft. child care center	2	VIEW PARK	C-2	NULL
2017-004848	RPPL2017007620	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/31/2017	2/22/2018	Approved	3816 W 54th Street, Los Angeles CA 90043	NULL	New 2nd floor office space 1,196 sq. ft. addition to existing 1,226 sq. ft. child care center	2	VIEW PARK	C-2	NULL
2017-004863	RPPL2017007636	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/1/2017	8/17/2017	Approved	5303 Marburn Avenue, Los Angeles CA 90043	5008012044	710 SF. addition to SFR &158 sq. ft amendment bedroom in crawl space.	2	VIEW PARK	R-1	NULL
2017-004898	RPPL2017007682	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/6/2017	NULL	Void	4965 Vista De Oro Avenue, Los Angeles CA 90043	5011015018	1324 sq. ft 2nd floor add	2	VIEW PARK	R-1	NULL
2017-004905	RPPL2017007690	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/6/2017	10/12/2017	Approved	4604 S Victoria Avenue, Los Angeles CA 90043	5013015017	Convert (e) 576 sq. ft. detached garage into accessory dwelling unit; two uncovered parking spaces will be provided in driveway to replace garage parking for (e) Single Family Residence	2	VIEW PARK	R-1	NULL
2017-004976	RPPL2017007788	DRP - Mills Act	Permits & Reviews	6/12/2017	10/12/2017	Denied	4179 Angeles Vista Boulevard, Los Angeles CA 90008	5024002017	Denied due to lack of information. 4-plex View Park	2	VIEW PARK	R-3	NULL
2017-005081	RPPL2017007916	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/20/2017	6/29/2018	Approved	4965 Vista De Oro Avenue, Los Angeles CA 90043	5011015018	(n) 1,312 sq. ft. 2nd story addition to (e) 2,126 sq. ft. single family residence	2	VIEW PARK	R-1	NULL
2017-005139	RPPL2017008348	DRP - Site Plan Review - Discretionary	Permits & Reviews	7/18/2017	10/19/2017	Approved	4929 Onaknoll Avenue, Los Angeles CA 90043	5011027010	Yard Mod 367 SQ FT BASEMENT CONVERSION	2	VIEW PARK	R-1	NULL
2017-005274	RPPL2017008167	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/5/2017	4/11/2018	Approved	4667 Northridge Drive, Los Angeles CA 90043	5009012021	469 sq. ft. 1- and 2-story addition to (e) single family residence. New master bedroom, bathroom, relocate kitchen & laundry, 1-carport, 353 sq. ft. new deck, and 304 sq. ft. patio. Project requires DPW review of new proposed curb cut for driveway.	2	VIEW PARK	R-1	NULL
2017-005284	RPPL2017008179	DRP - Mills Act	Permits & Reviews	7/6/2017	12/21/2017	Recorded	4621 Brynhurst Avenue, Los Angeles CA 90043	5013012012	SFR View Park	2	VIEW PARK	R-1	NULL
2017-005291	RPPL2017008197	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/10/2017	12/19/2017	Approved	4436 Northridge Drive, Los Angeles CA 90043	5008002024	856 sq. ft ADU	2	VIEW PARK	R-1	NULL
2017-005543	RPPL2017008501	DRP - Mills Act	Permits & Reviews	7/27/2017	12/21/2017	Recorded	4607 Angeles Vista Boulevard, Los Angeles CA 90043	5012010016	SFR View Park	2	VIEW PARK	R-1	NULL
2017-005663	RPPL2017008649	DRP - Conditional Use Permit	Permits & Reviews	8/3/2017	NULL	Waiting for Applicant	4130 Stocker 34.0045781, -118.3472312 Street	5011002900	A request for a CUP to authorize the continued operation, use, and maintenance of an existing small cell wireless telecommunication facility (WTF) located in the public right-of-way. Existing meter pedestal and underground equipment cabinet. Project also includes addition of a small pole-mounted box.	2	VIEW PARK	RPD-1-4U	NULL
2017-006285	RPPL2017009481	DRP - Conditional Use Permit	Permits & Reviews	9/25/2017	NULL	Withdrawn	4407 Presidio Drive, Los Angeles CA 90008	5011001022	This Conditional Use Permit Application has 1 node: LA90XSFG1D This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 29'; a (3) New Pole Height with Antenna of 26' 8"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan.	2	VIEW PARK	R-3	NULL

2017-006491	RPPL2017009763	DRP - Conditional Use Permit	Permits & Reviews	10/11/2017	1/16/2019	Withdrawn	NULL	NULL	A request for a CUP to authorize the operation, use, and maintenance of a small cell wireless facility on an (e) 45-ft wood utility pole within the public right-of-way in front of 5010-001-902. Facility will include: 8-ft cross arms, (2) 24-in antennas, (2) RRUs, (1) fused split box, and (1) fused service switch box on (e) utility pole. Fiber pull box will also be installed under sidewalk.	2	VIEW PARK	RPD-1-4U	NULL
2017-006774	RPPL2017010161	DRP - Conditional Use Permit	Permits & Reviews	11/1/2017	1/31/2018	Withdrawn	5625 S Verdun Avenue, Los Angeles CA 90043	NULL	A request for a Conditional Use Permit to authorize a small cell wireless facility with 2 nodes: (A) LA90XSCH6C: This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 25'; a (3) New Pole Height with Antenna of 26' 8"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan. (B) LA90XSGA7C: This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 25'; a (3) New Pole Height with Antenna of 33' 3"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan.	NULL	VIEW PARK	R-1	NULL
2017-006774	RPPL2017010161	DRP - Conditional Use Permit	Permits & Reviews	11/1/2017	1/31/2018	Withdrawn	5625 S Verdun Avenue, Los Angeles CA 90043	5008009001	A request for a Conditional Use Permit to authorize a small cell wireless facility with 2 nodes: (A) LA90XSCH6C: This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 25'; a (3) New Pole Height with Antenna of 26' 8"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan. (B) LA90XSGA7C: This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 25'; a (3) New Pole Height with Antenna of 33' 3"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan.	NULL	VIEW PARK	R-1	NULL
2017-006919	RPPL2017010371	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/14/2017	2/14/2018	Approved	3815 Floresta Way, Los Angeles CA 90043	5012025003	ADU to added over garage	NULL	VIEW PARK	R-1	NULL
2017-006937	RPPL2017010397	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/15/2017	2/20/2018	Approved	3975 Kenway Avenue, Los Angeles CA 90008	5011001018	Renovation and Expansion of (E) SFR	NULL	VIEW PARK	R-1	NULL
2017-007005	RPPL2017010516	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/22/2017	11/26/2019	Denied	4517 S Mullen Avenue, Los Angeles CA 90043	5012017007	Proposed 618 sq ft, 2 story ADU conversion of (e) garage	NULL	VIEW PARK	R-1	NULL
2017-007212	RPPL2017011004	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/21/2017	6/27/2018	Approved	5607 Deane Avenue, Los Angeles CA 90043	5007016017	ADU	NULL	VIEW PARK	R-2	NULL
2017-007313	RPPL2017010987	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/21/2017	5/22/2018	Approved	5729 S Harcourt Avenue, Los Angeles CA 90043	5007028015	convert existing 448 sf rec room into living space ADU and Add 382 sf 172 sf one story 210 sqft 2nd story	NULL	VIEW PARK	R-2	NULL
2018-000497	RPPL2018000776	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/12/2018	3/13/2018	Approved	4929 Onaknoll Avenue, Los Angeles CA 90043	5011027010	568 sq. ft ADU	2	VIEW PARK	R-1	NULL
2018-000695	RPPL2018001060	DRP - Zone Change	Permits & Reviews	2/27/2018	NULL	New	NULL	NULL	Zone change request from C-2 to C-3 to establish a 2,400 sq ft automatic car wash with 20 parking/vacuum stations, office, vending and computer room. See linked records for CUP development program and site plan. 589 sq ft (e) office building to be demolished. Previously denied car wash CP01-105.	2	VIEW PARK	C-2	NULL

2018-000695	RPPL2018001066	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/27/2018	NULL	New	NULL	NULL	Site plan to establish a 2,400 sq ft automatic car wash with 20 parking/vacuum stations, office, vending and computer room. See linked records for CUP development program and Zone change request from C-2 to C-3. 589 sq ft (e) office building to be demolished. Previously denied car wash CP01-105.	2	VIEW PARK	C-2	NULL
2018-000695	RPPL2018001068	DRP - Conditional Use Permit	Permits & Reviews	2/27/2018	NULL	New	NULL	NULL	Zone change request from C-2 to C-3 to establish a 2,400 sq ft automatic car wash with 20 parking/vacuum stations, office, vending and computer room. See linked records for CUP development program and site plan. 589 sq ft (e) office building to be demolished. Previously denied car wash CP01-105.	2	VIEW PARK	C-2	NULL
2018-000873	RPPL2018001308	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/13/2018	7/17/2018	Approved	4318 S Victoria Avenue, Los Angeles CA 90008	5024006023	851 sq. ft ADU over garage	2	VIEW PARK	R-1	NULL
2018-001001	RPPL2018001490	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/22/2018	6/19/2018	Approved	6001 Ladera Park Avenue, Los Angeles CA 90056	4019019900	Ladera Park Stromwater Capture Project - County Project	2	VIEW PARK	R-4	NULL
2018-001138	RPPL2018001693	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/3/2018	1/28/2019	Approved	4423 W Slauson Avenue, Los Angeles CA 90043	5008015042	change of use from retail to restaurant parking provided offsite at adjacent lot APN #5008-015-047	2	VIEW PARK	C-2	NULL
2018-001263	RPPL2018001862	DRP - Mills Act	Permits & Reviews	4/12/2018	12/12/2018	Recorded	4012 Fairway Boulevard, Los Angeles CA 90043	5011009016		2	VIEW PARK	R-1	NULL
2018-001275	RPPL2018001879	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/17/2018	11/21/2018	Approved	4937 Hillcrest Drive, Los Angeles CA 90043	5013002034	2 STY New SFR- Okay to approve per Mark Herwick and Dean. As a contributor to the View Park National Historic District, the applicant does not meet the Secretary of the Interior's Standards for Rehabilitation of Historic Properties.	2	VIEW PARK	R-1	NULL
2018-001554	RPPL2018002250	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/7/2018	6/3/2019	Approved	5307 Inadale Avenue, Los Angeles CA 90043	5010014051	add to the front and rear of 2nd floor to enlarge and remodel kitchen, dining, living to the front. rear will include enlaizing existing bedrooms new 21/2 bathrooms	2	VIEW PARK	R-1	Residential - Single-family residences
2018-001575	RPPL2018002275	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/8/2018	9/21/2018	Approved	6126 Condon Avenue, Los Angeles CA 90056	4019020001	remodel existing permitted building 340 sq ft ADU add retaining wall.	2	VIEW PARK	R-1	NULL
2018-001861	RPPL2018002721	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/31/2018	11/29/2018	Approved	3859 Lorado Way, Los Angeles CA 90043	5012030001	1200 sq. ft. detached ADU	2	VIEW PARK	R-1	Accessory - Second units
2018-002225	RPPL2018003281	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/27/2018	11/15/2018	Approved	5208 Valley Ridge Avenue, Los Angeles CA 90043	5011017017	ADU (577 sqft) and legalize (80 sqft) Den space area on the lower level of the house that was previously used as storage and has been used for 15 years. Total addition of 677sqft.	2	VIEW PARK	R-1	NULL

2018-002375	RPPL2018003532	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/12/2018	4/8/2019	Approved	4435 W Slauson Avenue, Los Angeles CA 90043	5008015042	Change of use from office to restaurant with accessory special events. Parking provided off site at adjacent lot APN 5008-015-047 This Plot Plan approves the following for the above referenced project: • Tenant improvement to combine existing office space (3,214 sq. ft. located on the 2nd floor with existing retail on the 1st floor to establish a new 8,214 sq. ft. restaurant with occupancy load of 244. Parking is shared with rear property (APN5008-015-47) through Parking privilege agreement dated October 28, 1941. There are 215 parking stalls through the agreement with neighboring properties. This approval utilizes all available 215 parking spaces, therefore any new establishment or expansion of this restaurant with an increase of occupancy load determination that would require additional parking spaces will require a parking deviation or parking permit. See RPPL2018001693 attachments for parking agreement.	2	VIEW PARK	C-2	NULL
2018-002411	RPPL2018003589	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/16/2018	8/22/2018	Approved	5311 Angeles Vista Boulevard, Los Angeles CA 90043	5011017002	Propose (n) two-story 1,169.31 sq. ft. ADU attached to and above (e) garage of SFD.	2	VIEW PARK	R-1	NULL
2018-002483	RPPL2018003706	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/23/2018	11/20/2018	Approved	5103 Marvale Drive, Los Angeles CA 90043	5008001043	SFR Addition	2	VIEW PARK	R-1	NULL
2018-002510	RPPL2018003746	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/25/2018	4/24/2019	Approved	5715 S Rimpau Boulevard, Los Angeles CA 90043	5007027011	1123 sqft ADU attached to existing garage and 123 sq. ft add.	2	VIEW PARK	R-2	NULL
2018-002539	RPPL2018003781	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/26/2018	4/24/2019	Approved	4603 Angeles Vista Boulevard, Los Angeles CA 90043	5012010017	400 sq ft ADU (Above garage)	2	VIEW PARK	R-1	NULL
2018-002705	RPPL2018004097	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/13/2018	12/6/2018	Approved	4473 W 61st Street, Los Angeles CA 90043	4003011014	first floor add 802 sf and new second floor 1982sf	2	VIEW PARK	R-1	NULL
2018-002785	RPPL2018004221	DRP - Site Plan Review - Discretionary	Permits & Reviews	8/20/2018	11/21/2018	Approved	5271 Angeles Vista Boulevard, Los Angeles CA 90043	5012029004	YARD MODIFICATION - Restore Two story 19808 sf SFD observing a 13')" front yard setback and a side yard setback of 3-" This Plot Plan approves the following for the above referenced project: • New Two (2) story 1,908 sq. ft. single family dwelling and attached three (3) car garage to be constructed above the existing foundation. A Yard Modification was approved for a reduction of up to 8 feet to the required 20-foot front yard setback at certain points.	2	VIEW PARK	R-1	NULL
2018-003101	RPPL2018004722	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/17/2018	NULL	Hold	3852 W Mount Vernon Drive, Los Angeles CA 90008	5012015010	Construct new concrete spa deck and rec room	2	VIEW PARK	R-1	NULL
2018-003305	RPPL2018005140	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/3/2018	4/22/2019	Withdrawn	5023 Presidio Drive, Los Angeles CA 90043	5011015001	2nd Story Addition of 1,236 SF; 1st story addition of 144 SF	2	VIEW PARK	R-1	NULL
2018-003329	RPPL2018005181	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/4/2018	11/14/2018	Approved	5604 Heatherdale Drive, Los Angeles CA 90043	5009010038	SITE PLAN REVIEW APPLICATION, NEW CONSTRUCTION OF SINGLE FAMILY RESIDENCE ON VACANT LOT.	2	VIEW PARK	R-1	NULL
2018-003377	RPPL2018005272	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/9/2018	NULL	Hold	6118 S Mansfield Avenue, Los Angeles CA 90043	4019015005	ADU	2	VIEW PARK	R-1	Accessory - Second units
2018-003569	RPPL2018005578	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/25/2018	5/13/2019	Approved	4620 Northridge Drive, Los Angeles CA 90043	5009010023	925 sq. ft ADU (Garage conversion)	2	VIEW PARK	R-2	Accessory - Second units
2018-003569	RPPL2018005578	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/25/2018	5/13/2019	Approved	4620 Northridge Drive, Los Angeles CA 90043	5009010023	925 sq. ft ADU (Garage conversion)	2	VIEW PARK	R-1	Accessory - Second units
2018-003889	RPPL2018006126	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/21/2018	3/19/2019	Approved	5722 Eileen Avenue, Los Angeles CA 90043	5007029005	Convert existing garage into ADU 318 SF	2	VIEW PARK	R-1	NULL
2018-004003	RPPL2018006288	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/3/2018	3/18/2019	Approved	5613 S Rimpau Boulevard, Los Angeles CA 90043	5007014016	400 sq ft ADU (Garage Conversion)	2	VIEW PARK	R-2	Accessory - Second units
2018-004063	RPPL2018006386	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/6/2018	NULL	Hold	5127 S Verdun Avenue, Los Angeles CA 90043	5008008039	ADU- Land Use Application	2	VIEW PARK	R-1	NULL

2018-004102	RPPL2018006452	DRP - Conditional Use Permit	Permits & Reviews	12/11/2018	NULL	Withdrawn	5301 Overdale Drive, Los Angeles CA 90043	5008001031	Case Withdrawn by applicant AT&T Requests WTF in public right of way on Northridge Dr. and Overhill Dr. Replacing (e) 30 ft. tall wood pole with (n) 35 ft. pole.	2	VIEW PARK	R-1	NULL
2018-004121	RPPL2018006483	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/12/2018	1/18/2019	Approved	5126 Brea Crest Drive, Los Angeles 90043	5009008034	2nd floor addition of 911 sq. ft. 1st story addition of 56 sq. ft. (move existing exterior wall to edge of existing covered patio) and interior remodel.	2	VIEW PARK	R-1	NULL
2018-004240	RPPL2018006664	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/20/2018	NULL	Denied	4725 S Victoria Avenue, Los Angeles CA 90043	5013014001	360 sq. ft ADU (garage conversion)	2	VIEW PARK	R-1	Accessory - Second units
2019-000042	RPPL2019000096	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/7/2019	4/10/2019	Approved	4925 Chesley Avenue, Los Angeles CA 90043	5013004015	(E) 498 sq. ft. Garage to be converted into ADU	2	VIEW PARK	R-1	Accessory - Second units
2019-000051	RPPL2019000108	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/8/2019	4/3/2019	Approved	5745 Alviso Avenue, Los Angeles CA 90043	5008006035	802 sq. ft ADU (Garage conversion)	2	VIEW PARK	R-1	Accessory - Second units
2019-000061	RPPL2019000122	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/8/2019	NULL	Hold	5124 S Mullen Avenue, Los Angeles CA 90043	5013001015	ADU, new 462 sq ft master b/ 45 sq ft front entrance/ new deck/ convert 340 sq ft detached 2 car garage / ADU	2	VIEW PARK	R-2	Accessory - Second units
2019-000272	RPPL2017007375	DRP - Conditional Use Permit	Permits & Reviews	5/16/2017	NULL	Review	0 No Address Street CA 0	NULL	NEW 32-UNIT APT BUILDING, in complex A,B,C. 57 covered, 8 uncovered, parking spaces, 15 uncovered guest parking, in Hillside 25% or greater, total cut 5,472 cu yds. Total Fill 4,718 cu yds. 3 retaining walls 10 feet tall max, tiered. HMA CUP required due to development on 3 contiguous lots. DPW Land Dev concept approval 12/14/16.	2	VIEW PARK	R-3	NULL
2019-000272	RPPL2017007375	DRP - Conditional Use Permit	Permits & Reviews	5/16/2017	NULL	Review	0 No Address Street CA 0	5009009084	NEW 32-UNIT APT BUILDING, in complex A,B,C. 57 covered, 8 uncovered, parking spaces, 15 uncovered guest parking, in Hillside 25% or greater, total cut 5,472 cu yds. Total Fill 4,718 cu yds. 3 retaining walls 10 feet tall max, tiered. HMA CUP required due to development on 3 contiguous lots. DPW Land Dev concept approval 12/14/16.	2	VIEW PARK	R-3	NULL
2019-000272	RPPL2019000510	DRP - Tentative Map - Tract	Land Division	1/29/2019	NULL	Hold	5538 S La Brea Avenue, Los Angeles CA 90043	NULL	To create 3 multi-family residence lots developed with 31 townhouse-style residential condominium units within Zone R-3 on 2.78 acres.	2	VIEW PARK	R-3	Residential - Multi-family Residences (Townhouses)
2019-000272	RPPL2019000510	DRP - Tentative Map - Tract	Land Division	1/29/2019	NULL	Hold	5538 S La Brea Avenue, Los Angeles CA 90043	5009009083	To create 3 multi-family residence lots developed with 31 townhouse-style residential condominium units within Zone R-3 on 2.78 acres.	2	VIEW PARK	R-3	Residential - Multi-family Residences (Townhouses)
2019-000535	RPPL2019000980	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/20/2019	4/10/2019	Approved	5023 Presidio Drive, Los Angeles CA 90043	5011015001	Yard mod for new addtion	2	VIEW PARK	R-1	NULL
2019-000602	RPPL2019001084	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/26/2019	6/19/2019	Approved	3734 W Slauson Avenue, Los Angeles CA 90043	4004003008	New 2nd story 997 SF addition to existing office/commercial building	2	VIEW PARK	C-2	NULL
2019-000668	RPPL2019002035	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/2/2019	8/6/2019	Approved	3512 Knoll Crest Avenue, Los Angeles CA 90043	5013010019	2nd story expansion and interior remodel of (e) SFR, construction of a (n) second story addition, and conversion of (e) garage into Accessory Dwelling Unit (ADU)	2	VIEW PARK	R-1	NULL
2019-000881	RPPL2019001540	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/18/2019	8/26/2019	Approved	5172 Angeles Vista Boulevard, Los Angeles CA 90043	5007007020	412 sq. ft ADU (Garage conversion)	2	VIEW PARK	R-1	Accessory - Second units
2019-000909	RPPL2019001592	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/20/2019	7/23/2019	Approved	5646 Valley Glen Way, Los Angeles CA 90043	5008010020	360 sq ft ADU (Garage Conversion)	2	VIEW PARK	R-1	Accessory - Second units
2019-000918	RPPL2019001605	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/20/2019	6/12/2019	Approved	4817 Orinda Avenue, Los Angeles CA 90043	5011013011	Addition to existing 2-story single family home	2	VIEW PARK	R-1	Residential - Single-family residences
2019-001336	RPPL2019002515	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/25/2019	9/17/2019	Approved	6101 S Mansfield Avenue, Los Angeles CA 90043	4019016012	374 sqft ADU and 185.6 sq. ft add to (e) SFR	2	VIEW PARK	R-1	Accessory - Second units
2019-001417	RPPL2019002662	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/2/2019	12/17/2019	Approved	5418 Deane Avenue, Los Angeles CA 90043	5007017012	ADU	2	VIEW PARK	R-2	Accessory - Second units
2019-001558	RPPL2019002892	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/15/2019	9/2/2019	Approved	4929 Orinda Avenue, Los Angeles CA 90043	5011012017	419 sq ft ADU and 220 sq ft additionto (e) SFR	2	VIEW PARK	R-1	NULL
2019-001560	RPPL2019002894	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/15/2019	9/23/2019	Approved	5166 Onacrest Drive, Los Angeles CA 90043	5009007020	1291 sq ft add to (e) SFR	2	VIEW PARK	R-1	NULL

2019-001625	RPPL2019003020	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/21/2019	NULL	Hold	5000 Angeles Vista Boulevard, Los Angeles CA 90043	5013002001	Convert garage to ADU	2	VIEW PARK	R-1	Accessory - Second units
2019-001650	RPPL2019003052	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/22/2019	8/15/2019	Approved	5340 S Rimpau Boulevard, Los Angeles CA 90043	5007006029	ADU	2	VIEW PARK	R-2	Residential - Single-family residences
2019-001655	RPPL2019003059	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/22/2019	6/3/2019	Approved	4965 Vista De Oro Avenue, Los Angeles CA 90043	5011015018	490 SF Residential Addition Interior Alterations Kitchen and Bath Remodel	2	VIEW PARK	R-1	Residential - Single-family residences
2019-001749	RPPL2019003185	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/29/2019	9/3/2019	Approved	5628 Marburn Avenue, Los Angeles CA 90043	5008009014	451 sq ft ADU and 81 sq. ft add to (e) SFR	2	VIEW PARK	R-1	Accessory - Second units
2019-001773	RPPL2019003250	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/29/2019	NULL	Hold	5908 Ladera Park Avenue, Los Angeles CA 90056	4019018011	new ADU	2	VIEW PARK	R-1	Accessory - Second units
2019-001808	RPPL2019003298	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/30/2019	1/6/2020	Approved	5312 S Harcourt Avenue, Los Angeles CA 90043	5007007022	989 sq ft ADU	2	VIEW PARK	R-1	Accessory - Second units
2019-001834	RPPL2019003335	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/30/2019	12/9/2019	Approved	4191 Angeles Vista Boulevard, Los Angeles CA 90008	5024002016	445 sq ft ADU	2	VIEW PARK	R-1	Accessory - Second units
2019-001973	RPPL2019003371	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/3/2019	6/13/2019	Approved	4900 S Verdun Avenue, Los Angeles CA 90043	5010017030	Water pumping station. Requires CUP per R-1 zone, Code Section 22.20.100 (TF) The existing Mt. Vernon Booster Pump Station (BPS) is owned and operated by California American water Company and consists of three booster pumps, a 3,000-gallon hydropneumatic tank, piping, and associated electrical equipment. The mechanical and electrical equipment has reached the end of useful life and requires replacement. This project will replace and upgrade the BPS' pumps, piping and appurtenances, and electrical systems as well as replace some structural elements including a new access door and roof. No other work is required for this project. All construction and staging will occur on the property. The BPS is remotely monitored and operated; when necessary, only two employees at most are required for routine maintenance and inspections.	2	VIEW PARK	R-1	Blank
2019-002203	RPPL2019003945	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/1/2019	11/21/2019	Approved	4439 W 61st Street, Los Angeles CA 90043	4003011007	(N) 338 SQ FT ADU CONVERSION	2	VIEW PARK	R-1	Accessory - Second units
2019-002315	RPPL2019004138	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/11/2019	2/5/2020	Approved	5733 Eileen Avenue, Los Angeles CA 90043	5007030017	Converting Garage to ADU	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
2019-002331	RPPL2019004159	DRP - Mills Act	Permits & Reviews	7/11/2019	12/30/2019	Recorded	5016 S Victoria Avenue, Los Angeles CA 90043	5013017007	Mills Act Application	2	VIEW PARK	R-1	Residential - Single-family residences
2019-002453	RPPL2019004378	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/24/2019	11/8/2019	Approved	5329 Marburn Avenue, Los Angeles CA 90043	5008012049	339 sq. ft ADU and additions to (e) SFR	2	VIEW PARK	R-1	Accessory - Second units
2019-002477	RPPL2019004423	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/25/2019	NULL	Hold	4180 W Mount Vernon Drive, Los Angeles CA 90008	5011007012	NEW ADU 622 SQ.FT. NEW POOL 785 SQ.FT. NEW SPA 64 SQ.FT	2	VIEW PARK	R-1	Accessory - Second units
2019-002763	RPPL2019004917	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/20/2019	NULL	Hold	5209 Inadale Avenue, Los Angeles CA 90043	5010014043	ADU 776 sq. ft. and Existing SFD 247 sq. ft.	2	VIEW PARK	R-1	Accessory - Second units
2019-002808	RPPL2019004984	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/22/2019	11/4/2019	Approved	4957 Vista De Oro Avenue, Los Angeles CA 90043	5011015017	527 sq. ft ADU (Basement conversion) and 180 sq. ft Covered patio/deck	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
2019-002883	RPPL2019005080	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/27/2019	8/27/2019	Approved	3465 Knoll Crest Avenue, Los Angeles CA 90043	5013011007	Single Family small side and front addition. Include new roof with pitch. 216 S.F. Addition & 60S.F. Porch. All work within set backs.	2	VIEW PARK	R-1	Residential - Single-family residences
2019-003160	RPPL2019005539	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/19/2019	11/22/2019	Approved	5721 S Harcourt Avenue, Los Angeles CA 90043	5007028014	1167.50 sq. ft detached ADU	2	VIEW PARK	R-2	Accessory - Second units
2019-003334	RPPL2019005879	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/7/2019	12/12/2019	Approved	3768 Olympiad Drive, Los Angeles CA 90043	5012018001		2	VIEW PARK	R-1	Blank
2019-003483	RPPL2019006137	DRP - Conditional Use Permit	Permits & Reviews	10/17/2019	NULL	Review	4423 W Slauson Avenue 1/2, Los Angeles CA 90043	5008015042	ABC-CUP application for the sale of beer and wine in a restaurant (Giti Thai)	2	VIEW PARK	C-2	Blank
2019-003821	RPPL2019006813	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/19/2019	2/7/2020	Approved	5507 S Rimpau Boulevard, Los Angeles CA 90043	5007014010	New 2-Story ADU (1189 sq. ft.)	2	VIEW PARK	R-2	Accessory - Accessory Dwelling Unit
2019-003906	RPPL2019006988	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/26/2019	2/6/2020	Approved	5522 S Rimpau Boulevard, Los Angeles CA 90043	5007015025	new deck and 55 SF addition	2	VIEW PARK	R-2	Blank
2019-003913	RPPL2019004567	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/1/2019	12/10/2019	Approved	4832 Vista De Oro Avenue, Los Angeles CA 90043	5011013003	-(N) 406 SQ FT SECOND FLOOR ADDITION - (N) 106 SQ FT FIRST FLOOR ADDITION	2	VIEW PARK	R-1	Residential - Single-family residences

2019-003937	RPPL2019007044	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/2/2019	2/3/2020	Approved	4907 Maymont Drive, Los Angeles CA 90043	5010002025	885 sq. ft ADU (Garage conversion and existing)	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
2019-004039	RPPL2019007184	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/5/2019	2/7/2020	Approved	4584 Orchid Drive, Los Angeles CA 90043	4019011025	522 sq. ft ADU	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
2019-004103	RPPL2019007303	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/11/2019	2/25/2020	Approved	5317 Deane Avenue, Los Angeles CA 90043	5007005014	remodel of 1,062 sf sfr with a 850 sf addition, a 120 sf addition to the existing garage creating an ADU	2	VIEW PARK	R-2	Residential - Single-family residences
2019-004258	RPPL2019007553	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/26/2019	NULL	Hold	NULL	NULL	New SFR	2	VIEW PARK	R-1	Residential - Single-family residences
2020-000034	RPPL2019006982	DRP - Zoning Conformance Review – Small Cell Wireless	Referrals & Letters	11/26/2019	12/4/2019	Approved	4191 W Mount Vernon Drive, Los Angeles CA 90008	5010008032	SCL Crenshaw 44 - Installation of new Small Wireless Facility in the PROW on replacement concrete streetlight. Installation to consist of 1 canister antenna and 4 RRUs with PSUs inside concealment shroud, 4 diplexers, and fiber and SCE power handholes. No meter pedestal proposed.	2	VIEW PARK	R-1	Public - Radio & TV stations, studios, & towers
2020-000359	RPPL2020000642	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/5/2020	NULL	Hold	5907 S Mansfield Avenue, Los Angeles CA 90043	4019017025	514 sq. ft ADU (within existing SFR)	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
2020-000372	RPPL2020000668	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/6/2020	NULL	New	5333 Overdale Drive, Los Angeles CA 90043	5008001026	556.56 sq. ft detached ADU	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
2020-000392	RPPL2020000688	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/6/2020	NULL	Hold	4519 Presidio Drive, Los Angeles CA 90008	5011001004	Existing attach 2 car garage to convert ADU 604 sf	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
2020-000462	RPPL2020000801	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/12/2020	NULL	New	5625 Harcross Drive, Los Angeles CA 90043	5008016034	New 1,087 sf, 2 story ADU and 227 sf attached one car garage.	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
2020-000519	RPPL2020000390	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/23/2020	NULL	Hold	3842 Monteith Drive, Los Angeles CA 90043	5012021011	legalize garage conversion addition and new carport	2	VIEW PARK	R-1	Blank
2020-000621	RPPL2020001028	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/25/2020	NULL	New	4920 Escalon Avenue, Los Angeles CA 90043	5011014005	806 sf 1 story Addition to existing rear bedroom creating a full master suite with walk in closet, sitting area, and master bathroom, demolish existing enclosed patio, add bedroom and office, and Interior remodel to include widen openings across rear exterior walls, replace all windows and exterior doors throughout.	2	VIEW PARK	R-1	Blank
97123	RPPL2017008268	DRP - Site Plan Review - Discretionary	Permits & Reviews	7/12/2017	8/7/2017	Approved	4834 W Slauson Avenue, Los Angeles CA 90056	4019020030	Grant Extension for CUP 97123 - CUP for Alcohol Sales	2	VIEW PARK	C-2	NULL
R2006-00492	RPPL2019003142	DRP - Conditional Use Permit	Permits & Reviews	5/28/2019	NULL	Withdrawn	5300 Angeles Vista Boulevard, Los Angeles CA 90043	5007010009	CUP Renewal and removal/replacement of existing antennas on Sprint wireless facility on screened rooftop.	2	VIEW PARK	R-1	Public - Radio & TV stations, studios, & towers
R2006-00492	RPPL2019004526	DRP - Revised Exhibit "A"	Permits & Reviews	7/31/2019	8/8/2019	Approved	5300 Angeles Vista Boulevard, Los Angeles CA 90043	5007010009	REA for a Sprint operated WCF to remove 3 existing antennas and 3 existing RRUS, and install 9 new antennas and 9 new RRHs on a rooftop with parapet screening. CUP 2016005296	2	VIEW PARK	R-1	Public - Radio & TV stations, studios, & towers
R2006-00492	RPPL2019004526	DRP - Revised Exhibit "A"	Permits & Reviews	7/31/2019	8/8/2019	Approved	5300 Angeles Vista Boulevard, Los Angeles CA 90043	NULL	REA for a Sprint operated WCF to remove 3 existing antennas and 3 existing RRUS, and install 9 new antennas and 9 new RRHs on a rooftop with parapet screening. CUP 2016005296	2	VIEW PARK	R-1	Public - Radio & TV stations, studios, & towers
R2015-03701	RPPL2018002674	DRP - Certificate of Appropriateness - Administrative	Permits & Reviews	5/29/2018	NULL	New	4918 Angeles Vista Boulevard, Los Angeles CA 90043	5013004004	Replace 12 windows.	2	VIEW PARK	R-1	NULL
88323	RPPL2017009571	DRP - Revised Exhibit "A"	Permits & Reviews	9/28/2017	10/23/2017	Approved	1450 W Imperial Highway, Los Angeles CA 90047	6079003016	WTF REA: removal and replacement of antennas and RRUs. No change in height or to structure. CUP does not have a grant term expiration date.	2	W ATHENS WESTMONT	A-1	NULL
R2012-00779	RPPL2017010961	DRP - Revised Exhibit "A"	Permits & Reviews	12/20/2017	2/8/2018	Approved	11711 S Western Avenue, Los Angeles CA 90047	4057027022	Modify existing wireless facility. Replace 3 panel antenna ; replace 3 remote radio head units (RRHs) add 3 RRHs ; add 1 power-fiber hybrid cable; replace 1 equipment cabinet; add 1 top hat to cabinet. No change in height of facility. no expansion of lease area.	2	W ATHENS WESTMONT	NULL	NULL
NULL	RPPL2019004565	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/1/2019	NULL	Hold	1337 W 97th Street, Los Angeles CA 90044	6056013030	600 Sq Ft ADU	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units

NULL	RPPL2019007153	DRP - Zoning Conformance Review – Small Cell Wireless	Referrals & Letters	12/4/2019	NULL	Review	1212 W 124th Street, Los Angeles CA 90044	6089018010	SCL Los Angeles 9 This project is a Verizon unmanned Telecommunication Wireless Facility consisting of the following: • Verizon contractor to utilize existing 45'-0" (38'-0" AGL) Class (NV) wood pole #1612595E. • Verizon contractor to place new 8' double brooks braceless antenna cross arms with (3) new 5G panel antennas. • Verizon contractor to place (1) new VZ disconnect switch, (1) new SCE un-metered fuse panel, and (1) new fiber distribution box on new equipment channel. • Verizon Wireless contractor to place 25'-0" of (1)- 2" SCH. 40 PVC conduit and (1) -17"x 30"x 18" (Fiber) pull box in grass parkway.	2	WEST ATHENS - WESTMONT	R-1	Public - Radio & TV stations, studios, & towers
03-038	RPPL2017009979	DRP - Revised Exhibit "A"	Permits & Reviews	10/24/2017	11/22/2017	Approved	1430 W Imperial Highway, Los Angeles CA 90047	NULL	Revised Exhibit A Application to modify existing T-Mobile wireless telecommunication facility. Relocation of existing antennas to different position on the antenna mount; install one new panel antenna; install one new HCS cable; install and connect (6) fiber jumpers for new panel antenna; remove and replace (3) antenna mounts; install (1) new PDU 01 04; install (2) new SPDs	2	WEST ATHENS - WESTMONT	A-1	NULL
03-038	RPPL2017009979	DRP - Revised Exhibit "A"	Permits & Reviews	10/24/2017	11/22/2017	Approved	1430 W Imperial Highway, Los Angeles CA 90047	6079003047	Revised Exhibit A Application to modify existing T-Mobile wireless telecommunication facility. Relocation of existing antennas to different position on the antenna mount; install one new panel antenna; install one new HCS cable; install and connect (6) fiber jumpers for new panel antenna; remove and replace (3) antenna mounts; install (1) new PDU 01 04; install (2) new SPDs	2	WEST ATHENS - WESTMONT	A-1	NULL
03-038	RPPL2019003920	DRP - Revised Exhibit "A"	Permits & Reviews	7/1/2019	7/10/2019	Approved	1440 W Imperial Highway, Los Angeles CA 90047	6079003047	REA for an (E) WCF to: Remove (6) antennas Remove (6) combiners install (6) antennas install new hybrid cables (Sprint) CP 03-038	2	WEST ATHENS - WESTMONT	A-1	Public - Radio & TV stations, studios, & towers
03-038	RPPL2019003920	DRP - Revised Exhibit "A"	Permits & Reviews	7/1/2019	7/10/2019	Approved	1440 W Imperial Highway, Los Angeles CA 90047	NULL	REA for an (E) WCF to: Remove (6) antennas Remove (6) combiners install (6) antennas install new hybrid cables (Sprint) CP 03-038	2	WEST ATHENS - WESTMONT	A-1	Public - Radio & TV stations, studios, & towers
2016-000201	RPPL2019006296	DRP - Revised Exhibit "A"	Permits & Reviews	10/24/2019	NULL	Void	1755 W Imperial Highway, Los Angeles CA 90047	6077011040	Project to be processed through an REA ZCR, not as a standard REA. This RPPL is being closed/voided and the REA ZCR is being processed through RPPL2019006298.	2	WEST ATHENS - WESTMONT	C-2	Residential - Multi-family Residences (Apartments)
2016-000201	RPPL2019006296	DRP - Revised Exhibit "A"	Permits & Reviews	10/24/2019	NULL	Void	1755 W Imperial Highway, Los Angeles CA 90047	6077011040	Project to be processed through an REA ZCR, not as a standard REA. This RPPL is being closed/voided and the REA ZCR is being processed through RPPL2019006298.	2	WEST ATHENS - WESTMONT	R-3-P	Residential - Multi-family Residences (Apartments)
2016-000983	RPPL2019006113	DRP - Conditional Use Permit	Permits & Reviews	10/16/2019	NULL	New	10527 S Vermont Avenue #1, Los Angeles CA 90044	6060018029	Conditional Use Permit to increase previously approved units from seven (7) to nine (9), and permit a new carport consisting of five (5) parking spaces.	2	WEST ATHENS - WESTMONT	C-3	Residential - Multi-family Residences (Apartments)
2016-002245	RPPL2019005965	DRP - Revised Exhibit "A"	Permits & Reviews	10/9/2019	10/31/2019	Approved	1713 W 108th Street, Los Angeles CA 90047	6077001018	824000 App 489617 T-Mobile	2	WEST ATHENS - WESTMONT	R-2	Public - Radio & TV stations, studios, & towers

2016-002930	RPPL2017010156	DRP - Non-Conforming Use - Buildings and Structures	Permits & Reviews	11/1/2017	11/20/2018	Approved	1209 W 121st Street, Los Angeles CA 90044	6089002014	NCR permit to authorize the continued use of a legal non-conforming six-unit apartment building that is located at 1209 West 121st Street in the unincorporated community of West Athens-Westmont in the R-1 (Single-Family Residence) Zone. This project is categorically exempt (Class 1 – Existing Facilities) pursuant to CEQA reporting requirements.	2	WEST ATHENS - WESTMONT	R-1	NULL
2017-003344	RPPL2017005784	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/1/2017	4/11/2017	Approved	1708 W 127th Street, Los Angeles CA 90047	6090001010	ROOM ADDITION	2	WEST ATHENS - WESTMONT	R-1	NULL
2017-003412	RPPL2017005857	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/7/2017	5/31/2017	Approved	11117 Raymond Avenue, Los Angeles CA 90044	6076018004	1205 sq ft 2nd flr attached unit with covered parking	2	WEST ATHENS - WESTMONT	R-2	NULL
2017-003472	RPPL2017005932	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/14/2017	4/11/2017	Approved	1311 W 121st Street, Los Angeles CA 90044	6089001026	484 sq ft two story add to (e) sfr, new two car garage and covered patio	2	WEST ATHENS - WESTMONT	R-1	NULL
2017-003731	RPPL2017006233	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/7/2017	11/4/2019	Denied	11034 S Western Avenue, Los Angeles CA 90047	6077010020	self-service laundromat coin laundry-demo 1056 of existing 2500 and add 3561 SF - current use market, new use laundromaT for a total 4983 SF	2	WEST ATHENS - WESTMONT	C-2	NULL
2017-003737	RPPL2017006238	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/8/2017	7/25/2017	Approved	11100 S Normandie Avenue, Los Angeles CA 90044	6076016017	803.94 sq ft addition to unit #1	2	WEST ATHENS - WESTMONT	R-2	NULL
2017-003747	RPPL2017006251	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/8/2017	7/2/2018	Denied	1406 W 121st Street, Los Angeles CA 90047	6090025010	297 SQ FT ADU (COC Required)	2	WEST ATHENS - WESTMONT	R-1	NULL
2017-004011	RPPL2017006587	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/30/2017	7/3/2017	Approved	1320 W 105th Street, Los Angeles CA 90044	6060011017	2114 SQ FT DUPLEX AND 540SQ FT CARPORT	2	WEST ATHENS - WESTMONT	R-2	NULL
2017-004130	RPPL2017006736	DRP - Parking Deviation - Minor	Permits & Reviews	4/6/2017	12/23/2017	Withdrawn	10823 S Vermont Avenue, Los Angeles CA 90044	6076004049	Request to reduce parking spaces by 25%, from required 16 spaces to 12 spaces for full service auto repair garage. Previous use of service bays as required parking stalls are being reconverted to full service bays, EXCEPT FOR ONE. New site plan review is required due to differences from previous approval of RPP 200801508 on 9/22/09.	2	WEST ATHENS - WESTMONT	C-3	NULL
2017-004189	RPPL2017006807	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/12/2017	4/12/2017	Approved	1046 W 126th Street, Los Angeles CA 90044	6089028026	CONVERT (E) GARAGE INTO LIVING SPACE (N) BEDROOM	2	WEST ATHENS - WESTMONT	R-1	NULL
2017-004243	RPPL2017006881	DRP - Conditional Use Permit	Permits & Reviews	4/18/2017	8/9/2017	Approved	1251 W 92nd 33.953268, -118.298088 Street, Los Angeles CA 90044	6047019018	Group 4-A: CUP for AT&T Small Cell WTF Sites on replacement wood utility pole in PRoW. West Athens Westmont. Node: 25	2	WEST ATHENS - WESTMONT	R-2	NULL
2017-004246	RPPL2017006885	DRP - Conditional Use Permit	Permits & Reviews	4/18/2017	9/13/2017	Approved	1757 W 122nd 33.922223, -118.308875 Street, Los Angeles CA 90047	6090022030	Group 2-A: CUP for AT&T Small Cell WTF Sites on replacement wood utility pole in PRoW. West Athens Westmont. Nodes: 15 and 22	2	WEST ATHENS - WESTMONT	R-1	NULL
2017-004246	RPPL2017006885	DRP - Conditional Use Permit	Permits & Reviews	4/18/2017	9/13/2017	Approved	1757 W 122nd 33.922223, -118.308875 Street, Los Angeles CA 90047	NULL	Group 2-A: CUP for AT&T Small Cell WTF Sites on replacement wood utility pole in PRoW. West Athens Westmont. Nodes: 15 and 22	2	WEST ATHENS - WESTMONT	R-1	NULL
2017-004249	RPPL2017006891	DRP - Conditional Use Permit	Permits & Reviews	4/18/2017	8/31/2017	Approved	11525 S Western 33.929029, -118.309227 Avenue, Los Angeles CA 90047	NULL	Group 1-A: CUP for AT&T Small Cell WTF Sites on replacement wood utility pole in PRoW. West Athens Westmont. Nodes: 14,19 and 26	2	WEST ATHENS - WESTMONT	R-3-P	NULL
2017-004249	RPPL2017006891	DRP - Conditional Use Permit	Permits & Reviews	4/18/2017	8/31/2017	Approved	11525 S Western 33.929029, -118.309227 Avenue, Los Angeles CA 90047	4057018029	Group 1-A: CUP for AT&T Small Cell WTF Sites on replacement wood utility pole in PRoW. West Athens Westmont. Nodes: 14,19 and 26	2	WEST ATHENS - WESTMONT	C-2	NULL
2017-004249	RPPL2017006891	DRP - Conditional Use Permit	Permits & Reviews	4/18/2017	8/31/2017	Approved	11525 S Western 33.929029, -118.309227 Avenue, Los Angeles CA 90047	4057018029	Group 1-A: CUP for AT&T Small Cell WTF Sites on replacement wood utility pole in PRoW. West Athens Westmont. Nodes: 14,19 and 26	2	WEST ATHENS - WESTMONT	R-3-P	NULL
2017-004249	RPPL2017006891	DRP - Conditional Use Permit	Permits & Reviews	4/18/2017	8/31/2017	Approved	11525 S Western 33.929029, -118.309227 Avenue, Los Angeles CA 90047	NULL	Group 1-A: CUP for AT&T Small Cell WTF Sites on replacement wood utility pole in PRoW. West Athens Westmont. Nodes: 14,19 and 26	2	WEST ATHENS - WESTMONT	C-2	NULL

2017-004252	RPPL2017006894	DRP - Conditional Use Permit	Permits & Reviews	4/18/2017	8/31/2017	Approved	1446 W 102nd 33.944044, -118.302014 Street, Los Angeles CA 90047	NULL	Group 3-A: CUP for AT&T Small Cell WTF Sites on replacement wood utility pole in PRoW. West Athens Westmont. Nodes: 21,23,27 and 28	2	WEST ATHENS - WESTMONT	R-2	NULL
2017-004252	RPPL2017006894	DRP - Conditional Use Permit	Permits & Reviews	4/18/2017	8/31/2017	Approved	1446 W 102nd 33.944044, -118.302014 Street, Los Angeles CA 90047	6059024009	Group 3-A: CUP for AT&T Small Cell WTF Sites on replacement wood utility pole in PRoW. West Athens Westmont. Nodes: 21,23,27 and 28	2	WEST ATHENS - WESTMONT	R-2	NULL
2017-004286	RPPL2017008045	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/27/2017	9/21/2017	Approved	1332 W 90th Street, Los Angeles CA 90044	6047013009	Convert (e) single family residence to duplex; (e) 879 sq. ft. to remain and (n) 1390 sq. ft. addition for unit #2; new 3 car garage and 1 uncovered parking space	2	WEST ATHENS - WESTMONT	R-2	NULL
2017-004929	RPPL2017007718	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/7/2017	9/7/2017	Approved	1040 W 88th Street, Los Angeles CA 90044	6047009008	1150 SQFT ADU	2	WEST ATHENS - WESTMONT	R-2	NULL
2017-004985	RPPL2017010498	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/22/2017	12/20/2017	Approved	1042 W 96th Street, Los Angeles CA 90044	6056014033	441 sf 2 car garage and 441 sf ADU above garage, Max height 23' CoC already recorded. Applicant to bring vicinity map to depict bus stop within 1/2 mi. Previous RPPL expired	2	WEST ATHENS - WESTMONT	R-2	NULL
2017-005422	RPPL2017008351	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/18/2017	1/25/2018	Approved	10522 S Budlong Avenue, Los Angeles CA 90044	6060017004	New 2017 sq ft SFR and 3084 sq ft duplex over garage	2	WEST ATHENS - WESTMONT	R-2	NULL
2017-005454	RPPL2017008393	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/19/2017	8/10/2017	Approved	11506 S Saint Andrews Place, Los Angeles CA 90047	4057018002	ADU in (e) recreation room and BATHROOM remodel IN MAIN HOUSE.	2	WEST ATHENS - WESTMONT	R-1	NULL
2017-005627	RPPL2017008604	DRP - Conditional Use Permit	Permits & Reviews	8/2/2017	NULL	Withdrawn	1004 W 121st Street, Los Angeles CA 90044	6089005048	Verizon is requesting a CUP for a (n) 38' top-mount WTF on wood pole in PROW, 2 RRUs, all other equipment located underground.	2	WEST ATHENS - WESTMONT	R-1	NULL
2017-005794	RPPL2017008839	DRP - Minor Conditional Use Permit	Permits & Reviews	8/15/2017	4/26/2018	Approved	11730 S New Hampshire Avenue, Los Angeles CA 90044	6079016048	The project is a request for a Minor Conditional Use Permit (MCUP) to authorize the continued use of a legally nonconforming 20-unit apartment building ("Project") on a property located at 11730 South New Hampshire Avenue in the unincorporated community of West- Athens Westmont ("Project Site") in the R-2 (Two-Family Residence) Zone. The apartment building was constructed in 1964, is 2-stories and provides 18 covered parking spaces accessible. No changes are proposed to (e) structures or parking, however, the applicant will be required to add landscaping, a surveillance camera and to paint the building. Note: This CUP includes 8 inspections over a period of 25 years, but has no expiration date.	2	WEST ATHENS - WESTMONT	R-2	NULL
2017-006421	RPPL2017009671	DRP - Conditional Use Permit	Permits & Reviews	10/5/2017	NULL	Ready for Hearing	10804 S Western Avenue, Los Angeles CA 90047	6077003001	A request for a Conditional Use Permit to allow the off-site sales of beer and wine within a newly remodel 2,400 sq. ft. market.	2	WEST ATHENS - WESTMONT	C-2	NULL
2017-006443	RPPL2017009703	DRP - Conditional Use Permit	Permits & Reviews	10/10/2017	NULL	Waiting for Applicant	12000 S Western Avenue, Los Angeles CA 90047	6090029026	A CUP request for a (n) 3 story, 35' tall, 23,868 sq. ft., 55 guest room hotel in C-2 zone, with 38 parking spaces per 22.52.1130, 2,540 sq. ft. of landscaping, keep (e) 6' block wall adjacent to residential. Demo (e) 7,500 sq. ft. lodge structure.	2	WEST ATHENS - WESTMONT	C-2	Lodging - Hotels (no banquet & restaurants)
2017-006443	RPPL2019001845	DRP - Environmental Plan (combined IS and EIR)	Environmental	3/28/2019	NULL	Waiting for Applicant	12000 S Western Avenue, Los Angeles CA 90047	6090029026	A CUP request for a (n) 3 story, 35' tall, 23,868 sq. ft., 55 guest room hotel in C-2 zone, with 38 parking spaces per 22.52.1130, 2,540 sq. ft. of landscaping, keep (e) 6' block wall adjacent to residential. Demo (e) 7,500 sq. ft. lodge structure.	2	WEST ATHENS - WESTMONT	C-2	Lodging - Hotels (no banquet & restaurants)
2017-006727	RPPL2017010088	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/30/2017	1/23/2019	Approved	1336 W 97th Street, Los Angeles CA 90044	6056016021	347 sq. ft. ADU	2	WEST ATHENS - WESTMONT	R-2	NULL

2017-006970	RPPL2017010465	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/20/2017	2/15/2018	Approved	1325 W 88th Street, Los Angeles CA 90044	6047006018	duplex	NULL	WEST ATHENS - WESTMONT	R-2	NULL
2017-007048	RPPL2017010750	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/7/2017	4/12/2018	Approved	1540 W 126th Street, Los Angeles CA 90047	6090006004	600 sq ft ADU	NULL	WEST ATHENS - WESTMONT	R-1	NULL
2017-007153	RPPL2017010720	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/6/2017	10/2/2018	Approved	1032 W 123rd Street, Los Angeles CA 90044	6089013006	1180 sq. ft ADU	NULL	WEST ATHENS - WESTMONT	R-1	NULL
2018-000023	RPPL2018000032	DRP - Conditional Use Permit	Permits & Reviews	1/2/2018	1/31/2018	Withdrawn	1619 Imperial Highway, Los Angeles CA 90047	6077015004	This Conditional Use Permit Application has 2 nodes: (A) LA90XSCJ3E This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 29'; a (3) New Pole Height with Antenna of 34' 8"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan. (B) LA90XSHK5D This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 31'; a (3) New Pole Height with Antenna of 34' 8"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan. Small Cell Site WTFs top mounted on light poles located on PROW -- Elsa	NULL	WEST ATHENS - WESTMONT	R-1	NULL
2018-000023	RPPL2018000032	DRP - Conditional Use Permit	Permits & Reviews	1/2/2018	1/31/2018	Withdrawn	1619 Imperial Highway, Los Angeles CA 90047	NULL	This Conditional Use Permit Application has 2 nodes: (A) LA90XSCJ3E This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 29'; a (3) New Pole Height with Antenna of 34' 8"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan. (B) LA90XSHK5D This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 31'; a (3) New Pole Height with Antenna of 34' 8"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan. Small Cell Site WTFs top mounted on light poles located on PROW -- Elsa	NULL	WEST ATHENS - WESTMONT	R-1	NULL
2018-000025	RPPL2018000035	DRP - Conditional Use Permit	Permits & Reviews	1/3/2018	1/31/2018	Withdrawn	1115 W 90th Street, Los Angeles CA 90044	6047010903	This Conditional Use Permit Application has 1 node: LA90XSGQ6C This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 30'; a (3) New Pole Height with Antenna of 33' 3"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan.	NULL	WEST ATHENS - WESTMONT	R-2	NULL
2018-000102	RPPL2018000209	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/10/2018	5/23/2018	Approved	10312 S Budlong Avenue, Los Angeles CA 90044	6060021011	ADU	NULL	WEST ATHENS - WESTMONT	R-2	NULL
2018-000120	RPPL2018000235	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/11/2018	2/6/2019	Denied	1026 W 98th Street, Los Angeles CA 90044	6056018006	552 sq ft carport	NULL	WEST ATHENS - WESTMONT	R-2	NULL
2018-000222	RPPL2018000375	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/22/2018	12/17/2018	Approved	1227 W 94th Street, Los Angeles CA 90044	6056005018	new 3600 sq. ft. Duplex	NULL	WEST ATHENS - WESTMONT	R-2	NULL
2018-000226	RPPL2018000378	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/23/2018	1/8/2019	Approved	1933 Lohengrin Street, Los Angeles CA 90047	6078008021	(E)Garage to be Converted into New ADU And Propose New 1-Story Addition to (E)Dwelling	NULL	WEST ATHENS - WESTMONT	R-1	NULL
2018-000400	RPPL2018000617	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/1/2018	10/15/2018	Approved	1710 W 105th Street, Los Angeles CA 90047	6059011021	952 sq ft ADU and 1383 add to (e) SFR	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-000422	RPPL2018000656	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/5/2018	5/8/2018	Approved	2112 Thoreau Street, Los Angeles CA 90047	6078007001	360 sq ft detached ADU - garage conversion. Instructed applicant junk & salvage/ inop/ deck in pictures needs to be verified before approval.	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-000426	RPPL2018000669	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/6/2018	7/30/2018	Approved	1326 W 97th Street, Los Angeles CA 90044	6056016019	609 sq. ft ADU (Garage Conversion)	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-000548	RPPL2018000869	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/15/2018	6/19/2018	Approved	1547 W 122nd Street, Los Angeles CA 90047	6090024027	495 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-000837	RPPL2018001251	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/8/2018	4/11/2018	Approved	1235 W 97th Street, Los Angeles CA 90044	6056013051	ADU	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-000862	RPPL2018001294	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/13/2018	3/27/2018	Approved	1953 Lohengrin Street, Los Angeles CA 90047	6078008017	510 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-1	NULL

2018-000944	RPPL2018001413	DRP - Minor Conditional Use Permit	Permits & Reviews	3/20/2018	1/15/2020	Approved	11421 S New Hampshire Avenue, Los Angeles CA 90044	NULL	Legalize two (e) apartment buildings with 10 units and 8 uncovered parking spaces each in the C-2 Zone within the West-Athens Westmont Community Plan.	2	WEST ATHENS - WESTMONT	C-2	NULL
2018-000944	RPPL2018001413	DRP - Minor Conditional Use Permit	Permits & Reviews	3/20/2018	1/15/2020	Approved	11421 S New Hampshire Avenue, Los Angeles CA 90044	6079020036	Legalize two (e) apartment buildings with 10 units and 8 uncovered parking spaces each in the C-2 Zone within the West-Athens Westmont Community Plan.	2	WEST ATHENS - WESTMONT	C-2	NULL
2018-000976	RPPL2018001456	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/21/2018	9/11/2019	Approved	1038 W 120th Street, Los Angeles CA 90044	6089004006	838 sq. ft. ADU (Garage conversion and addition)	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-001085	RPPL2018001622	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/2/2018	6/29/2018	Approved	11125 Cimarron Street, Los Angeles CA 90047	6078028018	363.5 sq. ft ADU (Garage Conversion)	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-001125	RPPL2018001677	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/3/2018	8/20/2018	Approved	1412 W 102nd Street, Los Angeles CA 90047	6059024003	749 sq. ft ADU (Above garage)	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-001223	RPPL2018001802	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/10/2018	7/18/2018	Approved	11133 S Saint Andrews Place, Los Angeles CA 90047	6078024001	976 sq. ft. 2-story addition to (e) SFR	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-001226	RPPL2018001808	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/10/2018	10/3/2018	Approved	1420 W 121st Street, Los Angeles CA 90047	6090025007	Legalize 721 sq. ft. addition	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-001243	RPPL2018001833	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/11/2018	8/16/2018	Approved	11175 S Manhattan Place, Los Angeles CA 90047	6078022002	ADU 380 sq ft ADU gar conversion	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-001414	RPPL2018002057	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/24/2018	NULL	Void	1436 W 105th Street, Los Angeles CA 90047	6059018005	Convert (e) 288 Sq. ft. Garage into ADU	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-001444	RPPL2018002098	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/26/2018	5/24/2018	Approved	8619 S Vermont Avenue, Los Angeles CA 90044	6047003004	CDC CBR Projects	2	WEST ATHENS - WESTMONT	C-3	NULL
2018-001452	RPPL2018002101	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/26/2018	7/17/2018	Approved	1340 W 106th Street, Los Angeles CA 90044	6060013900	Woodcrest Library ADA Improvements and additional outdoor amenities and landscaping.	2	WEST ATHENS - WESTMONT	C-2	NULL
2018-001452	RPPL2018002101	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/26/2018	7/17/2018	Approved	1340 W 106th Street, Los Angeles CA 90044	6060013900	Woodcrest Library ADA Improvements and additional outdoor amenities and landscaping.	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-001627	RPPL2018002352	DRP - Conditional Use Permit	Permits & Reviews	5/10/2018	NULL	Withdrawn	11205 S Vermont Avenue, Los Angeles CA 90044	NULL	(n) roof mounted WTF to (e) church	2	WEST ATHENS - WESTMONT	C-2	NULL
2018-001627	RPPL2018002352	DRP - Conditional Use Permit	Permits & Reviews	5/10/2018	NULL	Withdrawn	11205 S Vermont Avenue, Los Angeles CA 90044	6076024016	(n) roof mounted WTF to (e) church	2	WEST ATHENS - WESTMONT	C-2	NULL
2018-001635	RPPL2018002363	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/14/2018	3/21/2019	Approved	1236 W 120th Street, Los Angeles CA 90044	6089002005	871 sq. ft ADU and addition to (e) SFR	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-001714	RPPL2018002489	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/17/2018	6/13/2018	Approved	11612 S Wilton Place, Los Angeles CA 90047	4057022015	garage ADU	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-001716	RPPL2018002491	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/17/2018	11/7/2018	Approved	1436 105th Street, Los Angeles CA 90047	6059018005	convert 288 sf of detached garage into an accessory dwelling unit	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-001737	RPPL2018002523	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/21/2018	10/1/2018	Approved	1527 W 106th Street, Los Angeles CA 90047	6059017016	front house proposed master bedroom add This Plot Plan approves the following for the above referenced project: • Construct a 438 sq. ft master bedroom addition and legalize 54 sq. ft non-permitted bathroom to the main house. Add 382 sq. feet to existing garage, the addition will become an Accessible Dwelling Unit (ADU). Add 69 sq. ft. bathroom to ADU and legalize unpermitted 49 sq. ft. Laundry room attached to garage.	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-001831	RPPL2018002664	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/29/2018	10/31/2019	Denied	10975 S Vermont Avenue, Los Angeles CA 90044	6076012022	4100 sq. ft. commercial addition	2	WEST ATHENS - WESTMONT	C-3	NULL
2018-001865	RPPL2018002725	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/31/2018	7/19/2019	Approved	N/A	6090028007	1800 sq. ft. SFR	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-001868	RPPL2018002728	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/31/2018	6/26/2019	Approved	NULL	NULL	1800 sq. ft. SFR	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-001869	RPPL2018002729	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/31/2018	7/19/2019	Approved	N/A	6089016019	1800 sq. ft. SFR	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-001899	RPPL2018002778	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/4/2018	9/4/2018	Approved	11501 S Berendo Avenue, Los Angeles CA 90044	6079019029	ADU conversion from detached garage, minor laundry addition and floor plan changes to main residence	2	WEST ATHENS - WESTMONT	R-3	Residential - Single-family residences
2018-002140	RPPL2018003149	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/21/2018	9/2/2019	Approved	1026 W 96th Street, Los Angeles CA 90044	6056014030	425.5 sq. ft add to (e) dwelling and 692 sq. ft. detached ADU	2	WEST ATHENS - WESTMONT	R-2	NULL

2018-002160	RPPL2018003193	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/25/2018	11/1/2018	Approved	11235 S Hobart Boulevard, Los Angeles CA 90047	6077011026	1200 sq. ft ADU and 375 sq. ft. add to (e) SFR	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-002309	RPPL2018003428	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/9/2018	8/20/2019	Approved	1712 W 107th Street, Los Angeles CA 90047	6077001013	735 sq. ft. ADU	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-002348	RPPL2018003494	DRP - Conditional Use Permit	Permits & Reviews	7/10/2018	12/11/2018	Withdrawn	9313 S Vermont Avenue, Los Angeles CA 90044	6056004029	This Conditional Use Permit Application has 1 node: LA90XSEB6F This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 29′ 3″; a (3) New Pole Height with Antenna of 34′ 8″; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan.	2	WEST ATHENS - WESTMONT	C-3	NULL
2018-002361	RPPL2018003512	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/11/2018	1/21/2019	Approved	1512 W 121st Street, Los Angeles CA 90047	6090024025	1415 sq. ft addition to (e) SFR	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-002416	RPPL2018003595	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/16/2018	3/11/2019	Approved	11211 S New Hampshire Avenue, Los Angeles CA 90044	6076025035	Propose to convert (e) garage to ADU and 168 sq. ft. addition	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units
2018-002741	RPPL2019002369	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/17/2019	4/18/2019	Approved	1451 W 104th Street, Los Angeles CA 90047	6059022014	PROPOSED 1,024 SF GARAGE WITH 1,096 SF ACCESSORY DWELLING UNIT ABOVE (DETACHED FROM MAIN DWELLING)	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units
2018-002787	RPPL2018004222	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/20/2018	3/12/2019	Denied	1262 W 87th Street, Los Angeles CA 90044	6047006001	Propose (n) 796 sq. ft. detached SFR at rear of lot with (e) SFR and 2 (n) 2-car garages. (Propose another unit per the R-2 Zone)	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-003048	RPPL2018004653	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/13/2018	2/11/2019	Approved	1258 Poindexter Street, Los Angeles CA 90044	6079012009	440 sq. ft. ADU (garage conversion)	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2018-003118	RPPL2018004745	DRP - Minor Conditional Use Permit	Permits & Reviews	9/18/2018	NULL	Waiting for Applicant	1250 W 104th Street, Los Angeles CA 90044	6060010023	Minor CUP for (e) 5-unit Apt Bldg in R-2 zone	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-003267	RPPL2018005078	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/1/2018	3/4/2019	Approved	1513 W 127th Street, Los Angeles CA 90047	6090006015	1200 sq. ft. ADU with new carport	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2018-003277	RPPL2018005099	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/1/2018	1/31/2019	Approved	11125 S Western Avenue, Los Angeles CA 90047	6078020019	Legalize unpermitted additions	2	WEST ATHENS - WESTMONT	C-2	NULL
2018-003413	RPPL2018005322	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/11/2018	4/23/2019	Approved	1643 W 122nd Street, Los Angeles CA 90047	6090023021	new house and ADU, fire destroyed rebuild	2	WEST ATHENS - WESTMONT	R-1	Residential - Single-family residences
2018-003711	RPPL2018005806	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/6/2018	11/8/2019	Approved	11727 S New Hampshire Avenue, Los Angeles CA 90044	6079017031	544 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units
2018-003767	RPPL2018005886	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/8/2018	2/27/2019	Approved	2024 Lohengrin Street, Los Angeles CA 90047	6078027020	Propose new detached 816SF ADU	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-003776	RPPL2018005915	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/13/2018	2/27/2019	Approved	11215 S New Hampshire Avenue, Los Angeles CA 90044	6076025023	824 sq. ft. addition to (e) SFR	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-003860	RPPL2018006075	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/19/2018	4/8/2019	Approved	1032 W 109th Street, Los Angeles CA 90044	6076005005	new 4 car garage and new 2nd level. CALL FOR PICK UP	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-003906	RPPL2018006146	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/21/2018	7/18/2019	Approved	1623 Imperial Highway, Los Angeles CA 90047	6077015005	504 sq ft. ADU, 144 sq. ft addition and 360 sq ft garage conversion	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2018-003919	RPPL2018006168	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/26/2018	4/15/2019	Approved	1240 W 98th Street, Los Angeles CA 90044	6056017009	(N) 2,520 sq. ft. SFR with 820 sq. ft., 4-car garage on first floor to be on R-2 lot with (e) 1,134 sq. ft. SFR.	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-003953	RPPL2018006218	DRP - Minor Conditional Use Permit	Permits & Reviews	11/28/2018	NULL	Waiting for Applicant	1608 W 107th Street, Los Angeles CA 90047	6077002025	Minor CUP for nonconforming 6-unt apt. bldg in R-2	2	WEST ATHENS - WESTMONT	R-2	NULL
2019-000030	RPPL2019000083	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/7/2019	4/3/2019	Approved	1432 W 111th Street, Los Angeles CA 90047	6077023006	498 sq. ft. ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-000036	RPPL2019000090	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/7/2019	NULL	Hold	1110 W 93rd Street, Los Angeles CA 90044	6056004016	3600 sq. ft Duplex and 795 sq ft addition to existing SFR	2	WEST ATHENS - WESTMONT	R-2	NULL
2019-000103	RPPL2019000200	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/14/2019	5/8/2019	Approved	2156 Cullivan Street, Los Angeles CA 90047	6078004021	360 sq. ft ADU (Garage Conversion)	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-000158	RPPL2019000283	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/17/2019	5/7/2019	Approved	1929 W Imperial Highway, Los Angeles CA 90047	6078032002	754 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-000163	RPPL2019000289	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/17/2019	4/11/2019	Approved	2102 Lohengrin Street, Los Angeles CA 90047	6078028004	672 sq. ft. addition to (SFR) and 346 sq. ft. addition to garage	2	WEST ATHENS - WESTMONT	R-1	NULL
2019-000167	RPPL2019000293	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/17/2019	5/7/2019	Approved	12103 S Budlong Avenue, Los Angeles CA 90044	6089007014	499 sq. ft. ADU (Garage conversion)	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-000187	RPPL2019000331	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/22/2019	5/9/2019	Approved	10633 S Wilton Place, Los Angeles CA 90047	6058029038	845 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-000236	RPPL2019000439	DRP - Housing Permit - Administrative	Permits & Reviews	3/12/2019	8/14/2019	Approved	11609 S Western Avenue, Los Angeles CA 90047	4057027007	Request 5-story, 34 parking spaces, 57 unit, 100% affordable, supportive housing under AB2162. Site Plan (RPPL2019000440) and CofC (RPPL2019000441). One off menu incentive requested for height (62 feet).	2	WEST ATHENS - WESTMONT	R-3-P	Residential - Multi-family Residences (Apartments)

2019-000236	RPPL2019000439	DRP - Housing Permit - Administrative	Permits & Reviews	3/12/2019	8/14/2019	Approved	11609 S Western Avenue, Los Angeles CA 90047	4057027007	Request 5-story, 34 parking spaces, 57 unit, 100% affordable, supportive housing under AB2162. Site Plan (RPPL2019000440) and CofC (RPPL2019000441). One off menu incentive requested for height (62 feet).	2	WEST ATHENS - WESTMONT	C-2	Residential - Multi-family Residences (Apartments)
2019-000236	RPPL2019000440	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/12/2018	8/14/2019	Approved	11609 S Western Avenue, Los Angeles CA 90047	4057027007	Request 5-story, 57 unit, 100% affordable, supportive housing under AB2162. Housing Permit application (RPPL2019000439).	2	WEST ATHENS - WESTMONT	R-3-P	Residential - Multi-family Residences (Apartments)
2019-000236	RPPL2019000440	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/12/2018	8/14/2019	Approved	11609 S Western Avenue, Los Angeles CA 90047	4057027007	Request 5-story, 57 unit, 100% affordable, supportive housing under AB2162. Housing Permit application (RPPL2019000439).	2	WEST ATHENS - WESTMONT	C-2	Residential - Multi-family Residences (Apartments)
2019-000486	RPPL2019000880	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/14/2019	5/23/2019	Approved	1338 W 125th Street, Los Angeles CA 90044	6089024002	663 sq. ft. ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-000563	RPPL2019001022	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/21/2019	7/22/2019	Approved	2060 W 103rd Street, Los Angeles CA 90047	6058013007	564 sq ft addition a 2 story addition to a duplex	2	WEST ATHENS - WESTMONT	R-2	NULL
2019-000624	RPPL2019001123	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/26/2019	3/21/2019	Approved	1228 W 93rd Street, Los Angeles CA 90044	6056005028	Site plan review	2	WEST ATHENS - WESTMONT	R-2	NULL
2019-000625	RPPL2019001125	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/26/2019	3/21/2019	Approved	1226 W 93rd Street, Los Angeles CA 90044	6056005028	Site plan review	2	WEST ATHENS - WESTMONT	R-2	NULL
2019-000804	RPPL2019001415	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/12/2019	8/26/2019	Approved	2149 Cullivan Street, Los Angeles CA 90047	6078003010	420 sq. ft ADU (Garage Conversion)	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-000917	RPPL2019001604	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/20/2019	8/27/2019	Approved	2048 Cullivan Street, Los Angeles CA 90047	6078012011	900 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-001002	RPPL2019001770	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/27/2019	12/4/2019	Hold	1249 W 106th Street, Los Angeles CA 90044	6060012004	new detached 2 story duplex and attached 5-car garage - existing SFR to remain	2	WEST ATHENS - WESTMONT	R-2	NULL
2019-001022	RPPL2019001818	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/28/2019	9/2/2019	Approved	1707 W 107th Street, Los Angeles CA 90047	6059013004	1198 sf 2 story accessory dwelling unit with attached 472.5 sf 2 car garage	2	WEST ATHENS - WESTMONT	R-2	NULL
2019-001036	RPPL2019001921	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/1/2019	11/22/2019	Approved	1328 W 90th Street, Los Angeles CA 90044	6047013008	New Duplex and SFR	2	WEST ATHENS - WESTMONT	R-2	NULL
2019-001211	RPPL2019002314	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/15/2019	8/1/2019	Approved	1434 W 98th Street, Los Angeles CA 90047	6055013053	1110 sq. ft. ADU	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units
2019-001251	RPPL2019002374	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/17/2019	9/12/2019	Approved	1262 W 87th Street, Los Angeles CA 90044	6047006001	a one story ADU 796.5 sq. ft & 2 two car garages	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units
2019-001267	RPPL2019002398	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/18/2019	7/11/2019	Approved	1212 W 126th Street, Los Angeles CA 90044	6089026010	garage conversion to ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-001320	RPPL2019002487	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/24/2019	NULL	Hold	1861 Lohengrin Street, Los Angeles CA 90047	6078009012	ADU, addition and new pool	2	WEST ATHENS - WESTMONT	R-1	NULL
2019-001406	RPPL2019002641	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/2/2019	9/26/2019	Approved	1459 W 110th Place, Los Angeles CA 90047	6077027024	360 sq. ft ADU (Garage Conversion)	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-001517	RPPL2019002816	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/13/2019	9/2/2019	Approved	1119 W 95th Street, Los Angeles CA 90044	6056009043	885 sq. ADU above a 3 car garage	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units
2019-001664	RPPL2019003069	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/23/2019	9/12/2019	Approved	11056 Ruthelen Street, Los Angeles CA 90047	6078024023	730 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-001665	RPPL2019003072	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/23/2019	12/24/2019	Approved	12614 Raymond Avenue, Los Angeles CA 90044	6089026028	949.5 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-001757	RPPL2019003194	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/29/2019	9/3/2019	Approved	2047 Van Wick Street, Los Angeles CA 90047	6078012034	330 sq ft ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-001832	RPPL2019003332	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/30/2019	10/17/2019	Approved	1421 W 102nd Street, Los Angeles CA 90047	6059026019	new ADU	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
2019-001974	RPPL2019003559	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/13/2019	9/18/2019	Approved	9601 S Vermont Avenue, Los Angeles CA 90044	6056014026	CDC Facade Improvement Project	2	WEST ATHENS - WESTMONT	C-3	Service - Laundries & cleaning srvs, com/retail
2019-001997	RPPL2019003602	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/17/2019	9/25/2019	Withdrawn	1229 W 92nd Street, Los Angeles CA 90044	6047019023	508 sq. ft ADU and 180 sq. ft storage	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units
2019-002010	RPPL2019003624	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/18/2019	6/26/2019	Withdrawn	2121 W 103rd Street #CDC Storage, Los Angeles CA 90047	6058014900	CDC County Project - Garage modification to a multiple storage unit.	2	WEST ATHENS - WESTMONT	R-2	Residential - Multi-family Residences (Two-family)

2019-002011	RPPL2019005454	DRP - Housing Permit - Administrative	Permits & Reviews	9/16/2019	1/2/2020	Approved	9426 S Normandie Avenue, Los Angeles CA 90044	NULL	SRO Housing/Craig Lawson is applying for an administrative housing permit with an off-menu 128% density increase request to establish a 3-story Permanent Supportive Housing project with up to 57 dwelling units (56 restricted affordable and 1 manager's unit) office space for service providers, 5,000 sq. ft. of landscaping, 29 long-term, 6 short-term bike spaces and 12 standard vehicle parking spaces (no parking is required per AB2162 and no CUP per SB35) on a 0.5 acre C-2 zoned site.	2	WEST ATHENS - WESTMONT	C-2	Residential - Multi-family Residences (Apartments)
2019-002011	RPPL2019005454	DRP - Housing Permit - Administrative	Permits & Reviews	9/16/2019	1/2/2020	Approved	9426 S Normandie Avenue, Los Angeles CA 90044	6056007023	SRO Housing/Craig Lawson is applying for an administrative housing permit with an off-menu 128% density increase request to establish a 3-story Permanent Supportive Housing project with up to 57 dwelling units (56 restricted affordable and 1 manager's unit) office space for service providers, 5,000 sq. ft. of landscaping, 29 long-term, 6 short-term bike spaces and 12 standard vehicle parking spaces (no parking is required per AB2162 and no CUP per SB35) on a 0.5 acre C-2 zoned site.	2	WEST ATHENS - WESTMONT	C-2	Residential - Multi-family Residences (Apartments)
2019-002011	RPPL2019005456	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/16/2019	1/2/2020	Approved	9426 S Normandie Avenue, Los Angeles CA 90044	6056007024	SRO Housing/Craig Lawson is applying for an administrative housing permit with an off-menu 128% density increase request to establish a 3-story Permanent Supportive Housing project with up to 57 dwelling units (56 restricted affordable and 1 manager's unit) office space for service providers, 5,000 sq. ft. of landscaping, 29 long-term, 6 short-term bike spaces and 12 standard vehicle parking spaces (no parking is required per AB2162 and no CUP per SB35) on a 0.5 acre C-2 zoned site.	2	WEST ATHENS - WESTMONT	C-2	Residential - Multi-family Residences (Apartments)
2019-002011	RPPL2019005456	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/16/2019	1/2/2020	Approved	9426 S Normandie Avenue, Los Angeles CA 90044	NULL	SRO Housing/Craig Lawson is applying for an administrative housing permit with an off-menu 128% density increase request to establish a 3-story Permanent Supportive Housing project with up to 57 dwelling units (56 restricted affordable and 1 manager's unit) office space for service providers, 5,000 sq. ft. of landscaping, 29 long-term, 6 short-term bike spaces and 12 standard vehicle parking spaces (no parking is required per AB2162 and no CUP per SB35) on a 0.5 acre C-2 zoned site.	2	WEST ATHENS - WESTMONT	C-2	Residential - Multi-family Residences (Apartments)
2019-002077	RPPL2019003723	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/20/2019	10/29/2019	Approved	2014 W 108th Street, Los Angeles CA 90047	6078014003	CONVERT AND EXPAND EXISTING 2 CAR GARAGE INTO AN ACCESSORY DWELLING UNIT	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
2019-002249	RPPL2019004040	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/3/2019	12/9/2019	Approved	1160 W 102nd Street, Los Angeles CA 90044	6060023001	1195 sq ft ADU	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units
2019-002383	RPPL2019004229	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/17/2019	2/11/2020	Approved	1545 W 111th Place, Los Angeles CA 90047	6077024022	960 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units

2019-002390	RPPL2019004255	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/17/2019	1/22/2020	Approved	1222 W 90th Street, Los Angeles CA 90044	6047014005	This Plot Plan approves the following for the above referenced project: • New 2-story dwelling with 2-car carport • New 1-car carport attached to existing dwelling unit Special Notes: • Certificate of Compliance was recorded through instrument number 20200022336, dated 1/7/2020	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
2019-002396	RPPL2019004266	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/18/2019	11/27/2019	Approved	1719 W 106th Street, Los Angeles CA 90047	6059011019	Conversion of existing garage and storage area, into an accessory dwelling unit.	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
2019-002473	RPPL2019004415	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/25/2019	NULL	Hold	1212 W 106th Street, Los Angeles CA 90044	6060014001	New 25ft x 20ft (500 SF) 1-Story Accessory Dwelling Unit at rear of Lot	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units
2019-002617	RPPL2019004697	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/8/2019	NULL	Hold	1426 W 95th Street, Los Angeles CA 90047	6055010011	Convert existing garage into ADU (441 SF)	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units
2019-002653	RPPL2019004756	DRP - Landmark	Permits & Reviews	8/12/2019	NULL	New	1818 Charlie Sifford Drive, Los Angeles CA 90047	4057032900	Chester Washington Golf Course	2	WEST ATHENS - WESTMONT	A-1	Recreation - Golf courses (inc clubhouse)
2019-002653	RPPL2019004756	DRP - Landmark	Permits & Reviews	8/12/2019	NULL	New	1818 Charlie Sifford Drive, Los Angeles CA 90047	NULL	Chester Washington Golf Course	2	WEST ATHENS - WESTMONT	C-R	Recreation - Golf courses (inc clubhouse)
2019-002653	RPPL2019004756	DRP - Landmark	Permits & Reviews	8/12/2019	NULL	New	1818 Charlie Sifford Drive, Los Angeles CA 90047	NULL	Chester Washington Golf Course	2	WEST ATHENS - WESTMONT	A-1	Recreation - Golf courses (inc clubhouse)
2019-002653	RPPL2019004756	DRP - Landmark	Permits & Reviews	8/12/2019	NULL	New	1818 Charlie Sifford Drive, Los Angeles CA 90047	4057032900	Chester Washington Golf Course	2	WEST ATHENS - WESTMONT	C-R	Recreation - Golf courses (inc clubhouse)
2019-002826	RPPL2019004999	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/22/2019	1/21/2020	Approved	1432 W 101st Street, Los Angeles CA 90047	6059026006	600 sq. ft ADU (Garage conversion and addition) This Plot Plan approves the following for the above referenced project: • Convert garage to 600 sq. ft ADU (Existing garage 272 sq ft Add 328 sq. ft addition to the garage).	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units
2019-002878	RPPL2019005075	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/27/2019	12/16/2019	Approved	10335 S Vermont Avenue, Los Angeles CA 90044	6060022020	Convert Existing Building into Church	2	WEST ATHENS - WESTMONT	C-3	Cul/Edu/Ins - Churches, temples, religious worship
2019-002922	RPPL2019005150	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/29/2019	NULL	Hold	1516 W 113th Street, Los Angeles CA 90047	6077016010	1197 sq ft ADU (garage conversion and addition)	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-002923	RPPL2019005201	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/29/2019	NULL	New	1253 Geddes Street, Los Angeles CA 90044	6079008007	1045 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-002952	RPPL2019005209	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/4/2019	NULL	Hold	1101 W 110th Street, Los Angeles CA 90044	6076011024	654.75 sq. ft attached ADU to (e) SFR	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units
2019-002958	RPPL2019005215	DRP - Special Events Permit (formerly TUP)	Permits & Reviews	9/4/2019	9/20/2019	Approved	9131 S Vermont Avenue, Los Angeles CA 90044	6047020047	GARFUNA FESTIVAL	2	WEST ATHENS - WESTMONT	C-3	Blank
2019-003014	RPPL2019005315	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/9/2019	9/30/2019	Approved	1326 W Imperial Highway, Los Angeles CA 90044	6079004902	Homeless shelter and Clinic to include 33 dorm beds for women, 79 dorm beds for men, 30 beds for couples and 36 clinic beds. It will be comprised of five one story prefabricated metal buildings, an administration building (6,246 sf), a clinic building (7,931 sf), a dining hall and kitchen building (11,083 sf) and a women's and couples' dorm (9,948 sf) and a men's dorm (8,877 sf) around a small landscaped patio, and 101 parking spaces.	2	WEST ATHENS - WESTMONT	C-2	Service - Homeless shelters
2019-003014	RPPL2019005315	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/9/2019	9/30/2019	Approved	1326 W Imperial Highway, Los Angeles CA 90044	NULL	Homeless shelter and Clinic to include 33 dorm beds for women, 79 dorm beds for men, 30 beds for couples and 36 clinic beds. It will be comprised of five one story prefabricated metal buildings, an administration building (6,246 sf), a clinic building (7,931 sf), a dining hall and kitchen building (11,083 sf) and a women's and couples' dorm (9,948 sf) and a men's dorm (8,877 sf) around a small landscaped patio, and 101 parking spaces.	2	WEST ATHENS - WESTMONT	C-2	Service - Homeless shelters
2019-003055	RPPL2019005367	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/11/2019	11/6/2019	Approved	10509 S Budlong Avenue, Los Angeles CA 90044	6060012018	Convert existing garage to ADU and add 101.5 sf	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
2019-003103	RPPL2019005462	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/16/2019	NULL	Hold	1620 W 104th Street, Los Angeles CA 90047	6059010010	ADDITION TO EXISTING SFR	2	WEST ATHENS - WESTMONT	R-2	Blank

2019-003118	RPPL2019005478	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/17/2019	2/11/2020	Approved	10419 S Denker Avenue, Los Angeles CA 90047	6059010002	ADU 415 sq. ft (guest house conversion)	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
2019-003215	RPPL2019005656	DRP - Special Events Permit (formerly TUP)	Permits & Reviews	9/25/2019	10/24/2019	Approved	1440 W Imperial Highway, los angeles CA 90047	6079003013	SEP CARNIVAL AND FESTIVAL ST FRANCIS X CABRINI CHURCH	2	WEST ATHENS - WESTMONT	A-1	Blank
2019-003459	RPPL2019006101	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/16/2019	2/3/2020	Approved	1112 W 93rd Street, Los Angeles CA 90044	6056004015	REMODEL (E) 2-STORY BY REDUCING IT TO A 1-STORY 2,141 SF 4 BEDS 4.5 BATH WITH ATTACHED GARAGE. CREATE 2 (N) 2-STORY UNITS. UNIT 2 1,497 SF 2 BED 2.5 BATH WITH ATTACHED GARAGE AND UNIT 3 1,497 SF 2 BED 2.5 BATH WITH ATTACHED GARAGE AT THE REAR OF PROPERTY.	2	WEST ATHENS - WESTMONT	R-2	Residential - Multi-family Residences (Apartments)
2019-003543	RPPL2019006254	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/23/2019	11/6/2019	Approved	10969 S Hobart Boulevard, Los Angeles CA 90047	6077003021	New detached ADU 689 SF with Garage on bottom story	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
2019-003570	RPPL2019006311	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/24/2019	NULL	Void	1546 W 112th Street, Los Angeles CA 90047	6077018004	room addition with master bathroom	2	WEST ATHENS - WESTMONT	R-1	Residential - Single-family residences
2019-003615	RPPL2019006376	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/29/2019	2/11/2020	Approved	1219 W 104th Street, Los Angeles CA 90044	6060008020	New Duplex	2	WEST ATHENS - WESTMONT	R-2	Blank
2019-003753	RPPL2019006659	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/13/2019	11/26/2019	Approved	1312 & 1310 W 94th Street, Los Angeles CA 90044	NULL	Two new SFRs with attached 2-car garages on flag lot, (rear) 2 story 1,613 sq. ft. 4 beds/ 2 baths and (front) 1,315 sf 3 bed/2 baths. Max height 23 feet.	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
2019-003753	RPPL2019006659	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/13/2019	11/26/2019	Approved	1312 & 1310 W 94th Street, Los Angeles CA 90044	6056007028	Two new SFRs with attached 2-car garages on flag lot, (rear) 2 story 1,613 sq. ft. 4 beds/ 2 baths and (front) 1,315 sf 3 bed/2 baths. Max height 23 feet.	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
2019-003754	RPPL2019006660	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/13/2019	11/26/2019	Approved	Vacant Lot (Budlong Ave) 6076020027;6076020028, Los Angeles CA 90044	NULL	New 2 story 1,315 sq. ft. SFH with 3 beds 2 baths, attached garage for site plan review	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
2019-003754	RPPL2019006660	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/13/2019	11/26/2019	Approved	Vacant Lot (Budlong Ave) 6076020027;6076020028, Los Angeles CA 90044	6076020028	New 2 story 1,315 sq. ft. SFH with 3 beds 2 baths, attached garage for site plan review	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
2019-003768	RPPL2019006680	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/13/2019	2/6/2020	Approved	1351 W 109th Place, Los Angeles CA 90044	6076001015	339 sq ft ADU (Garage onversion)	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
2019-003857	RPPL2019006892	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/21/2019	2/12/2020	Approved	1616 W 126th Street, Los Angeles CA 90047	6090007009	New Addition (1396 sq. ft.)	2	WEST ATHENS - WESTMONT	R-1	Blank
2019-004040	RPPL2019007188	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/5/2019	2/7/2020	Approved	1112 W 121st Street, Los Angeles CA 90044	6089006015	ADU 734 sq ft, Patio Cover 189 sq ft and Addition to Home 400 sq ft	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
2019-004135	RPPL2019007357	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/16/2019	NULL	Void	11217 S Raymond Avenue 1/2, Los Angeles CA 90044	6076029005	we need a rebuild letter because client refinance and the bank is requesting we are not doing anything to the house	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
2019-004237	RPPL2019007524	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/23/2019	1/31/2020	Approved	Lot #1 W 109th Street , Los Angeles CA 90044	6076001028	New construction of SFH 1,315 sq. ft. for site plan review. Part of 4 new parcels. PM403-074-077 EFNL2017000838	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
2019-004252	RPPL2019007545	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/24/2019	2/17/2020	Approved	1727 W 105th Street, Los Angeles CA 90047	6059009018	360 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
2019-004255	RPPL2019007549	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/24/2019	2/5/2020	Hold	1453 W 95th Street, Los Angeles CA 90047	6055009015	New duplex 1,201	2	WEST ATHENS - WESTMONT	R-2	Residential - Multi-family Residences (Apartments)
2019-004285	RPPL2019007493	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/19/2019	NULL	Hold	1339 W 90th Place, Los Angeles CA 90044	6047013018	Remodel of Front-Unit in R-2	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
2019-004296	RPPL2019007619	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/31/2019	2/26/2020	Approved	1038 W 87th Street, Los Angeles CA 90044	6047004013	472 sq.ft ADU	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
2020-000035	RPPL2020000053	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/6/2020	1/31/2020	Approved	Lot #2 W 109th Street, Los Angeles CA 90044	6076001029	New SFH 1,315 sq. ft. 3 beds/2 baths with attached garage for site plan review	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
2020-000036	RPPL2020000054	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/6/2020	1/31/2020	Approved	Lot #3 W 109th Street, Los Angeles CA 90044	6076001030	New SFH 1,315 sq. ft. 3 beds / 2 baths with attached garage for site plan review.	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
2020-000038	RPPL2020000055	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/6/2020	1/31/2020	Approved	Lot #4 W 109th Street, Los Angeles CA 90044	6076001031	New SFH 1,315 sq. ft. 3 beds / 2 baths with attached garage.	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
2020-000336	RPPL2020000594	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/4/2020	NULL	New	1442 W 121st Street, Los Angeles CA 90047	6090025003	409 sq. ft ADU (Garage Conversion)	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
2020-000373	RPPL2020000669	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/6/2020	NULL	New	1111 W 99th Street, Los Angeles CA 90044	6056018040	1200 sq. ft ADU and attached 400 sq. ft garage	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
2020-000454	RPPL2020000790	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/12/2020	NULL	New	1642 W 110th Street, Los Angeles CA 90047	6077008009	New 564 sq. ftADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
2020-000577	RPPL2020000971	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/24/2020	NULL	New	1339 W 87th Street, Los Angeles CA 90044	6047001013	716 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit

2020-000596	RPPL2020000995	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/24/2020	NULL	New	1230 W 120th Street, Los Angeles CA 90044	6089002006	Conversion of existing garage into ADU -AW 2/24/2020	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
89626	RPPL2018001198	DRP - Revised Exhibit "A"	Permits & Reviews	3/6/2018	5/7/2018	Approved	11255 S Normandie Avenue, Los Angeles CA 90044	6077017028	Changing nine antennas, removing three and adding nine RRU's on existing WTF. Additional equipment in existing equipment shelter. No visible change to facility.	2	WEST ATHENS - WESTMONT	C-2	NULL
PRJ2020-000119	RPPL2020001130	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/27/2020	NULL	New	1506 W 110th Place, Los Angeles CA 90047	6077024012	Garage conversion to ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-000131	RPPL2020001150	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/27/2020	NULL	New	11205 S Mariposa Avenue, Los Angeles CA 90044	6076030027	New addition at Main House, New addition to back house and New 1 car garage	2	WEST ATHENS - WESTMONT	R-2	Blank
R2012-00035	RPPL2018004724	DRP - Revised Exhibit "A"	Permits & Reviews	9/17/2018	12/20/2018	Approved	1307 W 121st Street, Los Angeles CA 90044	6089001272	AT&T Wireless Modification to an Existing cell site on LADWP property.	2	WEST ATHENS - WESTMONT	R-1	NULL
R2012-00035	RPPL2018004724	DRP - Revised Exhibit "A"	Permits & Reviews	9/17/2018	12/20/2018	Approved	1307 W 121st Street, Los Angeles CA 90044	6089001272	AT&T Wireless Modification to an Existing cell site on LADWP property.	2	WEST ATHENS - WESTMONT	R-A-6000	NULL
R2012-00035	RPPL2018004724	DRP - Revised Exhibit "A"	Permits & Reviews	9/17/2018	12/20/2018	Approved	1307 W 121st Street, Los Angeles CA 90044	6089001272	AT&T Wireless Modification to an Existing cell site on LADWP property.	2	WEST ATHENS - WESTMONT	R-3-30U	NULL
R2012-00035	RPPL2019004355	DRP - Revised Exhibit "A"	Permits & Reviews	7/23/2019	7/23/2019	Approved	1307 W 121st Street, Los Angeles CA 90044	6089001272	Applying for a Revised Exhibit A to modify an existing AT&T wireless facility. The scope of work will consist of swapping out (6) existing antennas for (6) new antennas. Removing and replacing existing T-arms with new T-arms on existing monopalm. Removing (3) existing RRUS and replacing with (6) new RRUS. The associated equipment would also be updated at the grade level.	2	WEST ATHENS - WESTMONT	R-1	Public - Radio & TV stations, studios, & towers
R2012-00779	RPPL2019001200	DRP - Revised Exhibit "A"	Permits & Reviews	2/28/2019	3/27/2019	Approved	11711 S Western Avenue, Los Angeles CA 90047	4057027022	Cell tower Modification for Sprint	2	WEST ATHENS - WESTMONT	C-2	NULL
R2012-00779	RPPL2019001200	DRP - Revised Exhibit "A"	Permits & Reviews	2/28/2019	3/27/2019	Approved	11711 S Western Avenue, Los Angeles CA 90047	4057027022	Cell tower Modification for Sprint	2	WEST ATHENS - WESTMONT	R-3-P	NULL
R2012-01776	RPPL2017010284	DRP - Revised Exhibit "A"	Permits & Reviews	11/9/2017	11/13/2017	Approved	9201 S Vermont Avenue, Los Angeles CA 90044	NULL	Facade Improvement and parking restripe (CDC)	NULL	WEST ATHENS - WESTMONT	C-3	NULL
R2012-01776	RPPL2017010284	DRP - Revised Exhibit "A"	Permits & Reviews	11/9/2017	11/13/2017	Approved	9201 S Vermont Avenue, Los Angeles CA 90044	6056003026	Facade Improvement and parking restripe (CDC)	NULL	WEST ATHENS - WESTMONT	C-3	NULL
R2013-01088	RPPL2018003364	DRP - Amended Exhibit Map	Land Division	7/3/2018	8/9/2018	Approved	1310 W 94th Street, Los Angeles CA 90044	6056007026	PM071914-1: Amended Exhibit Map	2	WEST ATHENS - WESTMONT	R-2	NULL
R2013-01091	RPPL2018003366	DRP - Amended Exhibit Map	Land Division	7/3/2018	8/9/2018	Approved	1228 W 93rd Street, Los Angeles CA 90044	6056005028	PM071916-1: Amended Exhibit Map	2	WEST ATHENS - WESTMONT	R-2	NULL
R2013-01170	RPPL2018003363	DRP - Amended Exhibit Map	Land Division	7/3/2018	8/9/2018	Approved	1307 W 109th Street, Los Angeles CA 90044	6076001027	PM071912-1: Amended Exhibit Map	2	WEST ATHENS - WESTMONT	R-2	NULL
R2013-01172	RPPL2018003360	DRP - Amended Exhibit Map	Land Division	7/3/2018	8/9/2018	Approved	11137 S Budlong Avenue, Los Angeles CA 90044	6076020026	PM071911-1: Amended Exhibit Map	2	WEST ATHENS - WESTMONT	R-2	NULL
R2013-02869	RPPL2017006935	DRP - Amendment Map - Parcel	Land Division	4/19/2017	8/5/2015	Approved	117th Street and Budlong Avenue, Los Angeles CA	6079006020	Amendment to Vesting Tentative Parcel Map No. 072546 to create three single-family fee lots from two existing fee lots totaling 0.87 gross acres (0.59 net acres).	2	WEST ATHENS - WESTMONT	R-1	NULL
R2013-02869	RPPL2017006935	DRP - Amendment Map - Parcel	Land Division	4/19/2017	8/5/2015	Approved	117th Street and Budlong Avenue, Los Angeles CA	NULL	Amendment to Vesting Tentative Parcel Map No. 072546 to create three single-family fee lots from two existing fee lots totaling 0.87 gross acres (0.59 net acres).	2	WEST ATHENS - WESTMONT	R-1	NULL
R2015-02032	RPPL2017010182	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/2/2017	1/3/2018	Approved	1449 W 120th Street, Los Angeles CA 90047	NULL	Grading and landscaping for the creation of two multifamily parcels with 56 detached condominium units within the West Athens - Westmont zoned district, West Athens - Westmont CSD. Parking, landscaping and model homes.	2	WEST ATHENS - WESTMONT	R-1	NULL
R2015-02032	RPPL2017010182	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/2/2017	1/3/2018	Approved	1449 W 120th Street, Los Angeles CA 90047	6079002064	Grading and landscaping for the creation of two multifamily parcels with 56 detached condominium units within the West Athens - Westmont zoned district, West Athens - Westmont CSD. Parking, landscaping and model homes.	2	WEST ATHENS - WESTMONT	R-1	NULL

R2015-02032	RPPL2018002029	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/23/2018	6/14/2018	Approved	1449 W 120th Street, Los Angeles CA 90047	NULL	Vista pointe production units. To create two multifamily parcels with 56 detached condominium units and a request to authorize a yard modification for structures and increased fence heights within the front and side yard setbacks of property proposed to gated within the West Athens - Westmont zoned district, West Athens - Westmont CSD.	2	WEST ATHENS - WESTMONT	R-1	NULL	
R2015-02032	RPPL2018002029	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/23/2018	6/14/2018	Approved	1449 W 120th Street, Los Angeles CA 90047	6079002064	Vista pointe production units. To create two multifamily parcels with 56 detached condominium units and a request to authorize a yard modification for structures and increased fence heights within the front and side yard setbacks of property proposed to gated within the West Athens - Westmont zoned district, West Athens - Westmont CSD.	2	WEST ATHENS - WESTMONT	R-1	NULL	

Los Angeles County Cumulative Project List, provided March 2, 2020 by Angelique Carreon-Quion.

PROJECTNUMBER	PLANNUMBER	WORKCLASS	PLAN_TYPE	APPLICATION_DATE	COMPLETED_DATE	STATUS	SITE_ADDRESS	PARCELNUMBER	DESCRIPTION	SUP_DIST	ZONED_DIST	ZONE_CODE	PROPOSED_USE
PRJ2020-000180	RPPL2020001271	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/4/2020	4/2/2020	Approved	5035 W Goldleaf Circle, Los Angeles CA 90056	4201003058	TI & establish use Firehouse Subs	2	BALDWIN HILLS	C-3	Service - Restaurants, other eating establishments
PRJ2020-001340	RPPL2020004311	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/14/2020	44063	Approved	5626 S Corning Avenue, Los Angeles CA 90056	4201006003	Proposed Conversion of Existing 300sq.ft. Family Room in SFR to Junior ADU.	2	BALDWIN HILLS	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001359	RPPL2020004373	DRP - Conditional Use Permit	Permits & Reviews	7/15/2020	NULL	New	4201 Fairfax Avenue #A, Los Angeles CA 90008	5029020014	CUP for the continued use of an existing wireless telecommunications facility containing a one hundred and twenty foot tall self supported tower and existing equipment.	2	BALDWIN HILLS	A-2	Public - Radio & TV stations, studios, & towers
PRJ2020-001848	RPPL2020005843	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/25/2020	9/30/2020	Approved	5823 S Chariton Avenue, Los Angeles CA 90056	4101011017	SFD FAMILY, BEDROOM & BATH ADDITION 1,148 SQ. FT.	2	BALDWIN HILLS	R-3	Residential - Single-family residences
PRJ2020-001852	RPPL2020005853	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/25/2020	8/31/2020	Approved	5137 Reynier Avenue, Los Angeles CA 90056	4201027003	Garage conversion to new ADU	2	BALDWIN HILLS	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-002374	RPPL2020007405	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/7/2020	10/28/2020	Approved	6129 S Doux Road, Los Angeles CA 90056	4101015013	Converting a 3 car garage to an ADU.	2	BALDWIN HILLS	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-002881	RPPL2020008929	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/18/2020	NULL	New	5640 S Fairfax Avenue, Los Angeles CA 90056	5009004019	CSD / 2021 Drilling, Re-drilling, well Abandonment and well pad restoration Plan	2	BALDWIN HILLS	A-2	Agricultural - Oil wells
PRJ2020-003055	RPPL2020009333	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/2/2020	NULL	New	5038 W 58th Place, Los Angeles CA 90056	4001032005	Convert pool room into Jr ADU unit.	2	BALDWIN HILLS	R-3-18U	Accessory - Accessory Dwelling Unit
2018-001790	RPPL2020008941	DRP - Revised Exhibit "A"	Permits & Reviews	11/18/2020	NULL	New	10100 S Cienega Boulevard, Inglewood CA 90304	4038003034	T-Mobile Antenna Modification Project LA92436.	2	LENNOX	C-3	Public - Radio & TV stations, studios, & towers
2018-001790	RPPL2020008941	DRP - Revised Exhibit "A"	Permits & Reviews	11/18/2020	NULL	New	10100 S Cienega Boulevard, Inglewood CA 90304	4038003034	T-Mobile Antenna Modification Project LA92436.	2	LENNOX	C-M	Public - Radio & TV stations, studios, & towers
2018-002079	RPPL2020007229	DRP - Revised Exhibit "A"	Permits & Reviews	10/2/2020	NULL	New	11222 S Cienega Boulevard, Inglewood CA 90304	4039004018	T-Mobile Modification of Existing Wireless Facility (LA92046A)	2	LENNOX	C-M	Public - Radio & TV stations, studios, & towers
PRJ2020-000316	RPPL2020001493	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/12/2020	43915	Approved	10939 S Osage Avenue, Inglewood CA 90304	4035012024	adu garage conversion and 2 story attached addition	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000343	RPPL2020001579	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/19/2020	3/25/2020	Approved	10909 S Burin Avenue, Inglewood CA 90304	4037013016	Existing 2-car garage to be converted to A.D.U. We have a permit and are under construction in other areas of the property.	2	LENNOX	R-3	Accessory - Accessory Dwelling Unit
PRJ2020-000386	RPPL2020001750	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/31/2020	4/21/2020	Approved	4235 W 104th Street, Inglewood CA 90304	4034015027	826 sq. ft ADU (Garage and rec room conversion)	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000459	RPPL2020001926	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/8/2020	4/14/2020	Approved	10814 S Mansel Avenue, Inglewood CA 90304	4037011028	New one story ADU 1,200 sq.ft. with 3 bedroom and 3 bathroom.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000490	RPPL2020001983	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/13/2020	4/14/2020	Approved	10823 Dalerose Avenue, Inglewood CA 90304	4037001009	-New detached 2 story unit (1,323 SF) -New detached 4 car garage (789 SF) -Convert existing unit "10825" to an ADU	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000547	RPPL2020002182	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/20/2020	7/30/2020	Approved	10609 Dalerose Avenue, Inglewood CA 90304	4036031002	Conversion of existing 2-car garage (472SF) and new additional area (380SF) into an Accessory Dwelling Unit. Total of 852 SF Addition to existing single family dwelling, new family room, bedroom, walk in closets, and bathroom. Total addition of 577 SF.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000803	RPPL2020002885	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/26/2020	10/15/2020	Approved	10722 S Truro Avenue, Inglewood CA 90304	4036025012	630 sq. ft ADU (garage conversion) for MFR	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000888	RPPL2020003097	DRP - Conditional Use Permit	Permits & Reviews	5/28/2020	NULL	New	10903 S Inglewood Avenue, Inglewood CA 90304	4039030025	Renew existing Conditional Use Permit 200800335-(2) to allow for the continued operation and maintenance of an existing unmanned wireless telecommunications facility consisting of a fifty-eight foot (58') monopalm and associated ground equipment within the existing equipment yard; and allow for a modification to the tower-mounted equipment consisting of a replacement of 2 antennas, removal of 3 TMAs, installation of 3 RRUs, 2 lines of hybrid cable, adding foliage "socks" on the antennas, and replacing the existing foliage with longer branches.	2	LENNOX	C-2	Public - Radio & TV stations, studios, & towers
PRJ2020-000888	RPPL2020003097	DRP - Conditional Use Permit	Permits & Reviews	5/28/2020	NULL	New	10903 S Inglewood Avenue, Inglewood CA 90304	4039030025	Renew existing Conditional Use Permit 200800335-(2) to allow for the continued operation and maintenance of an existing unmanned wireless telecommunications facility consisting of a fifty-eight foot (58') monopalm and associated ground equipment within the existing equipment yard; and allow for a modification to the tower-mounted equipment consisting of a replacement of 2 antennas, removal of 3 TMAs, installation of 3 RRUs, 2 lines of hybrid cable, adding foliage "socks" on the antennas, and replacing the existing foliage with longer branches.	2	LENNOX	R-2	Public - Radio & TV stations, studios, & towers

PRJ2020-001407	RPPL2020004350	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/15/2020	7/20/2020	Approved	11014 S Mansel Avenue, Inglewood CA 90304	4037012018	Front House: New 1st floor addition (640 sq ft) New 2nd floor addition (965 sq ft) First floor area to be JADU (477 sq ft) New 1-car garage (213 sq ft) New Front Porch (38 sq ft) New Rear Porch (27 sq ft) Rear ADU: 1st Floor (481 sq ft) 2nd Floor (703.5 sq ft) New 1-car garage (213 sq ft) New Porch (32 sq ft)	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001458	RPPL2020004662	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/23/2020	44053	Approved	10100 S Burl Avenue, Inglewood CA 90304	4038019016	Garage conversion to ADU & additon of 323 sf to ADU. 59 sf addition to front of existing primary residence.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001633	RPPL2020004499	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/20/2020	8/6/2020	Approved	11036 S Eastwood Avenue, Inglewood CA 90304	4035012007	264.14 sq. ft. Addition to (E) SFD to create a new bedroom with a bathroom, interior remodel to make a hallway. Convert (E) detached garage into an ADU 363 sq. ft.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001638	RPPL2020005070	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/4/2020	8/6/2020	Approved	11026 S Mansel Avenue, Inglewood CA 90304	4037012039	ADDITION TO EXISTING GARAGE, CONVERT TO ADU.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001693	RPPL2020005351	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/12/2020	10/27/2020	Approved	10219 Dalerose Avenue, Inglewood CA 90304	4036002007	detached 1065 sq. ft ADU, pool and attached covered patio to (e) SFR Add new covered patio at main residence. Enlarge driveway width. Add new swimming pool.	2	LENNOX	R-2	Residential - Single-family residences
PRJ2020-001750	RPPL2020005568	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/18/2020	8/26/2020	Approved	10505 S Mansel Avenue, Inglewood CA 90304	4036022010	PROPOSED CONVERSION OF EXISTING GARAGE TO ACCESSORY DWELLING UNIT	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001809	RPPL2020005759	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/24/2020	9/30/2020	Approved	10124 S Burl Avenue, Inglewood CA 90304	4038019005	ADU (1200Sq.Ft.), Porch (16 Sq.Ft.) and patio (232 Sq.Ft.)	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001821	RPPL2020005791	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/24/2020	44104	Approved	10203 S Grevillea Avenue, Inglewood CA 90304	4036011015	82 SF addition to rear of SFR and convert 2-car garage to ADU. Lot has 2 SFR's w/ attached garages.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001856	RPPL2020005413	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/13/2020	9/17/2020	Approved	4216 W 104th Street, Inglewood CA 90304	4034018025	ADU: Convert existing attached 2 car garage into an ADU (360 SF)	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001992	RPPL2020006290	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/8/2020	10/13/2020	Approved	4942 W 109th Street, Inglewood CA 90304	4039025014	A new 499 sq. ft. detached accessory dwelling unit.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-002064	RPPL2020006076	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/31/2020	9/14/2020	Approved	4945 W 110th Street, Inglewood CA 90304	4039025004	ADU	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-002261	RPPL2020006600	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/16/2020	9/28/2020	Approved	11027 S Mansel Avenue, Inglewood CA 90304	4037010016	NEW 2 STORY ADU 1193.0 SF WITH ATTACHED GARAGE 471.0 SF	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-002360	RPPL2020007373	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/7/2020	10/28/2020	Approved	11018 S Truro Avenue, Inglewood CA 90304	4037008014	Garage conversion to ADU plus addition.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-002385	RPPL2020007434	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/8/2020	10/28/2020	Approved	10504 S Freeman Avenue, Inglewood CA 90304	4034022003	Legalizing an existing garage	2	LENNOX	R-2	Residential - Single-family residences
PRJ2020-002604	RPPL2020008090	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/28/2020	10/29/2020	Approved	11015 Condon Avenue, Inglewood CA 90304	4037004015	Converting existing garage into ADU and adding a second ADU.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-002774	RPPL2020007545	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/13/2020	11/10/2020	Approved	10814 S Osage Avenue, Inglewood CA 90304	4035013008	Site plan review for new addition	2	LENNOX	R-3	Accessory - Accessory Dwelling Unit
PRJ2020-002858	RPPL2020008396	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/5/2020	11/18/2020	Approved	4839 W 112th Street, Inglewood CA 90304	4039019022	building 1200 SF , ADU	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-003068	RPPL2020008931	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/18/2020	12/3/2020	Approved	4641 W 111th Street, Inglewood CA 90304	4037006018	PROPOSED TO CONVERT EXISTING THREE CAR GARAGE OF 539 SQFT TO AN ADU.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-003074	RPPL2020008142	DRP - Minor Conditional Use Permit	Permits & Reviews	10/29/2020	NULL	New	11128 S Inglewood Avenue, Inglewood CA 90304	4037031013	Minor CUP - Apartments	2	LENNOX	C-2	Residential - Multi-family Residences (Apartments)
PRJ2020-003114	RPPL2020009498	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/8/2020	NULL	New	10926 S Truro Avenue, Inglewood CA 90304	4037007003	Propose ADU to be built attached to existing 2 car garage New ADU 497 Sq. Ft.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-003128	RPPL2020009094	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/24/2020	12/8/2020	Approved	10712 S Felton Avenue, Inglewood CA 90304	4038028008	Parcel has four existing SFD homes on the property (adress(s): 10712, 10714, 10716 & 10716-1/2). The new proposed scope of work is to add/build two ADU(s), single level, at 1196 Sq. Ft. each. Each shall consist of Living & Dining area, Kitchen, two bath rooms, two bedrooms, and Laundry hookup.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
R2012-02327	RPPL2020008069	DRP - Revised Exhibit "A"	Permits & Reviews	10/27/2020	11/5/2020	Approved	11102 S Cienega Boulevard, Inglewood CA 90304	4039003024	T-Mobile is proposing to modify an existing wireless telecommunications rooftop site in the City of Los Angeles. Modification of this site includes replacing and removing (3) antennas (1) per sector and associated equipment . CUP: 201200137 T-Mobile Site: LA02046A - Anchor	2	LENNOX	M-1-IP	Public - Radio & TV stations, studios, & towers
2017-003347	RPPL2020005912	DRP - Revised Exhibit "A"	Permits & Reviews	8/26/2020	10/13/2020	Approved	5300 Angeles Vista Boulevard, Los Angeles CA 90043	5007010009	Modification to existing cell site	2	VIEW PARK	R-1	Public - Radio & TV stations, studios, & towers
PRJ2020-000357	RPPL2020001650	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/24/2020	5/12/2020	Approved	5000 Onaknoll Avenue, Los Angeles CA 90043	5011023015	Convert existing enclosed patio to a family room, and convert existing den to a bedroom	2	VIEW PARK	R-1	Residential - Single-family residences

PRJ2020-000432	RPPL2020001864	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/6/2020	6/8/2020	Approved	4433 Springdale Drive, Los Angeles CA 90043	5008014045	CONVERTING EXISTING ROOM ON 1ST FLOOR INTO JUNIOR A.D.U. 293 S.F. BATHROOM / LAUNDRY RENOVATION ADDITION 160 S.F. AND FOUNDATION DAMP-PROOFING. This Plot Plan approves the following for the above referenced project: • Converting existing room on 1st floor into 4th bedroom approx. 225 sq. ft. w/ portion of (e) crawl-space converted to bath 82 sq. ft. w/ storage to bath area/laundry 160 sq. ft. & foundation damp proofing.	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-000511	RPPL2020002095	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/27/2020	7/14/2020	Approved	3462 Floresta Avenue, Los Angeles CA 90043	5013007003	Convert Garage To ADU	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-000562	RPPL2020002220	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/21/2020	5/20/2020	Approved	5317 S Mullen Avenue, Los Angeles CA 90043	5007006007	Convert existing garage to ADU	2	VIEW PARK	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000622	RPPL2020002400	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/21/2020	5/28/2020	Hold	3695 Fairway Boulevard, Los Angeles CA 90043	5012008024	Proposed 2nd Floor ADU & Balcony/Patio Cover Over Existing 2-Car Garage ADU Area = 467 SF Balcony Area = 237 SF	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-000648	RPPL2020002496	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/4/2020	43963	Approved	4500 Whelan Place, Los Angeles CA 90043	5009002027	Pool house addition and attached patio cover	2	VIEW PARK	R-1	NULL
PRJ2020-000868	RPPL2020003051	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/4/2020	7/13/2020	Approved	3464 Olympiad Drive, Los Angeles CA 90043	5013012021	Convert (E) 375 SF detached garage to (N) 375 SF ADU	2	VIEW PARK	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000922	RPPL2020003186	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/2/2020	44028	Approved	5403 Bradna Drive, Los Angeles CA 90043	5008013040	500 sq. ft attached ADU, 112 sq. ft add and new decks	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-000962	RPPL2020003285	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/8/2020	6/15/2020	Approved	4159 Charlene Drive, Los Angeles CA 90043	5008003017	TO CREATE A 1-BDRM. & 1 BATH ACCESSORY DWELLING UNIT OVER AN EXISTING DETACHED 4-CAR GARAGE.	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-000964	RPPL2020003287	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/10/2020	9/14/2020	Approved	4436 W 58th Place, Los Angeles CA 90043	4019005014	3 story SFR with attached ADU	2	VIEW PARK	R-1	Residential - Single-family residences
PRJ2020-001013	RPPL2020003425	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/14/2020	8/5/2020	Approved	3767 Crestway Drive, Los Angeles CA 90043	5012021001	Two-story ADU with attached garage w/ attached two car garage.	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001110	RPPL2020003670	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/23/2020	6/29/2020	Approved	5252 Valley Ridge Avenue, Los Angeles CA 90043	5011017030	New Detached ADU	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001188	RPPL2020003865	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/30/2020	9/24/2020	Approved	3743 Monteith Drive, Los Angeles CA 90043	5012018020	1,669 SF Proposed addition, 352 SF proposed ADU, 481 SF two car garage	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001212	RPPL2020003913	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/1/2020	7/2/2020	Approved	4469 W 62nd Street, Los Angeles CA 90043	4003012014	Garage conversion to ADU and first and second floor addition and roof deck	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001231	RPPL2020003957	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/2/2020	8/17/2020	Approved	5523 S Verdun Avenue, Los Angeles CA 90043	5008009028	NEW A.D.U. 673 S.F. ABOVE EXISTING GARAGE	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001396	RPPL2020004508	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/20/2020	8/20/2020	Approved	5716 Alviso Avenue, Los Angeles CA 90043	5007030004	EXISTING 2-CAR GARAGE TO BE CONVERTED TO ADU AND NEW ADDITION OF 416 SQ. FT.	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001421	RPPL2020004557	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/21/2020	8/20/2020	Approved	4363 Monteith Drive, Los Angeles CA 90043	5010012049	New detached 152 SF 1-story ADU.	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001539	RPPL2020004792	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/28/2020	7/30/2020	Approved	4835 Orinda Avenue, Los Angeles CA 90043	5011013014	Site Plan Review for (N) First Floor and Second Floor Addition to (E) Single Family Dwelling.	2	VIEW PARK	R-1	Void
PRJ2020-001593	RPPL2020004442	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/16/2020	10/28/2020	Approved	4309 S Victoria Avenue, Los Angeles CA 90008	5024005002	Addition of 557 sqft to main home. Addition of 499 sqft Jr. ADU to main home Additon of 1200 sqft ADU at rear garage which includes garage conversion	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001680	RPPL2020005334	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/12/2020	9/10/2020	Approved	6027 Ladera Park Avenue, Los Angeles CA 90056	4019019900	Site Plan review for existing park playground renovation project	2	VIEW PARK	R-4	Recreation - Parks, playgrounds, & beaches
PRJ2020-001847	RPPL2020005841	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/25/2020	9/22/2020	Approved	5321 Deane Avenue, Los Angeles CA 90043	5007005013	1. (N) 54 SF EXPANSION OF RELOCATED KITCHEN 2. (N) 481 SF MASTER BEDROOM INCLUDING: BEDROOM - 306 SF BATHROOM - 102 SF WALK IN CLOSET - 73 SF 3. FULLY CONVERT (E) 399 SF GARAGE INTO (N) ADU. (N) ADU TO INCLUDE: 200 SF KITCHEN AND LIVING AREA 68 SF BATHROOM 92 SF BEDROOM Existing SFD is 1218 SF.	2	VIEW PARK	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001958	RPPL2020006181	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/2/2020	9/22/2020	Approved	3508 Floresta Avenue, Los Angeles CA 90043	5013006004	Adding ADU to current address.	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-002014	RPPL2020006353	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/9/2020	11/24/2020	Denied	5340 S Harcourt Avenue, Los Angeles CA 90043	5007007028	NEW DETACH 748 SQ. FT. ADU	2	VIEW PARK	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-002170	RPPL2020006819	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/22/2020	10/28/2020	Approved	5114 Deane Avenue, Los Angeles CA 90043	5013002007	ADU GARAGE CONVERSION AND ADDITION	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-002279	RPPL2020007089	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/29/2020	10/26/2020	Approved	4724 Angeles Vista Boulevard, Los Angeles CA 90043	5013012035	NEW 2ND STORY ADU ON TOP OF (E) GARAGE AND DECK	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-002351	RPPL2020007350	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/6/2020	10/28/2020	Approved	3712 Olympiad Drive, Los Angeles CA 90043	5012018010	1127.5 SF Addition (1st Floor) and 1127.5 SF Addition (2nd Floor)	2	VIEW PARK	R-1	Residential - Single-family residences
PRJ2020-002411	RPPL2020007526	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/13/2020	NULL	Hold	3752 Lorado Way, Los Angeles CA 90043	5012028002	1280 sqft	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-002433	RPPL2020006657	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/17/2020	10/14/2020	Approved	5323 S Harcourt Avenue, Los Angeles CA 90043	5007008011	CONVERT EXISTING GARAGE INTO NEW A.D.U. (360 SQFT)	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit

PRJ2020-002632	RPPL2020008163	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/29/2020	NULL	Hold	5725 Valley Ridge Avenue, Los Angeles CA 90043	5008006005	CONVERT EXISTING ENCLOSED PATIO INTO ADU, ENLARGE EXISTING GARAGE NO NEW SQ.FT.	2	VIEW PARK	R-1	Residential - Single-family residences
PRJ2020-002825	RPPL2020008782	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/16/2020	11/19/2020	Approved	4647 Presidio Drive, Los Angeles CA 90008	5011005007	CONVERSION OF A 400 S.F. GARAGE & ADDING 200 S.F. TO MAKE A 600 S.F. ADU, 1 BEDROOM, 1.5 BATHROOM	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-002903	RPPL2020008547	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/9/2020	11/19/2020	Approved	4360 Monteith Drive, Los Angeles CA 90043	5010013021	Add roof deck to previously approved family room addition at this address.	2	VIEW PARK	R-1	Void
PRJ2020-002910	RPPL2020008990	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/19/2020	11/25/2020	Approved	3621 Northland Drive, Los Angeles CA 90008	5012003013	810 sq. ft Addition	2	VIEW PARK	R-1	Residential - Single-family residences
PRJ2020-002970	RPPL2020008589	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/10/2020	11/24/2020	Approved	5165 Onacrest Drive, Los Angeles CA 90043	5009008018	Main floor Addition - (199 sq. st. - kitchen remodel, relocate bedrooms and bath - remodel kitche) ADU garage conversion Install new fiberglass pool. New attached two garage Basement bedroom addition (95 sq. ft.)	2	VIEW PARK	R-1	Void
PRJ2020-002976	RPPL2020009138	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/25/2020	NULL	New	5848 Overhill Drive, Los Angeles CA 90043	4019005003	(2) ADUs	2	VIEW PARK	R-3	Accessory - Accessory Dwelling Unit
PRJ2020-003147	RPPL2020009576	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/9/2020	NULL	New	5709 S Rimpau Boulevard, Los Angeles CA 90043	5007027010	Regional Planning Review of new Factory-Built Accessory Dwelling Unit under building permit: UNC-BLDR201201009172	2	VIEW PARK	R-2	Accessory - Accessory Dwelling Unit
NULL	RPPL2020004778	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/28/2020	NULL	Hold	1024 W 105th Street, Los Angeles CA 90044	6060018002	New house addition to an existing single family dwelling in front and new 3 story single family dwelling building in rear.	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
NULL	RPPL2020005849	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/25/2020	12/3/2020	Approved	NULL	NULL	Review of Landscaping Plans for FM 72546.	2	WEST ATHENS - WESTMONT	NULL	Void
89626	RPPL2020004325	DRP - Revised Exhibit "A"	Permits & Reviews	7/14/2020	7/27/2020	Approved	11255 S Normandie Avenue, Los Angeles CA 90044	6077017028	Cell Tower modification for ATT	2	WEST ATHENS - WESTMONT	NULL	Public - Radio & TV stations, studios, & towers
PRJ2020-000213	RPPL2020001326	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/5/2020	4/13/2020	Approved	1147 W 104th Street, Los Angeles CA 90044	6060021015	SITE PLAN REVIEW SPECIAL DISTRICTS	2	WEST ATHENS - WESTMONT	R-2	NULL
PRJ2020-000228	RPPL2020001354	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/9/2020	4/14/2020	Approved	2046 W 112th Street, Los Angeles CA 90047	6078031010	674 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-000248	RPPL2020001386	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/10/2020	6/2/2020	Withdrawn	1418 W 112th Street, Los Angeles CA 90047	6077019010	1116 sq ft ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-000294	RPPL2020001448	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/11/2020	6/22/2020	Approved	NULL	NULL	Proposed new 2-story SFR and Duplex over a 4-car garage	2	WEST ATHENS - WESTMONT	R-2	Residential - Multi-family Residences (Two-family)
PRJ2020-000328	RPPL2020001522	DRP - Zoning Conformance Review – Small Cell Wireless	Referrals & Letters	3/16/2020	3/31/2020	Approved	1359 W Century Boulevard, Los Angeles CA 90044	6056020023	5 new Verizon Wireless small cell applications on utility and light poles in the public right of way	2	WEST ATHENS - WESTMONT	C-2	Public - Radio & TV stations, studios, & towers
PRJ2020-000328	RPPL2020001522	DRP - Zoning Conformance Review – Small Cell Wireless	Referrals & Letters	3/16/2020	3/31/2020	Approved	1359 W Century Boulevard, Los Angeles CA 90044	NULL	5 new Verizon Wireless small cell applications on utility and light poles in the public right of way	2	WEST ATHENS - WESTMONT	C-2	Public - Radio & TV stations, studios, & towers
PRJ2020-000410	RPPL2020001807	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/2/2020	4/21/2020	Approved	2054 Cullivan Street, Los Angeles CA 90047	6078012010	(E) GARAGE CONVERSION TO ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-000469	RPPL2020001956	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/9/2020	5/14/2020	Approved	10517 S Budlong Avenue, Los Angeles CA 90044	6060012020	Provide (2) new ADU's to property	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000509	RPPL2020002083	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/25/2020	8/18/2020	Approved	11429 S Berendo Avenue, Los Angeles CA 90044	6079019031	Demo existing S.F.D and 2-car garage to create a (N) 4 unit 2-story structure with an attached 8-car garage at the rear. Building area 7,040 sf and new garage is 1,600 sf	2	WEST ATHENS - WESTMONT	R-3	Residential - Multi-family Residences (Apartments)
PRJ2020-000552	RPPL2020002190	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/20/2020	5/14/2020	Approved	1424 W 103rd Street, Los Angeles CA 90047	6059022005	Build a new Accessory Dwelling Unit (671 sq. ft.)in the place of existing garage	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000564	RPPL2020002231	DRP - Zoning Conformance Review – Small Cell Wireless	Referrals & Letters	4/21/2020	43943	Approved	1210 W 104th Street, Los Angeles CA 90044	6060010013	New Verizon small cell facility on replacement SCE light pole in the public right of way. The project will not include any above ground equipment.	2	WEST ATHENS - WESTMONT	R-2	Public - Radio & TV stations, studios, & towers
PRJ2020-000571	RPPL2020002235	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/22/2020	4/22/2020	Approved	1938 Van Wick Street, Los Angeles CA 90047	6078011004	(e) garage conversion to ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-000615	RPPL2020002356	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/8/2020	8/14/2020	Approved	11503 S New Hampshire Avenue, Los Angeles CA 90044	6079020047	A (n) 3-story 10 unit apartment building, of which 2 units are affordable to 80% AMI households. Pursuant to SB 35 no CUP is required for apartments in commercial zones and no parking is required for projects within 0.5 mile of transit stop - Metro Green Line Vermont Station.	2	WEST ATHENS - WESTMONT	C-2	Residential - Multi-family Residences (Apartments)
PRJ2020-000615	RPPL2020003130	DRP - Housing Permit - Administrative	Permits & Reviews	6/8/2020	8/14/2020	Approved	11503 S New Hampshire Avenue, Los Angeles CA 90044	6079020047	A (n) 3-story 10 unit apartment building, of which 2 units are affordable to 80% AMI households. Pursuant to SB 35 no CUP is required for apartments in commercial zones and no parking is required for projects within 0.5 mile of transit stop - Metro Green Line Vermont Station. No density bonus or incentives are requested.	2	WEST ATHENS - WESTMONT	C-2	Residential - Multi-family Residences (Apartments)
PRJ2020-000628	RPPL2020002424	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/30/2020	5/5/2020	Approved	11145 S Manhattan Place, Los Angeles CA 90047	6078022004	Build new 492 sf Accessory Dwelling Unit (ADU)	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit

PRJ2020-000744	RPPL2020002716	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/12/2020	5/19/2020	Approved	1518 W 104th Street, Los Angeles CA 90047	6059019023	New 29'-0" x 16'-8" detached ADU	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000773	RPPL2020002811	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/15/2020	44118	Approved	1050 W 109th Street, Los Angeles CA 90044	6076005010	NEW ADU	2	WEST ATHENS - WESTMONT	R-2	Residential - Multi-family Residences (Two-family)
PRJ2020-000781	RPPL2020002831	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/18/2020	44034	Approved	1513 W 113th Street, Los Angeles CA 90047	6077018016	1. ADD DETACHED 744 S.F. ADU CONSISTING OF TWO BEDROOM, 1 BATH, KITCHEN, LAUNDRY AND LIVING ROOM 2. EXISTING 1 CAR GARAGE TO REMAIN	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-000801	RPPL2020002881	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/19/2020	5/28/2020	Approved	11153 S Budlong Avenue, Los Angeles CA 90044	6076020023	988 sq. ft ADU (Garage converion and addition)	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000893	RPPL2020003103	DRP - Housing Permit - Administrative	Permits & Reviews	6/1/2020	8/31/2020	Approved	11001 S Vermont Avenue, Los Angeles CA 90044	6076013028	A new 5-story, 84 1-bed units (prefab) apartment building of which 21 units are affordable to 80% AMI households and will remain in supportive services pursuant to AB 2162. Requesting density bonus, reduced parking and height waivers pursuant County DB. Four residential floors above a podium parking garage with 34 standard spaces, no parking required for the 21 PSH units.	2	WEST ATHENS - WESTMONT	C-3	Residential - Multi-family Residences (Apartments)
PRJ2020-000893	RPPL2020003103	DRP - Housing Permit - Administrative	Permits & Reviews	6/1/2020	8/31/2020	Approved	11001 S Vermont Avenue, Los Angeles CA 90044	NULL	A new 5-story, 84 1-bed units (prefab) apartment building of which 21 units are affordable to 80% AMI households and will remain in supportive services pursuant to AB 2162. Requesting density bonus, reduced parking and height waivers pursuant County DB. Four residential floors above a podium parking garage with 34 standard spaces, no parking required for the 21 PSH units.	2	WEST ATHENS - WESTMONT	C-3	Residential - Multi-family Residences (Apartments)
PRJ2020-000893	RPPL2020003128	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/1/2020	8/31/2020	Approved	11001 S Vermont Avenue, Los Angeles CA 90044	6076013028	A new 5-story, 84 1-bed units (prefab) apartment building of which 21 units are affordable to 80% AMI households and will remain in supportive services pursuant to AB 2162. Requesting density bonus, reduced parking and height incentive pursuant County DB. Four residential floors above a podium parking garage with 34 standard spaces, no parking required for the 21 PSH units.	2	WEST ATHENS - WESTMONT	C-3	Residential - Multi-family Residences (Apartments)
PRJ2020-000893	RPPL2020003128	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/1/2020	8/31/2020	Approved	11001 S Vermont Avenue, Los Angeles CA 90044	NULL	A new 5-story, 84 1-bed units (prefab) apartment building of which 21 units are affordable to 80% AMI households and will remain in supportive services pursuant to AB 2162. Requesting density bonus, reduced parking and height incentive pursuant County DB. Four residential floors above a podium parking garage with 34 standard spaces, no parking required for the 21 PSH units.	2	WEST ATHENS - WESTMONT	C-3	Residential - Multi-family Residences (Apartments)
PRJ2020-000899	RPPL2020003135	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/1/2020	10/19/2020	Withdrawn	1339 W 89th Street, Los Angeles CA 90044	6047007021	Conversion of (E) detached Garage to ADU	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000915	RPPL2020003167	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/2/2020	8/12/2020	Approved	1241 W 95th Street, Los Angeles CA 90044	6056008026	We are changing the car garage to a 3 bedroom 2 bath ADU.	2	WEST ATHENS - WESTMONT	R-2	Accessory - Access to adjacent property
PRJ2020-000930	RPPL2020003200	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/3/2020	6/9/2020	Approved	1418 W 112th Street, Los Angeles CA 90047	6077019010	1116 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001006	RPPL2020003399	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/15/2020	6/23/2020	Approved	1020 W 97th Street, Los Angeles CA 90044	6056015027	New A.D.U 806.1 sq/ft. * (2-bedrooms w/ closet, 2-bathroom, living, kitchen, and laundry-closet.) * Existing 274.69 sq/ft storage to be demo. * Existing 211.25 sq/ft patio cover I to be demo. * Existing 126.66 sq/ft patio cover II to be demo.	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001052	RPPL2020003502	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/16/2020	6/29/2020	Approved	2018 Van Wick Street, Los Angeles CA 90047	6078010006	748 sq. ft addition	2	WEST ATHENS - WESTMONT	R-1	NULL
PRJ2020-001126	RPPL2020003711	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/24/2020	44061	Approved	11523 Ruthelen Street, Los Angeles CA 90047	4057021007	convert garage to adu	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001167	RPPL2020003821	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/29/2020	44054	Approved	1722 W 109th Street, Los Angeles CA 90047	6077006021	CONVERT EXISTING GARAGE to ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001196	RPPL2020003887	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/1/2020	8/10/2020	Approved	1106 W 91st Street, Los Angeles CA 90044	6047020012	proposed 1 story building - 753.15 sf ADU	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001339	RPPL2020004310	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/14/2020	9/28/2020	Approved	1242 W 93rd Street, Los Angeles CA 90044	6056005002	TWO NEW ADU'S IN EXISTING R1 LOT W/EXISTING SINGLE AND MULTI-FAMILY	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001384	RPPL2020004064	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/7/2020	44028	Approved	2115 Cullivan Street, Los Angeles CA 90047	6078003004	SCOPE OF WORK: EXISTING SINGLE FAMILY RESIDENCE TO REMAIN. EX. GARAGE 360 S.F. TO BE CONVERTED INTO AN A.D.U	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001551	RPPL2020002509	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/4/2020	8/3/2020	Approved	11034 S Western Avenue, Los Angeles CA 90047	6077010020	Building addition (3,561 s.f.) to existing building (1,423 s.f.) for self-serve laundromat total of 4,984 s.f.	2	WEST ATHENS - WESTMONT	SP-NC	NULL

PRJ2020-001602	RPPL2020004779	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/17/2020	9/24/2020	Approved	1336 W 98th Street, Los Angeles CA 90044	6056017021	Create duplex - add one new DU 2500 sf to exist SFR	2	WEST ATHENS - WESTMONT	R-2	Residential - Multi-family Residences (Two-family)
PRJ2020-001784	RPPL2020005673	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/20/2020	8/26/2020	Approved	1141 W 89th Street, Los Angeles CA 90044	6047009027	NEW ADU 2 BED I BATH 565.35 SQ FT NEW ATTACHED JR ADU 1 BED 1 BATH -472.36 SQ FT	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001811	RPPL2020005769	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/25/2020	10/26/2020	Approved	10723 S Budlong Avenue, Los Angeles CA 90044	6076002015	NEW ADU 1162 SQ FT WITH ATTACH GARAGE 400 SQ FT AND 419.00 SQ FT ADDITION TO EXISTING HOUSE.	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-002016	RPPL2020006355	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/9/2020	10/14/2020	Approved	1408 W 110th Place, Los Angeles CA 90047	6077025011	Conversion of existing 2 car garage 20x18 with an addition 17'5x22'5.	2	WEST ATHENS - WESTMONT	NULL	Accessory - Accessory Dwelling Unit
PRJ2020-002024	RPPL2020006381	DRP - Revised Exhibit "A"	Permits & Reviews	9/9/2020	44096	Approved	1713 W 108th Street, Los Angeles CA 90047	6077001018	REA for an existing WCF located behind a church tower parapet. CUP No. 2016004478.	2	WEST ATHENS - WESTMONT	R-2	Public - Radio & TV stations, studios, & towers
PRJ2020-002051	RPPL2020006486	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/13/2020	NULL	Hold	1423 W 96th Street, Los Angeles CA 90047	6055010028	TO CONVERT (E) 1-CAR-GARAGE TO ADU (217.5 SQ.FT.) AND ADU ADDITION OF (89 SQ.FT	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-002190	RPPL2020006881	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/24/2020	10/21/2020	Approved	11117 Ruthelen Street, Los Angeles CA 90047	6078026011	916 SF NEW 1-STORY DETACHED ADU.	2	WEST ATHENS - WESTMONT	NULL	Accessory - Accessory Dwelling Unit
PRJ2020-002297	RPPL2020006828	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/23/2020	44104	Approved	1219 W 121st Street, Los Angeles CA 90044	6089002016	Add new ADU 1200 S.F(4 bedrooms and 2 baths) attached with the existing two car garage	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-002314	RPPL2020007201	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/1/2020	11/25/2020	Approved	1717 W 121st Street, Los Angeles CA 90047	6090029016	CONVERT EXISTING GRAGE TO JUNIOR ACCESSORY DWELLING UNIT. 382 SQ. FT. ATTACHED	2	WEST ATHENS - WESTMONT	NULL	Accessory - Accessory Dwelling Unit
PRJ2020-002365	RPPL2020007385	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/7/2020	11/10/2020	Approved	1152 W 88th Street, Los Angeles CA 90044	6047009022	CONVERSION OF EXISTING 1316 SQUARE FOOT SINGLE STORY GARAGE INTO 2 ACCESSORY DWELLING UNITS PER 65852.2.(e)(1)(C) OF THE CALIFORNIA GOVERNMENT CODE. PROPERTY CONTAINS AN EXISTING 8 UNIT MULTIFAMILY STRUCTURE. THE TWO NEW ADUS WOULD BE 25% OF EXISTING UNITS ON THE PROPERTY	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-002373	RPPL2020007403	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/7/2020	10/28/2020	Approved	1205 W 92nd Street, Los Angeles CA 90044	6047019029	Convert existing garage into ADU.	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-002720	RPPL2020008512	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/9/2020	NULL	New	1547 W 104th Street, Los Angeles CA 90047	6059021015	- CONVERT EXISTING SINGLE FAMILY TO DUPLEX: + UNIT 1 990 SQ.FT.: (E) KITCHEN, (E) LIVING, (E) 3 BEDROOMS, (E) 2 BATHROOMS; (E) PORCH 60 SQ.FT. + UNIT 2: 1,265 SQ.FT.: (N) KITCHEN, (N) LIVING, (N) 1 BEDROOM, (N) 1 BATHROOM, (E) 2 BEDROOMS, (E) 1 BATHROOM. - NEW 1 CAR CARPORT 162 SQ.FT.	2	WEST ATHENS - WESTMONT	R-2	Residential - Multi-family Residences (Two-family)
PRJ2020-002771	RPPL2020008614	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/10/2020	11/30/2020	Approved	11209 S Harvard Boulevard, Los Angeles CA 90047	6077012005	Convert existing non attached garage into ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-002912	RPPL2020008995	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/19/2020	NULL	Hold	1544 W 111th Street, Los Angeles CA 90047	6077022004	725.82 SQFT To SFR	2	WEST ATHENS - WESTMONT	R-1	Residential - Single-family residences
PRJ2020-002935	RPPL2020009052	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/23/2020	NULL	New	1500 W 101st Street, Los Angeles CA 90047	6059025001	CONSTRUCTION OF 2 NEW ONE STORY ADUs OF 890 S.F. & 840 S.F. & DEMOLISHING OF A EXISTING 625 S.F. CARPORT	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-002981	RPPL2020008612	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/10/2020	11/25/2020	Approved	1462 W 112th Street, Los Angeles CA 90047	6077019001	Convert existing detached garage to ADU with 217 sq. ft. addition	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-002991	RPPL2020009159	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/25/2020	NULL	Open	1409 W 105th Street, Los Angeles CA 90047	6059020007	(E) Garage to be converted to (N) ADU	2	WEST ATHENS - WESTMONT	C-2	Accessory - Accessory Dwelling Unit
PRJ2020-003007	RPPL2020009224	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/30/2020	NULL	New	1950 W Imperial Highway, Los Angeles CA 90047	4057017011	converting 4 car garage into 2- 1bedroom units unit 1 approximately 430 sqft unit 2 approximately 420 sqft	2	WEST ATHENS - WESTMONT	R-3	Accessory - Accessory Dwelling Unit
PRJ2020-003144	RPPL2020009571	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/9/2020	NULL	New	10214 S Wilton Place, Los Angeles CA 90047	6058002027	Regional Planning Review of new Factory-Built Accessory Dwelling Unit under building permit: UNC-BLDR201015007808	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-003146	RPPL2020009574	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/9/2020	NULL	New	10306 S Wilton Place, Los Angeles CA 90047	6058011010	Regional Planning Review of new Factory-Built Accessory Dwelling Unit under building permit: UNC-BLDR201015007810	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
R2004-00198	RPPL2020007852	DRP - Revised Exhibit "A"	Permits & Reviews	10/21/2020	NULL	New	10410 S Western Avenue, Los Angeles CA 90047	6059009023	Revised Exhibit A	2	WEST ATHENS - WESTMONT	C-2	Public - Radio & TV stations, studios, & towers
R2004-00198	RPPL2020007852	DRP - Revised Exhibit "A"	Permits & Reviews	10/21/2020	NULL	New	10410 S Western Avenue, Los Angeles CA 90047	6059009023	Revised Exhibit A	2	WEST ATHENS - WESTMONT	R-2	Public - Radio & TV stations, studios, & towers

R2005-00127	RPPL2020009547	DRP - Conditional Use Permit	Permits & Reviews	12/9/2020	NULL	New	11100 S Western Avenue, Los Angeles CA 90047	6077011039	Continue operating existing school with 19 classrooms plus support space (library, offices, etc.). No new construction, additional square footage or increase in enrollment is proposed. School expanded operations to adjacent parcel with the addition of 10 classrooms. No CUP required for adjacent parcel. All parking to be located on adjacent parcel. School will be providing more than required parking. The properties recorded a covenant to hold both parcels as one.	2	WEST ATHENS - WESTMONT	C-3-DP	Cul/Edu/Ins - Schools, grades K-12

Los Angeles County Cumulative Project List, provided December 10 2020 to update list from March 2, 2020 by Nicole Leung <NLeung@planning.lacounty.gov>

Attachment C

Cumulative Project List – City of Los Angeles Department of Transportation

CLATS

Case Logging and Tracking System

RELATED PROJECTS

Centroid Info:
PROJ ID: 42461
Address: 5101 S OVERHILL DR
VIEW PARK, CA 90043
Lat/Long: 33.9956, -118.358

Buffer Radius: 2 mile

Search

Column

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

Record Count: 12 | Record Per Page: All Records

Results generated since: (12/8/2020 2:18:50 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Do not show in Related Project	Distance (mile)	Trip Info
49540	Metro	MTR	8	2020	Hyde Park Multi-Family Project	742 Multi Family Apartments(641 market rate and 141 affordable units)	3130 W Slauson Ave	07/16/2020	☐	1.8	Land_Use: Apartments; Unit_ID: Total Units; size: 782; Net_AM_Trips: 172; Net_PM_Trips: 184; Net_Daily_Trips: 2492; NetAMIn: 58; NetAMOut: 114; NetPMIn: 105; NetPMOut: 79 — **172 / 184 / 2492 / 58 / 114 / 105**
48423	Metro	MTR	10	2019	4242 Crenshaw MU	124 apts & 5.75ksf retail	4242 S CRENSHAW BL	06/05/2020	☐	1.6	Land_Use: Apartments; Unit_ID: Total Units; size: 113; Net_AM_Trips: 28; Net_PM_Trips: 34; Net_Daily_Trips: 578; NetAMIn: 3; NetAMOut: 25; NetPMIn: 23; NetPMOut: 11 Retail; S.F. Gross Area; 6000 Other; Total Units; 11 **28 / 34 / 578 / 3 / 25 / 23** **23**
46346	Westchester	CTC	11	2017	New Smart & Final Supermarket	New Smart & Final Ground Up 22,590 sf Construction on Vacant Pkg. Lot	6855 S La Cienega Bl	01/12/2018	☐	1.5	Land_Use: Retail; Unit_ID: S.F. Gross Area; size: 22590; Net_AM_Trips: 42; Net_PM_Trips: 148; Net_Daily_Trips: 1520; NetAMIn: 25; NetAMOut: 17; NetPMIn: 74; NetPMOut: 74 — **42 / 148 / 1520 / 25 / 17 / 74**
46639	Westchester	CTC	11	2017	Chick-fil-A Fast Food Restaurant	new Fast Food Restaurant with Drive Thru Window (4,642 sf Chick-Fil-A)	5208 W CENTINELA AV	03/30/2018	☐	1.5	Land_Use: Other; Unit_ID: S.F. Gross Area; size: 4642; Net_AM_Trips: 93; Net_PM_Trips: 74; Net_Daily_Trips: 1093; NetAMIn: 47; NetAMOut: 46; NetPMIn: 38; NetPMOut: 36 — **93 / 74 / 1093 / 47 / 46 / 38**
46634	Metro	MTR	10	2017	Residential	111 apts	4252 S CRENSHAW BL	03/12/2018	☐	1.6	Land_Use: Apartments; Unit_ID: Total Units; size: 110; Net_AM_Trips: 19; Net_PM_Trips: 20; Net_Daily_Trips: 372; NetAMIn: -1; NetAMOut: 20; NetPMIn: 16; NetPMOut: 4 — **19 / 20 / 372 / -1 / 20 / 16**
~~45745~~	~~Metro~~	~~MTR~~	~~10~~	~~2017~~	~~MLK Jr Charter Middle School~~	charter middle school, [illegible] students	[illegible] Martin Luther King Jr Blvd	08/09/2017	☐	1.7	Land_Use: School; Unit_ID: Persons; size: 500; Net_AM_Trips: 344; NetAMOut: 134; NetPMIn: 31; NetPMOut: 41 — **344 / 210 / 134 / 31** — already built
42000	Metro	MTR	10	2014	The Metro at Buckingham	130 SENIOR HOUSING	4018 S BUCKINGHAM RD	04/30/2014	☐	1.5	Land_Use: Other; Unit_ID: Total Units; size: 130; Net_AM_Trips: 26; Net_PM_Trips: 33; Net_Daily_Trips: 447; NetAMIn: 10; NetAMOut: 16; NetPMIn: 18; NetPMOut: 15 — **26 / 33 / 447 / 10 / 16 / 18**
42695	Metro	MTR	8	2014	Apartments	127 Apartments	3831 W STOCKER ST	06/25/2015	☐	1.3	Land_Use: Apartments; Unit_ID: Total Units; size: 127; Net_AM_Trips: 52; Net_PM_Trips: 69; Net_Daily_Trips: 710; NetAMIn: 4; NetAMOut: 48; NetPMIn: 50; NetPMOut: 19 — **52 / 69 / 710 / 4 / 48 / 50 / 19**
~~41433~~	~~Metro~~	~~MTR~~	~~8~~	~~2013~~	~~Charter School~~	K-8 School [illegible] students	5311 S CRENSHAW BLVD	08/26/2013	☐	1.5	Land_Use: School; Unit_ID: Enrollment; size: 990; Net_AM_Trips: 119; NetAMOut: 57; NetPMIn: [illegible]; NetPMOut: [illegible] — **119 / 62 / 57 / 0** — already built

40221	Metro	MTR	8	2012	Baldwin Hills/Crenshaw Plaza	Baldwin Hills/Crenshaw Plaza Mixed-use Development	3650 W MARTIN LUTHER KING JR BLVD	12/31/2013	1.7

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Apartments	Total Units	410							
Condominiums	Total Units	551							
Other	Rooms	400							
Office	S.F. Gross Area	148000							
Other	S.F. Gross Area	50000							
Other	Seats	2823							
Retail	S.F. Gross Area	978251							
Other	S.F. Gross Area	44052							
Other	Other		875	1333	13512	447	428	665	668
			875	**1333**	**13512**		**447**	**428**	**665**

40357	Metro	MTR	8	2012	Kaiser Permanente MOB Baldwin Hills Crenshaw	KP Medical Office Building 105,000GSF	3900 W MARTIN LUTHER KING JR BLVD	07/12/2013	1.6

Land_Use	Unit_ID	size	Net_A	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Other	S.F. Gross Area	105000	188		40	63	165
			188		**148**	**40**	**63**

already built

35502	Metro	MTR	8	2010	South LA Redevelopment 1C	50 KSF Office, 200 Condos, 3600 Student College	3900 W Martin Luther King Jr Bl	12/20/2010	1.6

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Office	S.F. Gross Area	50000							
Condominiums	Total Units	200							
Other	Enrollment	3600	473	446	4008	368	104	271	175
			473	**446**	**4008**		**368**	**104**	**271**

Attachment D

Cumulative Project List – City of Inglewood Planning Division

Cumulative Project List
City of Inglewood

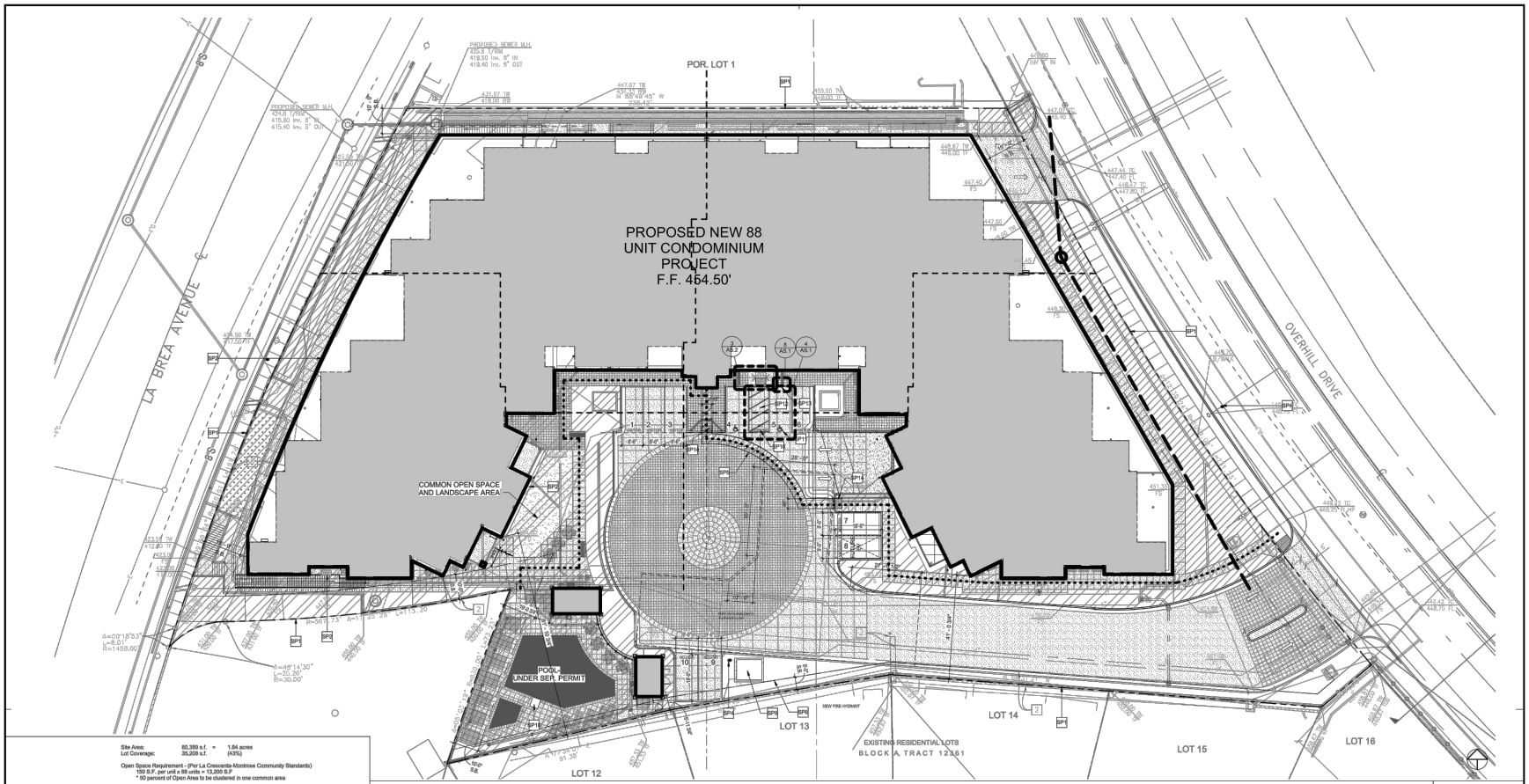
ADDRESS	PROJECT DESCRIPTION	PROJECT TYPE	MOST RECENT ENTITLEMENT	DATE OF SUBMITTAL/ AGREEMENT APPROVAL
721 N. La Brea Avenue	To demolish 1,210 s.f. and add 1,312 s.f. to an existing commercial building	Commercial Building	Site Plan Review	6/6/2016
329 E. Hazel Street	To allow the development of 4-unit Condo with 10 parking spaces per SP-1229	Condominiums	Site Plan Review	5/13/2016
2616-2878 W. Imperial Highway	Renovation and adding 13,000 s.f., façade and parking lot Improvement of an existing shopping center	Shopping Center Addition	Site Plan Review	1/14/2016
501 E. 99th Street	12 new condominiums	Condominiums	Site Plan Review	11/4/2015
704 N. Market Street	12 new residential apartment units	Apartments	Site Plan Review	9/16/2015
664 E. Manchester Terrace	Four (4) new residential condominiums	Condominiums	Site Plan Review	8/20/2015
844 N. Centinela Avenue	Four (4) new residential apartment units	Apartments	Site Plan Review	8/12/2015
125 E. Spruce Avenue	Seven (7) new apartment units with semi-subterranean parking.	Apartments	Site Plan Review	6/15/2015
279 W. Beach Avenue	To allow development of 190 parking spaces	Parking Lot	Site Plan Review	5/5/2015
573 1/2 E. Hyde Park Place	Construct three townhomes with 6 enclosed parking spaces.	Townhomes	Site Plan Review	2/11/2015
333 N. Prairie Avenue	PAD to allow construction of 226 townhome units at the former Daniel Freeman site.	Townhomes	Site Plan Review	5/30/2017
408 E. Warren Lane	New 2 story 2,542 s.f. commercial building	Commercial Building	Site Plan Review	1/14/2019
205 N Market Street	243 Units; 55,000 s.f. retail	Mixed-Use Project	Site Plan Review	3/14/2017
555 W. Hardy Street	1. West Tower: Upgrades including the remodel of the main building entrance and the south elevation and seismic upgrades in compliance with SB 1953. 2. Electrical Upgrade: A campus-wide electrical upgrade that includes construction of a new 5,900 s.f. repair shop building and 4,200 s.f. electrical yard with three emergency generators and a 16,000 gallon underground fuel tank for 72 hour emergency power at the northeast corner of the campus on Flower Street. 3. Emergency Department: A new 2,400 s.f. addition and redesigned front entrance to the Emergency Department including new admitting, triage, and waiting areas, and expanding the capacity of the Emergency Department by eight beds (total of 52 beds). 4. Loading and Delivery Areas: Other upgrades that includes the demolition of two building (totaling 6,200 s.f.), the partial demolition of a 4,670 s.f. building, addition, or rehabilitation of various buildings and relocation of the delivery and loading areas from the emergency room area to the rear of the campus.	Centinela Hospital	Site Plan Review	1/20/2017
1050 S. Prairie Avenue	80,000-seat sport stadium; 6,000-seat performance venue; 2,500 du; 890,000 s.f. retail; 780,000 s.f. office; 120,000 s.f. casino, 300-room hotel;	Hollywood Park Project	Development Agreement	10/16/2008
417-433 Centinela Avenue	116-Unit Apartment Project	Apartments	Site Plan Review	4/17/2017
3660 W. 107th Street	New 3 Dwelling Units with 6 car garage	Residental Project	Site Plan Review	6/13/2017
614 E. Hyde Park Boulevard	18-Bed Congregate Living Facility	Congregate Care	Site Plan Review	3/5/2018
921 N. Edgewood Street	38-Unit Apartment	Apartments	Site Plan Review	1/23/2018
113-133 Plymouth Street	20-Unit Townhome Development	Townhomes	Site Plan Review	7/1/2019
101,125,139,140,150 Market Street	50 dwelling units, 40,000 s.f. retail, and 150 parking spaces	Retail Space	Exclusive Negotiating Agree	9/25/2018
11111 S. Prairie Avenue	120-Room Hotel	Hotel Project	Site Plan Review	11/16/2018
Prairie Avenue/Century Boulevard	18,500-seat basketball venue with associated ancillary uses including 4,129 parking spaces	Murphy Bowl Project (Clippers)	Design Review	10/28/2020
Imperial Highway/Crenshaw Boulevard	Transit Oriented Development Plan, 1/2 mile around Imperial x Crenshaw intersection	Imperial/Crenshaw TOD	City Council Agreement	12/15/2020
Florence Avenue/Hindry Avenue	Transit Oriented Development Plan, 1/2 mile around Westchester/Veterans Station	Westchester/Veterans TOD	City Council Agreement	12/15/2020
1050 S. Prairie Avenue	Approximately 5,750,000 s.f. of commercial use	Hollywood Park Phase	Plot Plan Review	8/14/2018
961 E 68th Street	3 Unit detached Condominium Development	Condominium Development	Site Plan Review	8/2/2018
411 E Hazel Street	18 Unit Multi Family Building	Multi Family Development	Site Plan Review	3/8/2018
222 W Spruce Avenue	10 Unit Multi Family Buidling- 1 affordable unit	Multi Family Development	Site Plan Review	3/12/2018
819 E La Palma Drive	5 Unit Multi Family Building with affordable units	Multi Family Development	Site Plan Review	4/3/2018
417 N Market Street	12 Unit Condominium Development	Condominium Development	Site Plan Review	4/10/2018
814 N Market Street	18-Bed Congregate Living Facility	Congregate Living Facility	Site Plan Review	10/24/2019
101 S La Brea	Los Angeles Philharmonic Association - Youth Orchestra Program that will serve students 6 - 18 yrs. The development includes Exterior and Interior improvements of an existing 25,000 sq. ft. buidling.	Los Angeles Philharmonic Association - Youth Orchestra Program	Site Plan Review	8/15/2018
3920 W 108th Street	3 Unit Apartment Building	Apartment Building	Site Plan Review	5/2/2018
943-959 W Hyde Park Boulevard	5 Story Self Storage Facility	Self Storage Facility	Site Plan Review	5/1/2018
3320 W 85th Street	SUP to allow a Pad for 65 unit senior mixed-use development	Planned Assembly Development	Special Use Permit	10/20/2019
1050 S Prairie	Intermodal Transportation Facility	Plot Plan Review	Plot Plan Review	9/12/2019
332 Stepney	An 8-unit multi-family building with 3 affordable housing units	Multi Family Development	Preliminary Site Plan Reivev	9/5/2019
336 W Hillcrest Boulevard	A 65 unit mixed use development, adaptive reuse of office building	Mixed-Use Project	Site Plan Review	4/27/2020
3700 102nd Street	A 5 story 79,415 sq-ft self storage facility	Commercial Building	Preliminary Site Plan Reivev	6/10/2019
423 E Warren Lane	44 units with 5 V.L.I. units	Multi Family Development	Preliminary Site Plan Reivev	5/14/2019
3820 W 102nd Street	A 300 room, 14-story hotel with 349 parking spaces	Hotel Project	Preliminary Site Plan Reivev	11/25/2019
715 N Marlborough Avenue	The conversion of 3 offices into residential units with one affordable unit	Multi Family Development	Site Plan Review	5/2/2019
220 E Hazel Street	A 7,161 sq-ft, 4 unit apartment building with subterranean parking for 7 vehicles	Multi Family Development	Site Plan Review	7/23/2019
970 W Manchester Boulevard	1,800 sq-ft car/bus wash and above ground fueling station within a car rental site	Commercial Building	Site Plan Review	5/24/2019
1013 E La Palma Drive	A 3-story apartment units with on grade parking.	Multi Family Development	Site Plan Review	5/10/2019
608 E Queen Street	A 4-unit apartment building and parking	Multi Family Development	Site Plan Review	1/22/2019
455 N Prairie Avenue	A 6,530 square foot, two story medical office building	Commercial Building	Site Plan Review	4/25/2019
335 Glasgow Avenue	A auto rental facility	Commercial Building	Site Plan Review	2/13/2019
1001 N Welton Way	A new 11-unit apartment building	Multi Family Development	Site Plan Review	2/11/2019
1031 Manchester Boulevard	A restaurant with outdoor dining for existing brewery	Commercial Building	Special Use Permit	2/1/2019
408 E Warren Lane	A new 2-story commercial office/warehouse	Commercial Building	Site Plan Review	1/14/2019

Cumulative Project List
City of Inglewood

ADDRESS	PROJECT DESCRIPTION	PROJECT TYPE	MOST RECENT ENTITLEMENT	DATE OF SUBMITTAL/ AGREEMENT APPROVAL
527 E Hyde Park Boulevard	21-unit, 4-story building with two affordable units	Multi Family Development	Site Plan Review	6/22/2018
230 W Arbor Vitae	A new 899 square-foot fast food restaurant building	Site Plan Review	Site Plan Review	12/20/2019
814 N Market Street	A new 12 unit, 5,163 sq-ft congregate health, residential care facility	Site Plan Review	Site Plan Review	10/24/2019
716 W Beach Ave	42,745 sq-ft, 42 unit multi family apartment (41 affordable units) 716-730 W Beach Ave.	Preliminary SPR	Site Plan Review	7/9/2020
317 S La Brea	311 Units (32 affordable and 5 live-work units); 22,000 sf commercial/retail; 361 parking spaces	Mixed-Use Project	Exclusive Negotiating Agree	Pending
11227 S Prairie Avenue	400 Units	Multi Family Development	Exclusive Negotiating Agree	11/19/2019
201 N La Brea Avenue	144 units (14 affordable); 72 parking spaces	Multi Family Development	Site Plan Review	7/13/2020
Florence Avenue/La Brea Avenue	New full motion, electronic billboard in ROW	Billboard	City Council Agreement	12/2/2020
Manchester Boulevard/Crenshaw Boulev	New full motion, electronic billboard in ROW	Billboard	City Council Agreement	12/4/2020
Century Boulevard/Club Drive	New full motion, electronic billboard in ROW	Billboard	City Council Agreement	12/5/2020
4041 W Century Boulevard	145 room, 6-story hotel with 125 parking spaces	Hotel Project	Preliminary Site Plan Reivew	3/9/2020
Citywide	Inglewood Transit Connector	Transportation Project	City Council Agreement	Pending
334 Stepney	4-Unit Condominium Development	Condominium Development	Special Use Permit	3/26/2020
616-620 99th Street	20-unit affordable Housing Development w/ 32 parking spaces (Number of affordable unit undetermined)	Multi Family Development	Preliminary Site Plan Review	9/24/2020
738 Venice Way	A 9-unit affordable Housing Development w/ 23 parking spaces (Number of affordable unit undetermined)	Multi Family Development	Preliminary Site Plan Review	10/8/2020
Citywide	Short Term Rentals Zoning Code Amendment	Zone Code Amendment	Pending/Under Review	11/24/2020
923 Redondo Blvd	PR to construct a 4-story mixed-use building with 101 apartment units.	Multi Family Development	Site Plan Review	7/19/2018

Last Updated: December 15, 2020

Attachment B
Figures 1 – 11



Site Plan

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

Site Tabulations

Site Area: 80,389 s.f. = 1.84 acres
Lot Coverage: 38,208 s.f. (43%)

Open Space Requirement - (Per La Crescenta-Montrose Community Standards)
150 S.F. per unit x 88 units = 13,200 S.F
* 50 percent of Open Area to be clustered in one common area

Open Space Provided: 15,861 s.f.

Landscaping Area: 16,671 s.f.

Bicycle Parking Spaces Provided:	Short-Term	Long Term
Level 1	8 spaces	
Basement 1		49 spaces
Total Bicycle Spaces	58 spaces	

Parking Requirements: 2.25 spaces per unit x 88 units = 198 spaces
(2.0 x 88 units = 176 assigned; 0.25 x 88 units = 22 visitor)

Parking Provided:	Standard	Accessible	Future EV
Level 1	10 spaces	2 spaces	1 space
Basement 1	66 spaces	3 spaces	2 spaces
Basement 2	91 spaces	2 spaces	3 spaces
Basement 3	35 spaces	0 space	1 space

Total Parking Spaces: 198 spaces (176 assigned + 22 visitor)
(Accessible spaces): Assigned = 176 x 0.02 = 4
Visitors = 22 x 0.09 = 2)

Dwelling Unit Density - (Per Section 22.20.390)
Dwelling Unit Maximum 50 Units per "Net Acre"

Gross Lot Area: 80,389 s.f.
Easements: 3,152 s.f.

Total Net Acreage: 77,237 s.f. (1.773 acres)

Allowable Dwelling Units: 1.773 acres x 50 Units = 88 Units
Habitable living area: 139,281 s.f.
Above ground gross floor area: 154,030 s.f.

FAR: Above ground gross floor area / Total lot area = 154,030 / 80,389 = 1.92

Excluded from Gross floor area:
- total basement parking/ramps: 79,837 s.f.
- total unenclosed decks: 15,730 s.f.

Maximum Building Height Area - (Per Section 22.52.050)
The Floor Area in all the buildings on any one parcel of land shall not exceed 13 times the building area of such parcel of land.

Subtract the required open space, setbacks and surface parking are to be excluded from the total land area

Total Land Area: 80,389 s.f.

Net Area Deductions:	
Required Open Space:	6,600 s.f.
Building Setbacks:	14,949 s.f.
Surface Parking:	8,084 s.f.
Total Net Area Deductions:	30,633 s.f.

Buildable Area: 80,389 - 26,633 = 53,756 s.f.

Allowable Buildable Area: 53,756 s.f. x 13 = 698,828 s.f.

Maximum Allowable Stories: 13 Stories

Site Plan Keynotes

SP1	PROPERTY LINE, TYPICAL
SP2	BUILDING FOOTPRINT
SP4	NEW FIRE HYDRANT
SP5	ACCESSIBLE PATH OF TRAVEL - SEE PATH OF TRAVEL NOTES
SP6	BUILDING SETBACK LINE
SP9	TRANSFORMER ON CONC. PAD
SP10	PAINT 12" HIGH LETTERS "NO PARKING" AT LOADING / UNLOADING ACCESS AISLE - SEE 4/AS.1
SP11	36" SQ. INTERNATIONAL SYMBOL OF ACCESSIBILITY PER 1109A.8.8.2
SP12	VAN ACCESSIBLE PARKING SPACE w/ 8 FT. WIDE ACCESS AISLE - SEE 4/AS.1
SP13	POLE OR WALL MOUNTED VAN ACCESSIBLE SIGN - SEE 8/AS.1
SP14	MIN. 36" WIDE DETECTABLE WARNING MAT - SEE 3/AS.1
SP16	PROVIDE PORTABLE ASSISTIVE SWIMMING POOL LIFT DEVICE PER CBC 1141A.3- REFER TO F/AS.1

Site General Notes

THIS ARCHITECTURAL SITE PLAN IS PROVIDED FOR OVERALL SITE REFERENCE AND LOCATION OF ITEMS INCLUDED IN THIS SET OF PLANS. IT IS NOT INTENDED TO BE USED FOR THE CONSTRUCTION OF ANY SITE IMPROVEMENTS, SEE PLANS BY CIVIL ENGINEER AND LANDSCAPE ARCHITECT FOR ALL SITE IMPROVEMENTS.

THIS SITE PLAN IS FOR BUILDING DEPARTMENT USE ONLY. ALL DIMENSIONS SHOWN ARE APPROXIMATE. SEE PLANS PREPARED BY CIVIL ENGINEER FOR EXACT BUILDING LOCATIONS, CURBS, STREETS, DRIVEWAYS, UTILITIES, GRADING, ETC. SEE PLANS FROM LANDSCAPE ARCHITECT FOR SIDEWALKS, POOLS, HARDSCAPE, LANDSCAPE, FENCING, ETC.

SEE CIVIL DRAWINGS FOR LOT LINE DIMENSIONS AND GRADING.

ALL SITE DIMENSIONS AND SITE ELEVATIONS SHOWN ON SITE PLAN ARE FOR REFERENCE ONLY. ALL ELEVATIONS SHOWN ARE TO FINISH SURFACE U.N.O. CIVIL DRAWINGS TAKE PRESCEDENCE OVER ARCHITECTURAL DRAWINGS FOR SITE DIMENSIONS AND SITE ELEVATIONS.

SURFACE WATER WILL DRAIN AWAY FROM BUILDING. THE GRADE SHALL BE A MINIMUM OF 5% WITHIN THE FIRST 10 FEET (2% FOR IMPERVIOUS AREA). REFER TO CIVIL DRAWINGS FOR GRADES.

STORM WATER MANAGMENT PER CIVIL

THE DISCHARGE OF ANY POLLUTANTS TO ANY STORM DRAINAGE SYSTEM IS PROHIBITED. NO SOLID WASTE, PETROLEUM BYPRODUCTS, SOIL PARTICULATE, CONSTRUCTION WASTE MATERIALS, OR WASTE WATER GENERATED ON CONSTRUCTION SITES OR BY CONSTRUCTION ACTIVITIES SHALL BE PLACED, CONVEYED OR DISCHARGED INTO THE STREET, GUTTER OR STORM DRAIN SYSTEM.

ALL CONTOURS SHOWN INDICATE EXISTING GRADES.

HOUSE ADDRESS IS TO BE LOCATED SO THAT THE NUMBER IS VISIBLE AND LEGIBLE FROM THE STREET.

FOOTING AT TREE LOCATIONS MUST BE BOARD FORMED TO ELIMINATE BOIL OVER AND ALL EXTRANEOUS CONCRETE MUST BE REMOVED FROM THE SITE.

ALL DOWNSPOUT (D.S.) LOCATIONS TO BE VERIFIED WITH EXTERIOR ELEVATIONS. ELEVATIONS TAKE PRECEDENT.

ALL ROOF AND DECK DRAINS SHALL CONNECT TO UNDERGROUND STORM DRAIN SYSTEM.

AUTOMATIC IRRIGATION SYSTEM CONTROLLERS INSTALLED AT THE TIME OF FINAL INSPECTION SHALL BE WEATHER OR SOIL MOISTURE CONTROLLED THAT ADJUST IRRIGATION IN RESPONSE TO CHANGES IN WEATHER CONDITIONS.

PREVENT IRRIGATION SPRAY ON STRUCTURES.

THERE SHALL BE NO TRENCHES OR EXCAVATIONS 5 FEET OR MORE IN DEPTH INTO WHICH A PERSON IS REQUIRED TO DESCEND, OR OBTAIN A NECESSARY PERMIT FROM STATE OF CALIFORNIA, DIVISION OF INDUSTRIAL SAFETY PRIOR TO THE ISSUANCE OF A BUILDING OR GRADING PERMIT.

PEDESTRIANS SHALL PROTECTED DURING CONSTRUCTION, REMODELING AND DEMOLITION ACTIVITIES AS REQUIRED BY LA COUNTY BUILDING CODE CHAPTER 33.

Path of Travel Notes

1. SLOPE IN ACCESSIBLE PARKING STALL AND LOADING AREA SHALL NOT EXCEED 2% WITH 2% CROSS SLOPE.
2. SLOPE AT PATH OF TRAVEL SHALL NOT EXCEED 5% WITH 2% CROSS SLOPE.
3. LANDING AT DOORS IN DIRECTION OF DOOR SWING (BY WIDTH OF DOOR) SHALL NOT EXCEED 2% WITH 2% CROSS SLOPE.

NOTE:
REFER TO OPEN SPACE EXHIBIT ON CIVIL PLANS FOR OPEN SPACE REQUIREMENTS

Site Legend

OUTLINE OF NEW BUILDING FOOTPRINT

PROPERTY LINE

BUILDING SETBACK LINE

ACCESSIBLE PATH OF TRAVEL- 2% MAX CROSS SLOPE

Michael Luna & Associates

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Suite A,
San Clemente, California 92673
Phone: (949) 429-5330
Fax: (949) 492-6340

Architect

The Bedford Group
12400 Wilshire Blvd. Suite 850
Los Angeles, CA 90025
P. 310.568.8800

Applicant

Project

Construction Documents

"The View"

5101 South Overhill Drive
Los Angeles, CA 90043

APN: 500-9007-022

Sheet Title

Architectural Site Plan

Stamp

Project No.	1420
Plot Date	05.16.22
B.O. Submittal	
Bld Issue	
Const. Issue	
Revision	
Revision	
Revision	
Revision	

A1.0

Sheet No.

May 17, 2022 - 3:33pm mpopovic P:\300 Environmental\412412 The View Residential Project\DUDEK WORK PRODUCTS\DOCUMENTS\Transportation\Graphics\AutoCAD files\June 2020\TheView_091820_BaseFigures.dwg Layout: Fig1-SitePlan

SOURCE: Michael Luna & Associates, 2022.

DUDEK

NOT TO SCALE

FIGURE 1

Project Site Plan

The View Residential Project at 5101 S. Overhill Drive



SOURCE: Google Maps 2018

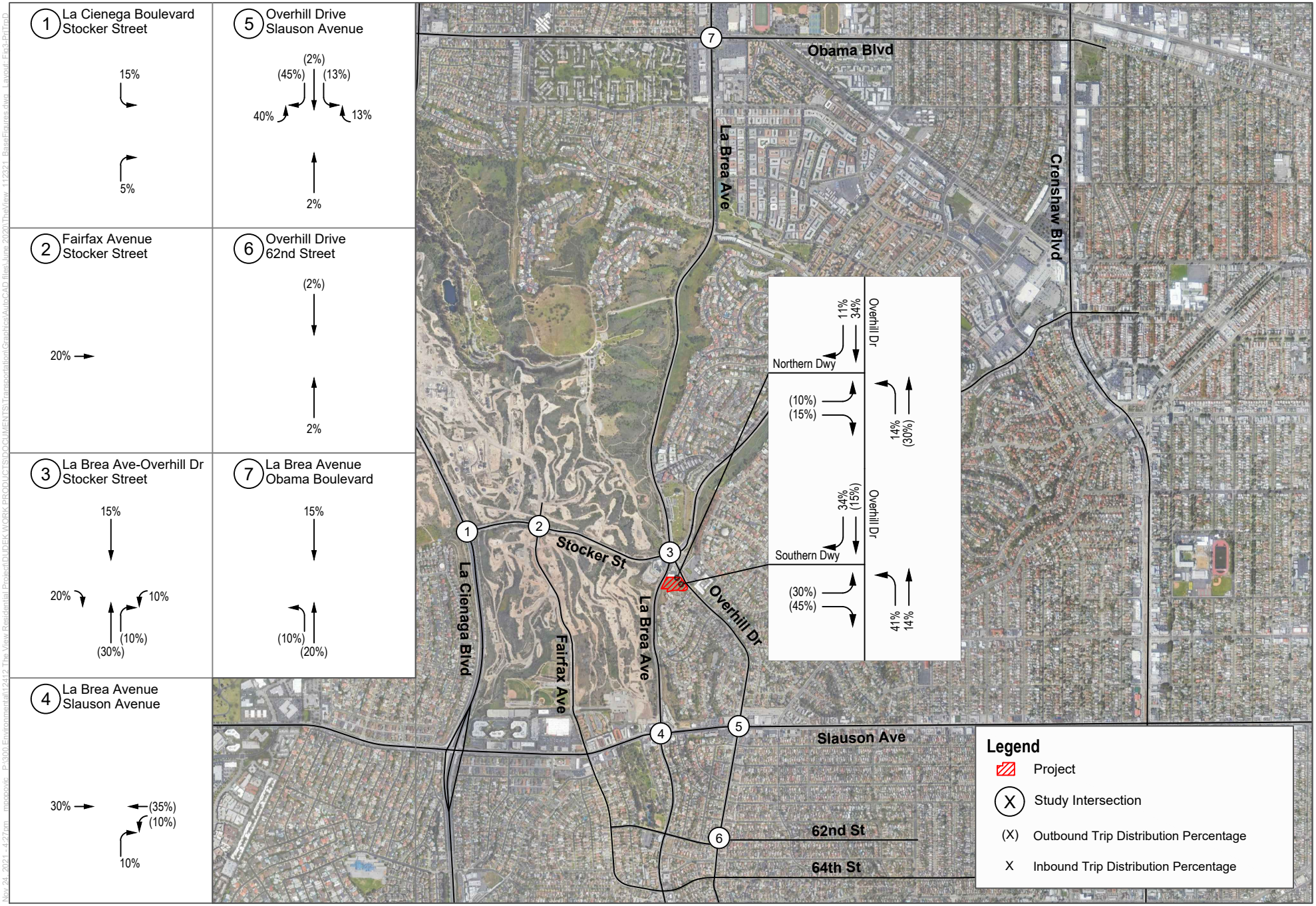
DUDEK

Not to Scale

FIGURE 2

Project Location and Study Area

The View Residential Project at 5101 S. Overhill Drive



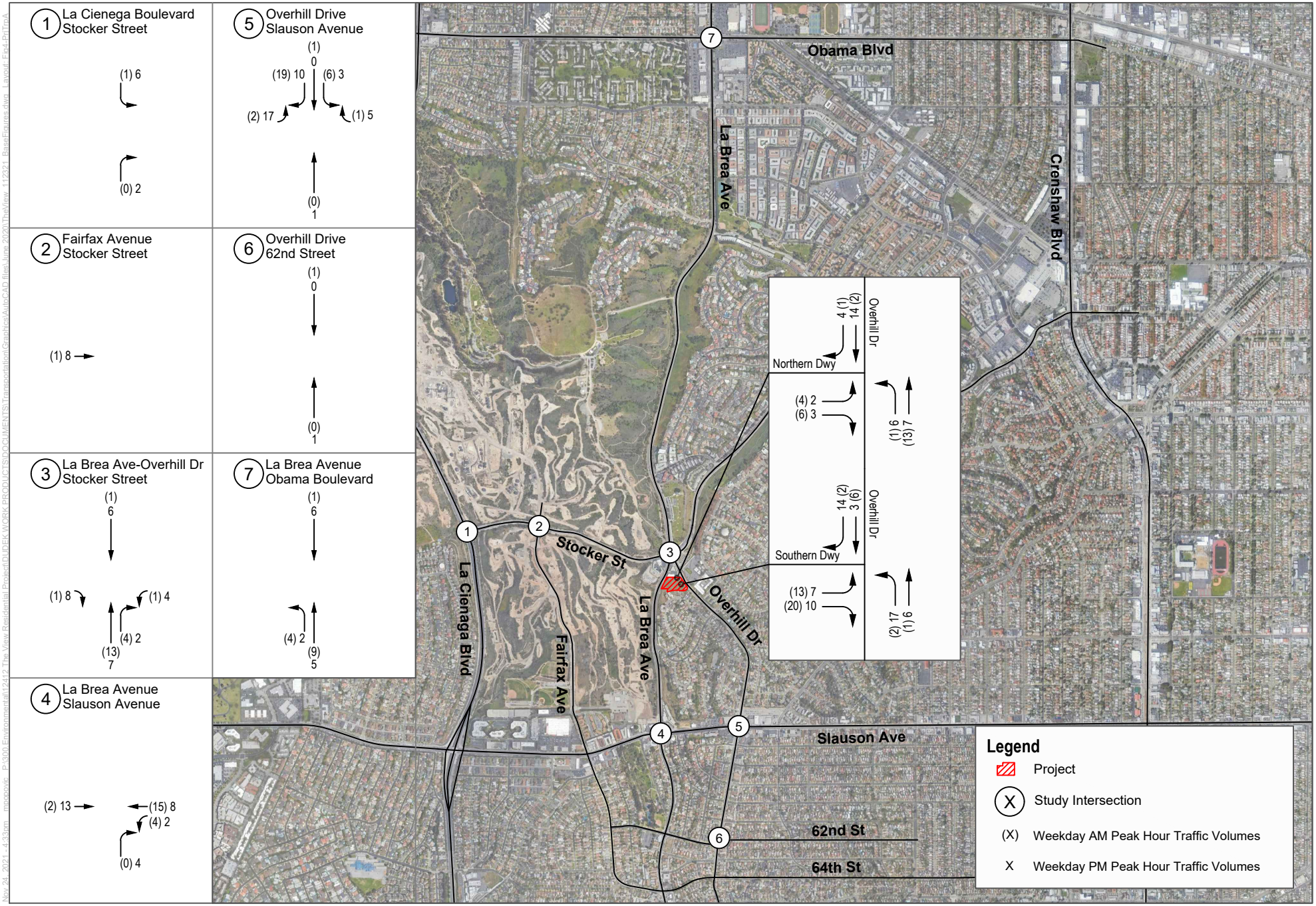
SOURCE: Google Maps 2018

DUDEK Not to Scale

FIGURE 3

Project Trip Distribution

The View Residential Project at 5101 S. Overhill Drive



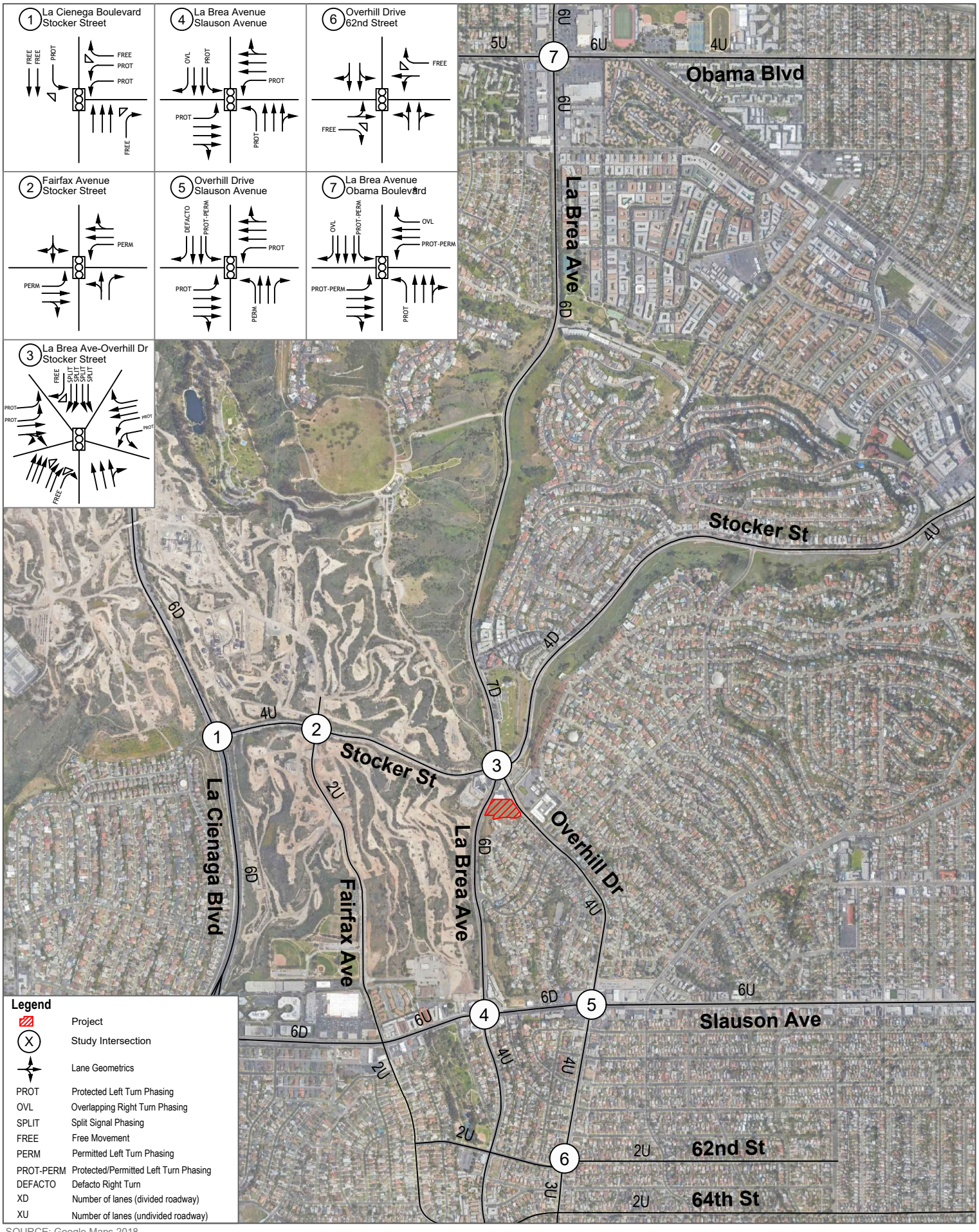
SOURCE: Google Maps 2018

DUDEK Not to Scale

FIGURE 4

Project Trip Assignment

The View Residential Project at 5101 S. Overhill Drive



SOURCE: Google Maps 2018

DUDEK Not to Scale

Figure 5

Existing Traffic Control and Geometrics

The View Residential Project at 5101 S. Overhill Drive

Nov 24, 2021 - 4:41pm mpajovic P:\30b\Environmental\12412 The View Residential Project\DUDEK WORK PRODUCTS\DOCUMENTS\Transportation\Graphics\AutoCAD files\June 2020\TheView_112321_BaseFigures.dwg Layout: Fig5-Geo



SOURCE: Google Maps 2018

DUDEK

Not to Scale

FIGURE 6

Existing Traffic Volumes

The View Residential Project at 5101 S. Overhill Drive



SOURCE: Google Maps 2018

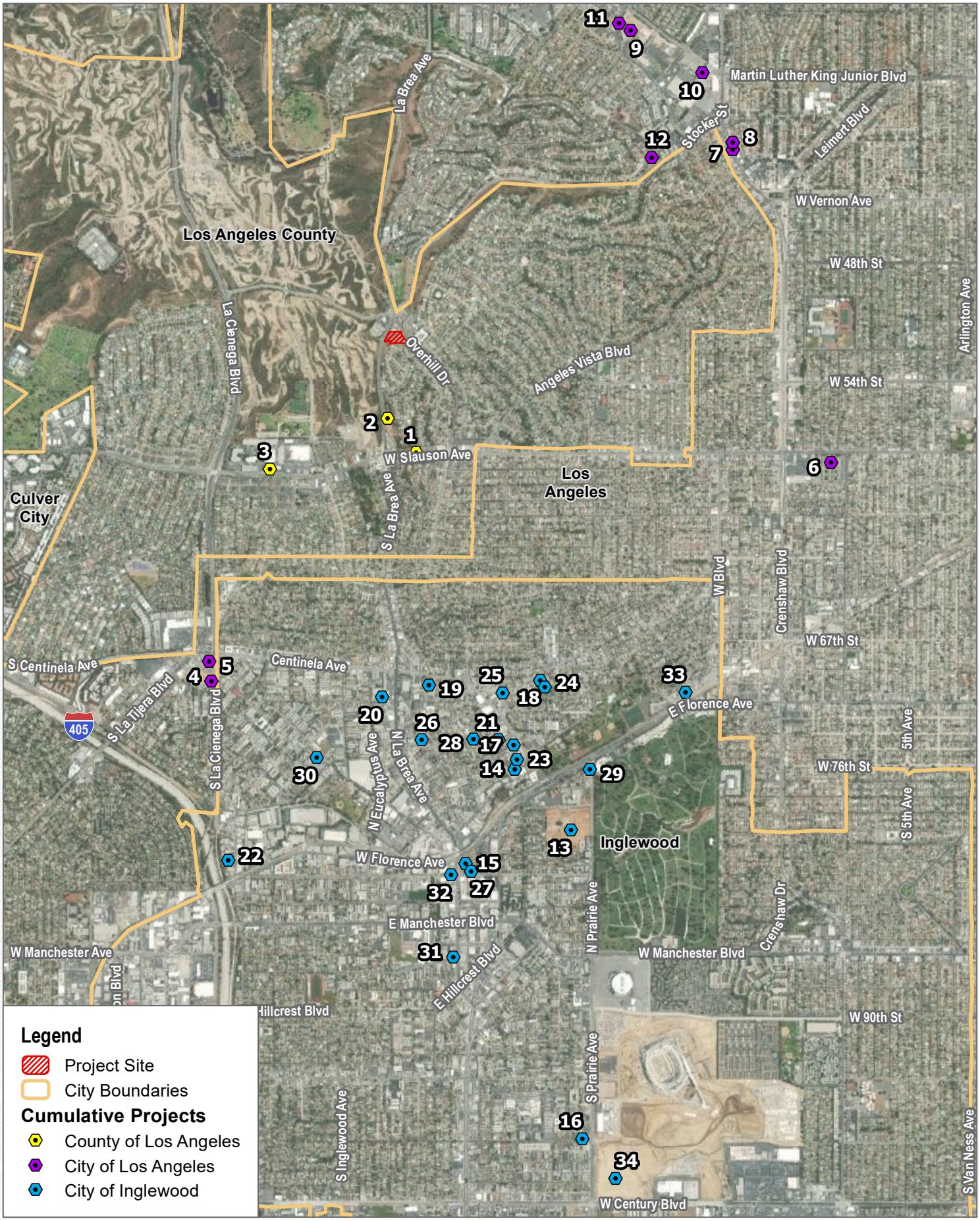
DUDEK

Not to Scale

FIGURE 7

Existing plus Project Traffic Volumes

The View Residential Project at 5101 S. Overhill Drive



SOURCE: Esri and Digital Globe, OpenStreetMaps 2019

DUDEK

Figure 8

Cumulative Project Locations

The View Residential Project at 5101 S. Overhill Drive



SOURCE: Google Maps 2018

DUDEK

Not to Scale

FIGURE 9

Cumulative Projects Trip Assignements

The View Residential Project at 5101 S. Overhill Drive



SOURCE: Google Maps 2018

DUDEK

Not to Scale

FIGURE 10

Future (Cumulative) Year Traffic Volumes

The View Residential Project at 5101 S. Overhill Drive



SOURCE: Google Maps 2018

DUDEK

Not to Scale

FIGURE 11

Future (Cumulative) Year plus Project Traffic Volumes

The View Residential Project at 5101 S. Overhill Drive

Attachment C
Traffic Counts

National Data & Surveying Services

Intersection Turning Movement Count

Location: La Cienega Blvd & Stocker St
City: Los Angeles
Control: Signalized

Project ID: 19-05714-001
Date: 11/19/2019

Total

NS/EW Streets:	La Cienega Blvd				La Cienega Blvd				Stocker St				Stocker St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	1	0	1	2	0	0	0	0	0	0	2	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	444	120	0	18	412	0	0	0	0	0	0	311	0	43	0	1348
7:15 AM	0	389	137	0	10	442	0	0	0	0	0	0	319	0	46	0	1343
7:30 AM	0	333	182	0	15	458	0	0	0	0	0	0	312	0	29	0	1329
7:45 AM	0	382	168	0	39	391	0	0	0	0	0	0	313	0	36	0	1329
8:00 AM	0	456	181	0	26	419	0	0	0	0	0	0	290	0	41	0	1413
8:15 AM	0	424	190	0	42	462	0	0	0	0	0	0	270	0	43	0	1431
8:30 AM	0	420	190	0	29	490	0	0	0	0	0	0	285	0	46	0	1460
8:45 AM	0	447	169	0	25	460	0	0	0	0	0	0	285	0	26	0	1412
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3295	1337	0	204	3534	0	0	0	0	0	0	2385	0	310	0	11065
APPROACH %'s :	0.00%	71.14%	28.86%	0.00%	5.46%	94.54%	0.00%	0.00%					88.50%	0.00%	11.50%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	1747	730	0	122	1831	0	0	0	0	0	0	1130	0	156	0	5716
PEAK HR FACTOR :	0.000	0.958	0.961	0.000	0.726	0.934	0.000	0.000	0.000	0.000	0.000	0.000	0.974	0.000	0.848	0.000	0.979
		0.972				0.941								0.971			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	1	0	1	2	0	0	0	0	0	0	2	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	385	225	0	116	599	0	1	0	0	0	0	173	0	25	0	1524
4:15 PM	0	449	247	0	95	571	0	0	0	0	0	0	185	0	20	0	1567
4:30 PM	0	401	189	0	116	609	0	0	0	0	0	0	144	0	7	0	1466
4:45 PM	0	394	254	0	115	623	0	0	0	0	0	0	191	0	17	0	1594
5:00 PM	0	318	263	0	96	580	0	0	0	0	0	0	143	0	14	0	1414
5:15 PM	0	339	255	0	103	523	0	0	0	0	0	0	164	0	12	0	1396
5:30 PM	0	383	205	0	86	552	0	0	0	0	0	0	157	0	19	0	1402
5:45 PM	0	235	260	0	91	533	0	1	0	0	0	0	163	0	19	0	1302
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2904	1898	0	818	4590	0	2	0	0	0	0	1320	0	133	0	11665
APPROACH %'s :	0.00%	60.47%	39.53%	0.00%	15.12%	84.84%	0.00%	0.04%					90.85%	0.00%	9.15%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	1629	915	0	442	2402	0	1	0	0	0	0	693	0	69	0	6151
PEAK HR FACTOR :	0.000	0.907	0.901	0.000	0.953	0.964	0.000	0.250	0.000	0.000	0.000	0.000	0.907	0.000	0.690	0.000	0.965
		0.914				0.964								0.916			

National Data & Surveying Services

Intersection Turning Movement Count

Location: La Cienega Blvd & Stocker St
City: Los Angeles
Control: Signalized

Project ID: 19-05714-001
Date: 11/19/2019

Cars

NS/EW Streets:	La Cienega Blvd				La Cienega Blvd				Stocker St				Stocker St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	1	0	1	2	0	0	0	0	0	0	2	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	435	116	0	18	404	0	0	0	0	0	0	307	0	43	0	1323
7:15 AM	0	385	135	0	9	437	0	0	0	0	0	0	314	0	46	0	1326
7:30 AM	0	323	179	0	15	450	0	0	0	0	0	0	307	0	29	0	1303
7:45 AM	0	374	168	0	39	384	0	0	0	0	0	0	311	0	36	0	1312
8:00 AM	0	449	180	0	26	415	0	0	0	0	0	0	288	0	41	0	1399
8:15 AM	0	417	187	0	40	453	0	0	0	0	0	0	264	0	43	0	1404
8:30 AM	0	404	188	0	29	482	0	0	0	0	0	0	280	0	40	0	1423
8:45 AM	0	435	166	0	25	451	0	0	0	0	0	0	281	0	22	0	1380
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3222	1319	0	201	3476	0	0	0	0	0	0	2352	0	300	0	10870
APPROACH %'s :	0.00%	70.95%	29.05%	0.00%	5.47%	94.53%	0.00%	0.00%					88.69%	0.00%	11.31%	0.00%	
PEAK HR :	**08:00 AM - 09:00 AM**																TOTAL
PEAK HR VOL :	0	1705	721	0	120	1801	0	0	0	0	0	0	1113	0	146	0	5606
PEAK HR FACTOR :	0.00	0.949	0.959	0.000	0.750	0.934	0.000	0.000	0.000	0.000	0.000	0.000	0.966	0.000	0.849	0.000	0.985
		0.964				0.940								0.957			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	1	0	1	2	0	0	0	0	0	0	2	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	384	224	0	116	586	0	1	0	0	0	0	173	0	24	0	1508
4:15 PM	0	444	247	0	95	563	0	0	0	0	0	0	185	0	20	0	1554
4:30 PM	0	399	188	0	116	598	0	0	0	0	0	0	143	0	7	0	1451
4:45 PM	0	393	251	0	114	618	0	0	0	0	0	0	188	0	17	0	1581
5:00 PM	0	317	261	0	95	571	0	0	0	0	0	0	143	0	14	0	1401
5:15 PM	0	336	254	0	98	516	0	0	0	0	0	0	162	0	11	0	1377
5:30 PM	0	382	205	0	86	536	0	0	0	0	0	0	157	0	19	0	1385
5:45 PM	0	232	258	0	89	528	0	1	0	0	0	0	162	0	19	0	1289
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2887	1888	0	809	4516	0	2	0	0	0	0	1313	0	131	0	11546
APPROACH %'s :	0.00%	60.46%	39.54%	0.00%	15.19%	84.78%	0.00%	0.04%					90.93%	0.00%	9.07%	0.00%	
PEAK HR :	**04:00 PM - 05:00 PM**																TOTAL
PEAK HR VOL :	0	1620	910	0	441	2365	0	1	0	0	0	0	689	0	68	0	6094
PEAK HR FACTOR :	0.00	0.912	0.906	0.000	0.950	0.957	0.000	0.250	0.000	0.000	0.000	0.000	0.916	0.000	0.708	0.000	0.964
		0.915				0.959								0.923			

National Data & Surveying Services

Intersection Turning Movement Count

Location: La Cienega Blvd & Stocker St
City: Los Angeles
Control: Signalized

Project ID: 19-05714-001
Date: 11/19/2019

HT

NS/EW Streets:	La Cienega Blvd				La Cienega Blvd				Stocker St				Stocker St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	1	0	1	2	0	0	0	0	0	0	2	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	9	4	0	0	8	0	0	0	0	0	0	4	0	0	0	25
7:15 AM	0	4	2	0	1	5	0	0	0	0	0	0	5	0	0	0	17
7:30 AM	0	10	3	0	0	8	0	0	0	0	0	0	5	0	0	0	26
7:45 AM	0	8	0	0	0	7	0	0	0	0	0	0	2	0	0	0	17
8:00 AM	0	7	1	0	0	4	0	0	0	0	0	0	2	0	0	0	14
8:15 AM	0	7	3	0	2	9	0	0	0	0	0	0	6	0	0	0	27
8:30 AM	0	16	2	0	0	8	0	0	0	0	0	0	5	0	6	0	37
8:45 AM	0	12	3	0	0	9	0	0	0	0	0	0	4	0	4	0	32
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	73	18	0	3	58	0	0	0	0	0	0	33	0	10	0	195
APPROACH %'s :	0.00%	80.22%	19.78%	0.00%	4.92%	95.08%	0.00%	0.00%					76.74%	0.00%	23.26%	0.00%	
PEAK HR :	**08:00 AM - 09:00 AM**																TOTAL
PEAK HR VOL :	0	42	9	0	2	30	0	0	0	0	0	0	17	0	10	0	110
PEAK HR FACTOR :	0.000	0.656	0.750	0.000	0.250	0.833	0.000	0.000	0.000	0.000	0.000	0.000	0.708	0.000	0.417	0.000	0.743
		0.708				0.727								0.614			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	1	0	1	2	0	0	0	0	0	0	2	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	1	0	0	13	0	0	0	0	0	0	0	0	1	0	16
4:15 PM	0	5	0	0	0	8	0	0	0	0	0	0	0	0	0	0	13
4:30 PM	0	2	1	0	0	11	0	0	0	0	0	0	1	0	0	0	15
4:45 PM	0	1	3	0	1	5	0	0	0	0	0	0	3	0	0	0	13
5:00 PM	0	1	2	0	1	9	0	0	0	0	0	0	0	0	0	0	13
5:15 PM	0	3	1	0	5	7	0	0	0	0	0	0	2	0	1	0	19
5:30 PM	0	1	0	0	0	16	0	0	0	0	0	0	0	0	0	0	17
5:45 PM	0	3	2	0	2	5	0	0	0	0	0	0	1	0	0	0	13
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	17	10	0	9	74	0	0	0	0	0	0	7	0	2	0	119
APPROACH %'s :	0.00%	62.96%	37.04%	0.00%	10.84%	89.16%	0.00%	0.00%					77.78%	0.00%	22.22%	0.00%	
PEAK HR :	**04:00 PM - 05:00 PM**																TOTAL
PEAK HR VOL :	0	9	5	0	1	37	0	0	0	0	0	0	4	0	1	0	57
PEAK HR FACTOR :	0.00	0.450	0.417	0.000	0.250	0.712	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.250	0.000	0.891
		0.700				0.731								0.417			

National Data & Surveying Services

Intersection Turning Movement Count

Location: La Cienega Blvd & Stocker St
City: Los Angeles
Control: Signalized

Project ID: 19-05714-001
Date: 11/19/2019

Bikes

NS/EW Streets:	La Cienega Blvd				La Cienega Blvd				Stocker St				Stocker St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	1	0	1	2	0	0	0	0	0	0	2	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	1	0	1	2	0	0	0	0	0	0	2	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: La Cienega Blvd & Stocker St
City: Los Angeles
Project ID: 19-05714-001
Date: 11/19/2019

Pedestrians (Crosswalks)

NS/EW Streets:	La Cienega Blvd		La Cienega Blvd		Stocker St		Stocker St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**08:00 AM - 09:00 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**04:00 PM - 05:00 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

La Cienega Blvd & Stocker St

Peak Hour Turning Movement Count

ID: 19-05714-001
City: Los Angeles

Day: Tuesday
Date: 11/19/2019

PEAK HOURS

AM: 08:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 05:00 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

La Cienega Blvd — SOUTHBOUND

AM	0	1831	122	0	1903	AM
NOON	0	0	0	0	0	NOON
PM	0	2402	442	1	1699	PM

0 2 1 0

EASTBOUND — Stocker St

AM	NOON	PM	
0	0	0	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
AM	NOON	PM	

WESTBOUND — Stocker St

PM	NOON	AM	
69	0	156	1
0	0	0	0
693	0	1130	2
0	0	0	0
1357	0	852	
PM	NOON	AM	

CONTROL

Signalized

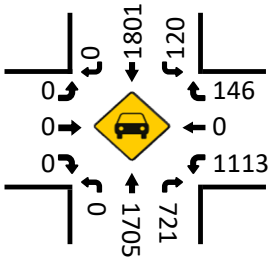
TEV	5716	0	6151
	AM	NOON	PM
PHF	0.98		0.96

0 0 3 1

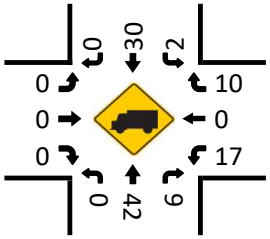
La Cienega Blvd — NORTHBOUND

PM	3095	0	0	1629	915	PM
NOON	0	0	0	0	0	NOON
AM	2961	0	0	1747	730	AM

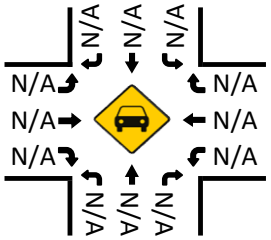
Cars (AM)



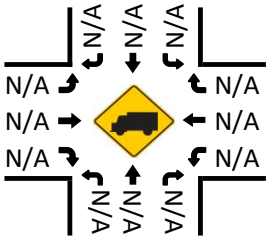
HT (AM)



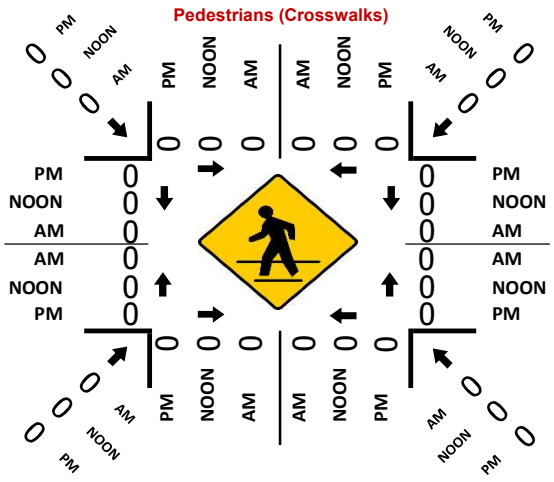
Cars (NOON)



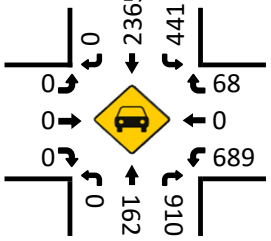
HT (NOON)



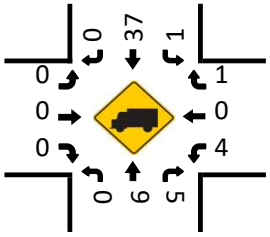
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Fairfax Ave & Stocker St
City: Los Angeles
Control: Signalized

Project ID: 19-05714-002
Date: 11/19/2019

Total

NS/EW Streets:	S Fairfax Ave				S Fairfax Ave				Stocker St				Stocker St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	31	6	13	0	1	2	1	0	4	129	10	0	49	322	2	0	570
7:15 AM	29	7	11	0	0	7	0	0	0	138	10	0	49	355	2	0	608
7:30 AM	30	2	27	0	1	5	0	0	1	180	8	0	56	315	0	0	625
7:45 AM	25	3	16	0	1	5	1	0	1	197	22	0	100	305	1	0	677
8:00 AM	30	2	21	0	2	7	0	0	0	189	16	0	89	309	0	0	665
8:15 AM	32	3	22	0	0	3	1	0	0	207	18	0	69	277	0	0	632
8:30 AM	35	2	16	0	0	1	1	0	0	196	17	0	73	290	0	0	631
8:45 AM	13	6	13	0	0	3	0	0	2	187	17	0	140	288	0	0	669
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	225	31	139	0	5	33	4	0	8	1423	118	0	625	2461	5	0	5077
APPROACH %'s :	56.96%	7.85%	35.19%	0.00%	11.90%	78.57%	9.52%	0.00%	0.52%	91.87%	7.62%	0.00%	20.22%	79.62%	0.16%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	122	10	75	0	3	16	3	0	1	789	73	0	331	1181	1	0	2605
PEAK HR FACTOR :	0.871	0.833	0.852	0.000	0.375	0.571	0.750	0.000	0.250	0.953	0.830	0.000	0.828	0.956	0.250	0.000	0.962
	0.908				0.611				0.959				0.932				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	14	0	35	0	0	2	0	0	0	288	66	1	24	189	0	0	619
4:15 PM	12	2	37	0	0	1	0	0	0	279	59	2	22	180	0	0	594
4:30 PM	9	1	47	0	1	0	1	0	1	232	61	0	27	158	1	0	539
4:45 PM	17	3	24	0	0	2	1	0	0	303	53	0	22	171	0	0	596
5:00 PM	13	3	50	0	0	3	0	0	1	299	57	0	27	163	1	0	617
5:15 PM	8	2	37	0	0	3	0	0	0	272	70	0	34	153	1	0	580
5:30 PM	18	0	28	0	0	3	0	0	0	246	73	0	36	159	1	0	564
5:45 PM	13	1	46	0	0	4	2	0	0	300	62	0	28	156	0	0	612
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	104	12	304	0	1	18	4	0	2	2219	501	3	220	1329	4	0	4721
APPROACH %'s :	24.76%	2.86%	72.38%	0.00%	4.35%	78.26%	17.39%	0.00%	0.07%	81.43%	18.39%	0.11%	14.17%	85.58%	0.26%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	52	6	161	0	0	13	2	0	1	1117	262	0	125	631	3	0	2373
PEAK HR FACTOR :	0.722	0.500	0.805	0.000	0.000	0.813	0.250	0.000	0.250	0.931	0.897	0.000	0.868	0.968	0.750	0.000	0.962
	0.830				0.625				0.953				0.968				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Fairfax Ave & Stocker St
City: Los Angeles
Control: Signalized

Project ID: 19-05714-002
Date: 11/19/2019

Cars

NS/EW Streets:	S Fairfax Ave				S Fairfax Ave				Stocker St				Stocker St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	31	6	13	0	1	1	0	0	2	128	9	0	49	317	2	0	559
7:15 AM	29	7	11	0	0	5	0	0	0	137	9	0	49	351	2	0	600
7:30 AM	30	2	26	0	1	3	0	0	0	177	8	0	55	311	0	0	613
7:45 AM	25	2	14	0	0	4	1	0	1	197	22	0	100	303	0	0	669
8:00 AM	30	1	20	0	1	4	0	0	0	189	15	0	89	307	0	0	656
8:15 AM	31	2	21	0	0	3	0	0	0	204	18	0	68	273	0	0	620
8:30 AM	25	1	16	0	0	0	0	0	0	196	17	0	72	287	0	0	614
8:45 AM	13	5	13	0	0	2	0	0	2	180	17	0	137	283	0	0	652
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	214	26	134	0	3	22	1	0	5	1408	115	0	619	2432	4	0	4983
APPROACH %'s :	57.22%	6.95%	35.83%	0.00%	11.54%	84.62%	3.85%	0.00%	0.33%	92.15%	7.53%	0.00%	20.26%	79.61%	0.13%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	111	6	71	0	1	11	1	0	1	786	72	0	329	1170	0	0	2559
PEAK HR FACTOR :	0.90	0.750	0.845	0.000	0.250	0.688	0.250	0.000	0.250	0.963	0.818	0.000	0.823	0.953	0.000	0.000	0.956
		0.870				0.650				0.967				0.930			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	14	0	35	0	0	1	0	0	0	287	66	1	24	188	0	0	616
4:15 PM	12	1	37	0	0	1	0	0	0	279	59	2	22	179	0	0	592
4:30 PM	9	1	47	0	1	0	1	0	1	231	61	0	27	157	1	0	537
4:45 PM	17	2	22	0	0	2	1	0	0	300	52	0	22	169	0	0	587
5:00 PM	13	2	49	0	0	3	0	0	1	298	54	0	27	163	1	0	611
5:15 PM	7	0	37	0	0	3	0	0	0	268	69	0	34	151	1	0	570
5:30 PM	18	0	28	0	0	2	0	0	0	246	73	0	35	159	1	0	562
5:45 PM	13	1	45	0	0	4	2	0	0	298	61	0	28	155	0	0	607
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	103	7	300	0	1	16	4	0	2	2207	495	3	219	1321	4	0	4682
APPROACH %'s :	25.12%	1.71%	73.17%	0.00%	4.76%	76.19%	19.05%	0.00%	0.07%	81.53%	18.29%	0.11%	14.18%	85.56%	0.26%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	51	3	159	0	0	12	2	0	1	1110	257	0	124	628	3	0	2350
PEAK HR FACTOR :	0.71	0.375	0.811	0.000	0.000	0.750	0.250	0.000	0.250	0.931	0.880	0.000	0.886	0.963	0.750	0.000	0.962
		0.832				0.583				0.953				0.968			

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Fairfax Ave & Stocker St
City: Los Angeles
Control: Signalized

Project ID: 19-05714-002
Date: 11/19/2019

HT

NS/EW Streets:	S Fairfax Ave				S Fairfax Ave				Stocker St				Stocker St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	1	0	2	1	1	0	0	5	0	0	11
7:15 AM	0	0	0	0	0	2	0	0	0	1	1	0	0	4	0	0	8
7:30 AM	0	0	1	0	0	2	0	0	1	3	0	0	1	4	0	0	12
7:45 AM	0	1	2	0	1	1	0	0	0	0	0	0	0	2	1	0	8
8:00 AM	0	1	1	0	1	3	0	0	0	0	1	0	0	2	0	0	9
8:15 AM	1	1	1	0	0	0	1	0	0	3	0	0	1	4	0	0	12
8:30 AM	10	1	0	0	0	1	1	0	0	0	0	0	1	3	0	0	17
8:45 AM	0	1	0	0	0	1	0	0	0	7	0	0	3	5	0	0	17
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	5	5	0	2	11	3	0	3	15	3	0	6	29	1	0	94
APPROACH %'s :	52.38%	23.81%	23.81%	0.00%	12.50%	68.75%	18.75%	0.00%	14.29%	71.43%	14.29%	0.00%	16.67%	80.56%	2.78%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	11	4	4	0	2	5	2	0	0	3	1	0	2	11	1	0	46
PEAK HR FACTOR :	0.275	1.000	0.500	0.000	0.500	0.417	0.500	0.000	0.000	0.250	0.250	0.000	0.500	0.688	0.250	0.000	0.676
	0.432				0.563				0.333				0.700				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	3
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:45 PM	0	1	2	0	0	0	0	0	0	3	1	0	0	2	0	0	9
5:00 PM	0	1	1	0	0	0	0	0	0	1	3	0	0	0	0	0	6
5:15 PM	1	2	0	0	0	0	0	0	0	4	1	0	0	2	0	0	10
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
5:45 PM	0	0	1	0	0	0	0	0	0	2	1	0	0	1	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	5	4	0	0	2	0	0	0	12	6	0	1	8	0	0	39
APPROACH %'s :	10.00%	50.00%	40.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	11.11%	88.89%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	3	2	0	0	1	0	0	0	7	5	0	1	3	0	0	23
PEAK HR FACTOR :	0.25	0.375	0.500	0.000	0.000	0.250	0.000	0.000	0.000	0.438	0.417	0.000	0.250	0.375	0.000	0.000	0.575
	0.500				0.250				0.600				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Fairfax Ave & Stocker St
City: Los Angeles
Control: Signalized

Project ID: 19-05714-002
Date: 11/19/2019

Bikes

NS/EW Streets:	S Fairfax Ave				S Fairfax Ave				Stocker St				Stocker St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Fairfax Ave & Stocker St
City: Los Angeles
Project ID: 19-05714-002
Date: 11/19/2019

Pedestrians (Crosswalks)

NS/EW Streets:	S Fairfax Ave		S Fairfax Ave		Stocker St		Stocker St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	1
APPROACH %'s :			100.00%	0.00%					
PEAK HR :	**07:45 AM - 08:45 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

S Fairfax Ave & Stocker St

Peak Hour Turning Movement Count

ID: 19-05714-002
City: Los Angeles

Day: Tuesday
Date: 11/19/2019

PEAK HOURS

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

SOUTHBOUND (S Fairfax Ave)

AM	3	16	3	0	12	AM
NOON	0	0	0	0	0	NOON
PM	2	13	0	0	10	PM

EASTBOUND (Stocker St)

AM	NOON	PM		
1306	0	685		
0	0	0	0	
1	0	1	1	
789	0	1117	2	
73	0	262	0	
AM	NOON	PM		

WESTBOUND (Stocker St)

PM	NOON	AM		
3	0	1	0	
631	0	1181	2	
125	0	331	1	
0	0	0	0	
1278	0	867		
PM	NOON	AM		

NORTHBOUND (S Fairfax Ave)

PM	400	0	52	6	161	PM
NOON	0	0	0	0	0	NOON
AM	420	0	122	10	75	AM

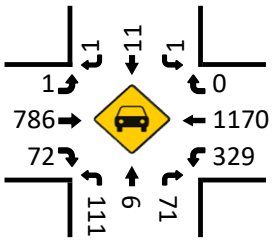
	0	1	0	0
	0	0.5	0.5	1

CONTROL

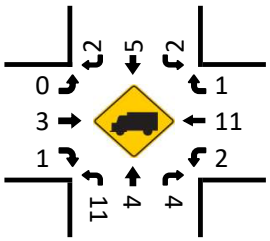
Signalized

TEV	2605 AM	0 NOON	2373 PM
PHF	0.96		0.96

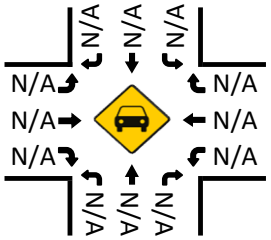
Cars (AM)



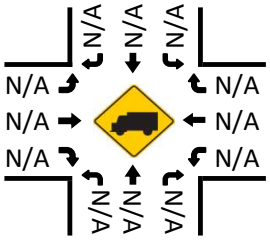
HT (AM)



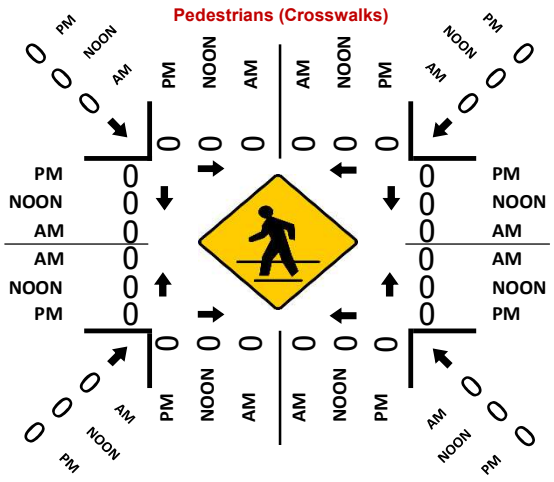
Cars (NOON)



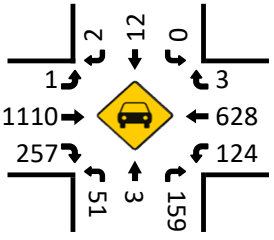
HT (NOON)



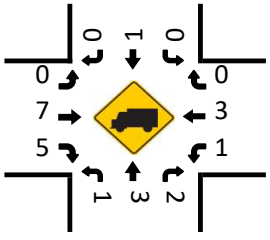
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S La Brea Ave/Overhill Dr & Stocker St
City: Los Angeles
Control: Signalized

Project ID: 19-05714-003
Date: 11/19/2019

Total

NS/EW Streets:	S La Brea Ave					S La Brea Ave/Overhill Dr					Stocker St					Stocker St					Overhill Dr					
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2					
	0	3	1.5	0	0.5	0	2	1	0	2	2	2	0	0	0	2	2	1	0	0	0	0	3	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
7:00 AM	0	249	40	0	1	0	104	172	0	30	67	73	0	0	6	25	215	8	0	2	0	0	250	11	0	1253
7:15 AM	0	286	54	1	1	0	141	209	0	38	48	88	2	0	3	23	185	6	0	2	0	0	211	28	0	1326
7:30 AM	0	259	73	0	1	0	165	208	0	52	70	130	4	0	11	52	196	4	0	1	0	0	196	19	0	1441
7:45 AM	0	268	84	1	0	0	183	168	0	51	52	131	3	0	15	41	209	7	0	7	0	0	203	19	0	1442
8:00 AM	0	201	72	0	2	0	146	208	0	52	55	120	6	0	9	58	201	2	0	4	0	0	178	22	0	1336
8:15 AM	0	242	91	0	2	0	150	197	0	59	47	172	7	0	12	37	168	6	0	5	0	0	139	22	0	1356
8:30 AM	0	224	79	0	2	0	221	182	0	47	53	167	3	0	9	41	192	8	0	8	0	0	148	29	0	1413
8:45 AM	0	219	62	0	2	0	164	203	0	51	62	113	5	0	5	56	201	5	0	4	0	0	151	24	0	1327
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	0	1948	555	2	11	0	1274	1547	0	380	454	994	30	0	70	333	1567	46	0	33	0	0	1476	174	0	10894
APPROACH %'s :	0.00%	77.42%	22.06%	0.08%	0.44%	0.00%	39.80%	48.33%	0.00%	11.87%	29.33%	64.21%	1.94%	0.00%	4.52%	16.83%	79.18%	2.32%	0.00%	1.67%	0.00%	0.00%	89.45%	10.55%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																									TOTAL
PEAK HR VOL :	0	970	320	1	5	0	644	781	0	214	224	553	20	0	47	188	774	19	0	17	0	0	716	82	0	5575
PEAK HR FACTOR :	0.000	0.905	0.879	0.250	0.625	0.000	0.880	0.939	0.000	0.907	0.800	0.804	0.714	0.000	0.783	0.810	0.926	0.679	0.000	0.607	0.000	0.000	0.882	0.932	0.000	0.967
			0.918					0.964					0.887					0.942					0.899			

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2					
	0	3	1.5	0	0.5	0	2	1	0	2	2	2	0	0	0	2	2	1	0	0	0	0	3	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
4:00 PM	0	202	81	1	1	0	203	129	0	134	128	163	5	0	26	50	83	4	0	10	0	0	84	22	0	1326
4:15 PM	0	225	71	0	1	0	260	133	0	111	109	146	7	0	31	53	66	8	0	12	0	0	91	33	0	1357
4:30 PM	0	230	74	0	0	0	213	112	0	143	110	168	2	0	29	46	67	4	0	16	0	0	83	28	0	1325
4:45 PM	0	263	95	0	0	0	245	135	0	157	133	165	2	0	37	46	63	7	0	11	0	0	80	26	0	1465
5:00 PM	0	227	83	0	3	0	233	121	0	125	126	147	6	0	34	62	68	4	0	10	0	0	77	20	0	1346
5:15 PM	0	230	85	0	2	0	257	130	0	174	111	177	1	0	27	56	64	5	0	12	0	0	115	36	0	1482
5:30 PM	0	258	87	0	5	0	302	114	0	140	94	165	3	0	19	48	79	6	0	15	0	0	62	42	0	1439
5:45 PM	0	248	97	0	6	0	275	103	0	168	120	163	2	0	29	37	75	3	0	9	0	0	90	37	0	1462
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	0	1883	673	1	18	0	1988	977	0	1152	931	1294	28	0	232	398	565	41	0	95	0	0	682	244	0	11202
APPROACH %'s :	0.00%	73.13%	26.14%	0.04%	0.70%	0.00%	48.29%	23.73%	0.00%	27.98%	37.46%	52.07%	1.13%	0.00%	9.34%	36.21%	51.41%	3.73%	0.00%	8.64%	0.00%	0.00%	73.65%	26.35%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																									TOTAL
PEAK HR VOL :	0	978	350	0	10	0	1037	500	0	596	464	654	12	0	117	212	274	22	0	48	0	0	334	124	0	5732
PEAK HR FACTOR :	0.000	0.930	0.921	0.000	0.500	0.000	0.858	0.926	0.000	0.856	0.872	0.924	0.500	0.000	0.791	0.855	0.867	0.786	0.000	0.800	0.000	0.000	0.726	0.738	0.000	0.967
			0.934					0.951					0.925					0.939					0.758			

National Data & Surveying Services

Intersection Turning Movement Count

Location: S La Brea Ave/Overhill Dr & Stocker St
City: Los Angeles
Control: Signalized

Project ID: 19-05714-003
Date: 11/19/2019

Cars

NS/EW Streets:	S La Brea Ave					S La Brea Ave/Overhill Dr					Stocker St					Stocker St					Overhill Dr					
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2					
	0	3	1.5	0	0.5	2	2	1	0	0	2	2	0	0	0	2	2	1	0	0	0	0	3	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
7:00 AM	0	244	40	0	1	0	102	170	0	28	67	72	0	0	6	24	211	7	0	1	0	0	245	11	0	1229
7:15 AM	0	279	54	1	1	0	140	207	0	35	47	88	2	0	3	22	183	6	0	2	0	0	207	27	0	1304
7:30 AM	0	255	71	0	1	0	165	207	0	49	69	129	4	0	10	52	193	3	0	1	0	0	191	18	0	1418
7:45 AM	0	264	80	1	0	0	182	166	0	47	51	131	3	0	15	41	208	7	0	6	0	0	200	18	0	1420
8:00 AM	0	198	72	0	1	0	144	208	0	50	53	120	4	0	9	58	197	2	0	3	0	0	175	22	0	1316
8:15 AM	0	238	88	0	2	0	149	197	0	59	45	170	7	0	12	37	164	6	0	5	0	0	138	22	0	1339
8:30 AM	0	197	77	0	2	0	218	181	0	42	53	166	3	0	9	41	189	8	0	8	0	0	145	29	0	1368
8:45 AM	0	219	61	0	2	0	161	201	0	50	59	113	5	0	5	56	197	5	0	3	0	0	149	23	0	1309
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	0	1894	543	2	10	0	1261	1537	0	360	444	989	28	0	69	331	1542	44	0	29	0	0	1450	170	0	10703
APPROACH %'s :	0.00%	77.34%	22.17%	0.08%	0.41%	0.00%	39.93%	48.67%	0.00%	11.40%	29.02%	64.64%	1.83%	0.00%	4.51%	17.01%	79.24%	2.26%	0.00%	1.49%	0.00%	0.00%	89.51%	10.49%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																									TOTAL
PEAK HR VOL :	0	955	311	1	4	0	640	778	0	205	218	550	18	0	46	188	762	18	0	15	0	0	704	80	0	5493
PEAK HR FACTOR :	0.00	0.904	0.884	0.250	0.500	0.000	0.879	0.935	0.000	0.869	0.790	0.809	0.643	0.000	0.767	0.810	0.916	0.643	0.000	0.625	0.000	0.000	0.880	0.909	0.000	0.967
			0.921					0.964					0.889					0.938					0.899			

NS/EW Streets:	S La Brea Ave					S La Brea Ave/Overhill Dr					Stocker St					Stocker St					Overhill Dr					
PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2					
	0	3	1.5	0	0.5	2	2	1	0	0	2	2	0	0	0	2	2	1	0	0	0	0	3	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
4:00 PM	0	202	81	1	1	0	202	129	0	131	128	161	5	0	26	50	82	4	0	10	0	0	82	22	0	1317
4:15 PM	0	224	71	0	1	0	257	132	0	109	108	146	7	0	31	53	66	8	0	10	0	0	89	31	0	1343
4:30 PM	0	226	74	0	0	0	211	112	0	141	110	168	2	0	29	46	66	4	0	16	0	0	81	28	0	1314
4:45 PM	0	262	95	0	0	0	240	133	0	155	131	163	2	0	37	46	63	7	0	10	0	0	77	25	0	1446
5:00 PM	0	226	83	0	3	0	228	120	0	120	124	145	6	0	34	60	68	4	0	10	0	0	76	20	0	1327
5:15 PM	0	228	84	0	2	0	256	129	0	171	109	177	1	0	27	55	64	5	0	11	0	0	113	36	0	1468
5:30 PM	0	256	87	0	5	0	301	113	0	137	94	164	3	0	18	47	79	6	0	15	0	0	60	41	0	1426
5:45 PM	0	246	96	0	6	0	267	102	0	167	120	163	2	0	28	37	75	2	0	9	0	0	88	37	0	1445
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	0	1870	671	1	18	0	1962	970	0	1131	924	1287	28	0	230	394	563	40	0	91	0	0	666	240	0	11086
APPROACH %'s :	0.00%	73.05%	26.21%	0.04%	0.70%	0.00%	48.29%	23.87%	0.00%	27.84%	37.42%	52.13%	1.13%	0.00%	9.32%	36.21%	51.75%	3.68%	0.00%	8.36%	0.00%	0.00%	73.51%	26.49%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																									TOTAL
PEAK HR VOL :	0	972	349	0	10	0	1025	495	0	583	458	649	12	0	116	208	274	22	0	46	0	0	326	122	0	5667
PEAK HR FACTOR :	0.00	0.927	0.918	0.000	0.500	0.000	0.851	0.930	0.000	0.852	0.874	0.917	0.500	0.000	0.784	0.867	0.867	0.786	0.000	0.767	0.000	0.000	0.721	0.744	0.000	0.965
			0.932					0.946					0.927					0.935					0.752			

National Data & Surveying Services

Intersection Turning Movement Count

Location: S La Brea Ave/Overhill Dr & Stocker St
City: Los Angeles
Control: Signalized

Project ID: 19-05714-003
Date: 11/19/2019

HT

NS/EW Streets:	S La Brea Ave					S La Brea Ave/Overhill Dr					Stocker St					Stocker St					Overhill Dr					
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2					
	0	3	1.5	0	0.5	2	2	1	0	0	2	2	0	0	0	2	2	1	0	0	0	0	3	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
7:00 AM	0	5	0	0	0	0	2	2	0	2	0	1	0	0	0	1	4	1	0	1	0	0	5	0	0	24
7:15 AM	0	7	0	0	0	0	1	2	0	3	1	0	0	0	0	1	2	0	0	0	0	0	4	1	0	22
7:30 AM	0	4	2	0	0	0	0	1	0	3	1	1	0	0	1	0	3	1	0	0	0	0	5	1	0	23
7:45 AM	0	4	4	0	0	0	1	2	0	4	1	0	0	0	0	0	1	0	0	1	0	0	3	1	0	22
8:00 AM	0	3	0	0	1	0	2	0	0	2	2	0	2	0	0	0	4	0	0	1	0	0	3	0	0	20
8:15 AM	0	4	3	0	0	0	1	0	0	0	2	2	0	0	0	0	4	0	0	0	0	0	1	0	0	17
8:30 AM	0	27	2	0	0	0	3	1	0	5	0	1	0	0	0	0	3	0	0	0	0	0	3	0	0	45
8:45 AM	0	0	1	0	0	0	3	2	0	1	3	0	0	0	0	0	4	0	0	1	0	0	2	1	0	18
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	0	54	12	0	1	0	13	10	0	20	10	5	2	0	1	2	25	2	0	4	0	0	26	4	0	191
APPROACH %'s :	0.00%	80.60%	17.91%	0.00%	1.49%	0.00%	30.23%	23.26%	0.00%	46.51%	55.56%	27.78%	11.11%	0.00%	5.56%	6.06%	75.76%	6.06%	0.00%	12.12%	0.00%	0.00%	86.67%	13.33%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																									TOTAL
PEAK HR VOL :	0	15	9	0	1	0	4	3	0	9	6	3	2	0	1	0	12	1	0	2	0	0	12	2	0	82
PEAK HR FACTOR :	0.000	0.938	0.563	0.000	0.250	0.000	0.500	0.375	0.000	0.563	0.750	0.375	0.250	0.000	0.250	0.000	0.750	0.250	0.000	0.500	0.000	0.000	0.600	0.500	0.000	
			0.781					0.571					0.750					0.750					0.583			0.891

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2					
	0	3	1.5	0	0.5	2	2	1	0	0	2	2	0	0	0	2	2	1	0	0	0	0	3	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
4:00 PM	0	0	0	0	0	0	1	0	0	3	0	2	0	0	0	0	1	0	0	0	0	0	2	0	0	9
4:15 PM	0	1	0	0	0	0	3	1	0	2	1	0	0	0	0	0	0	0	0	2	0	0	2	2	0	14
4:30 PM	0	4	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	11
4:45 PM	0	1	0	0	0	0	5	2	0	2	2	2	0	0	0	0	0	0	0	1	0	0	3	1	0	19
5:00 PM	0	1	0	0	0	0	5	1	0	5	2	2	0	0	0	2	0	0	0	0	0	0	1	0	0	19
5:15 PM	0	2	1	0	0	0	1	1	0	3	2	0	0	0	0	1	0	0	0	1	0	0	2	0	0	14
5:30 PM	0	2	0	0	0	0	1	1	0	3	0	1	0	0	1	1	0	0	0	0	0	0	2	1	0	13
5:45 PM	0	2	1	0	0	0	8	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	17
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	0	13	2	0	0	0	26	7	0	21	7	7	0	0	2	4	2	1	0	4	0	0	16	4	0	116
APPROACH %'s :	0.00%	86.67%	13.33%	0.00%	0.00%	0.00%	48.15%	12.96%	0.00%	38.89%	43.75%	43.75%	0.00%	0.00%	12.50%	36.36%	18.18%	9.09%	0.00%	36.36%	0.00%	0.00%	80.00%	20.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																									TOTAL
PEAK HR VOL :	0	6	1	0	0	0	12	5	0	13	6	5	0	0	1	4	0	0	0	2	0	0	8	2	0	65
PEAK HR FACTOR :	0.00	0.750	0.250	0.000	0.000	0.000	0.600	0.625	0.000	0.650	0.750	0.625	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.667	0.500	0.000	
			0.583					0.682					0.750					0.750					0.625			0.855

National Data & Surveying Services

Intersection Turning Movement Count

Location: S La Brea Ave/Overhill Dr & Stocker St
City: Los Angeles
Control: Signalized

Project ID: 19-05714-003
Date: 11/19/2019

Bikes

NS/EW Streets:	S La Brea Ave					S La Brea Ave/Overhill Dr					Stocker St					Stocker St					Overhill Dr					
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2					
	0	3	1.5	0	0.5	2	2	1	0	0	2	2	0	0	0	2	2	1	0	0	0	0	3	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																										
PEAK HR :	07:30 AM - 08:30 AM																									TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2					
	0	3	1.5	0	0.5	2	2	1	0	0	2	2	0	0	0	2	2	1	0	0	0	0	3	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
APPROACH %'s :						0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%											
PEAK HR :	04:45 PM - 05:45 PM																									TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500

National Data & Surveying Services

Intersection Turning Movement Count

Location: S La Brea Ave/Overhill Dr & Stocker St
City: Los Angeles
Project ID: 19-05714-003
Date: 11/19/2019

Pedestrians (Crosswalks)

NS/EW Streets:	S La Brea Ave		S La Brea Ave/Overhill Dr		Stocker St		Stocker St				
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SOUTH LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
7:00 AM	1	4	0	0	2	1	0	0	0	0	8
7:15 AM	1	1	1	0	1	2	0	0	1	0	7
7:30 AM	0	4	0	0	3	0	0	0	1	0	8
7:45 AM	1	0	0	0	1	2	0	0	0	0	4
8:00 AM	2	5	0	0	5	1	0	0	0	0	13
8:15 AM	2	3	0	0	1	2	0	0	1	1	10
8:30 AM	2	1	0	2	2	2	0	0	0	0	9
8:45 AM	5	0	0	0	1	1	0	0	1	0	8
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
TOTAL VOLUMES :	14	18	1	2	16	11	0	0	4	1	67
APPROACH %'s :	43.75%	56.25%	33.33%	66.67%	59.26%	40.74%			80.00%	20.00%	
PEAK HR :	07:30 AM - 08:30 AM										TOTAL
PEAK HR VOL :	5	12	0	0	10	5	0	0	2	1	35
PEAK HR FACTOR :	0.625	0.600			0.500	0.625			0.500	0.250	0.673
	0.607				0.625				0.375		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SOUTH LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
4:00 PM	0	0	0	0	0	2	0	0	0	1	3
4:15 PM	0	0	0	1	0	0	0	0	2	1	4
4:30 PM	0	2	0	0	0	0	0	0	0	0	2
4:45 PM	0	1	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	1	0	0	1	0	2
5:15 PM	2	0	0	0	1	0	0	0	1	0	4
5:30 PM	0	0	1	1	0	0	0	0	0	0	2
5:45 PM	0	0	0	1	0	0	0	0	0	1	2
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
TOTAL VOLUMES :	2	3	1	3	1	3	0	0	4	3	20
APPROACH %'s :	40.00%	60.00%	25.00%	75.00%	25.00%	75.00%			57.14%	42.86%	
PEAK HR :	04:45 PM - 05:45 PM										TOTAL
PEAK HR VOL :	2	1	1	1	1	1	0	0	2	0	9
PEAK HR FACTOR :	0.250	0.250	0.250	0.250	0.250	0.250			0.500		0.563
	0.375		0.250		0.500				0.500		

Prepared by National Data & Surveying Services

S La Brea Ave/Overhill Dr & Stocker St

Peak Hour Turning Movement Count

ID: 19-05714-003
City: Los Angeles

Day: Tuesday
Date: 11/19/2019

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

S La Brea Ave/Overhill Dr

SOUTHBOUND

AM	781	644	0	0	1213	AM
NOON	0	0	0	0	0	NOON
PM	500	1037	0	0	1464	PM
	1	2	0	0		

EASTBOUND (Stocker St)

AM	NOON	PM	
1555	0	774	
0	0	0	0
224	0	464	2
553	0	654	2
20	0	12	0
AM	NOON	PM	

WESTBOUND (Stocker St)

PM	NOON	AM	
22	0	19	1
274	0	774	2
212	0	188	2
0	0	0	0
1004	0	873	
PM	NOON	AM	

CONTROL: Signalized

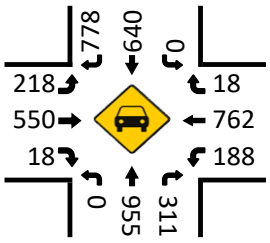
TEV	4494 AM	0 NOON	4503 PM
PHF	0.97		0.97

NORTHBOUND

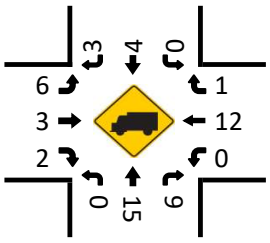
PM	1261	0	0	978	350	PM
NOON	0	0	0	0	0	NOON
AM	853	1	0	970	320	AM
		0	0	3	1.5	

S La Brea Ave

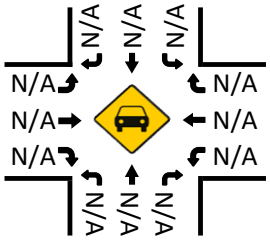
Cars (AM)



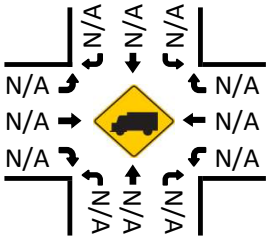
HT (AM)



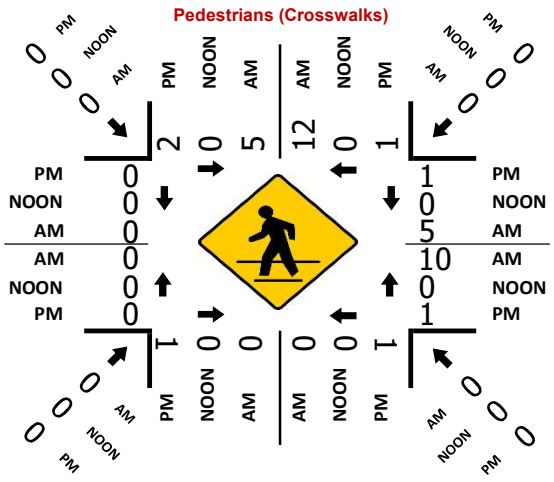
Cars (NOON)



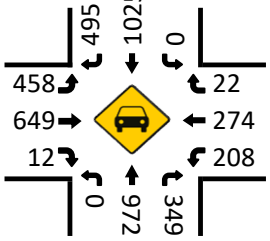
HT (NOON)



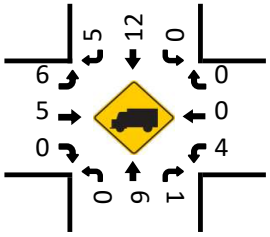
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S La Brea Ave & Slauson Ave
City: Los Angeles
Control: Signalized

Project ID: 19-05714-004
Date: 11/19/2019

Total

NS/EW Streets:	S La Brea Ave				S La Brea Ave				Slauson Ave				Slauson Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	2	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	25	299	12	1	3	140	36	0	42	84	7	0	18	189	5	0	861
7:15 AM	21	285	15	0	4	162	26	1	27	124	10	0	37	163	5	0	880
7:30 AM	21	293	19	1	3	217	22	3	38	140	7	0	39	139	6	0	948
7:45 AM	22	294	23	1	6	204	20	0	33	154	16	0	42	120	10	0	945
8:00 AM	22	261	17	1	6	221	16	2	42	163	9	0	33	66	7	0	866
8:15 AM	17	253	15	0	4	189	24	1	33	233	9	0	32	159	1	0	970
8:30 AM	25	265	23	0	2	242	30	2	29	154	15	1	32	188	6	0	1014
8:45 AM	31	290	15	0	5	213	28	0	35	182	12	0	40	159	10	0	1020
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	184	2240	139	4	33	1588	202	9	279	1234	85	1	273	1183	50	0	7504
APPROACH %'s :	7.17%	87.26%	5.41%	0.16%	1.80%	86.68%	11.03%	0.49%	17.45%	77.17%	5.32%	0.06%	18.13%	78.55%	3.32%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	95	1069	70	1	17	865	98	5	139	732	45	1	137	572	24	0	3870
PEAK HR FACTOR :	0.766	0.922	0.761	0.250	0.708	0.894	0.817	0.625	0.827	0.785	0.750	0.250	0.856	0.761	0.600	0.000	0.949
	0.919				0.892				0.834				0.811				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	2	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	18	235	18	1	10	193	53	2	74	362	11	0	25	195	7	0	1204
4:15 PM	11	250	21	0	8	249	56	1	59	350	11	0	34	193	4	0	1247
4:30 PM	18	218	23	0	9	220	36	0	81	358	16	0	34	165	2	0	1180
4:45 PM	14	289	33	0	3	237	55	0	59	334	13	0	33	197	6	0	1273
5:00 PM	11	235	15	0	7	233	63	2	86	339	10	1	23	187	7	0	1219
5:15 PM	19	289	21	0	7	236	75	1	75	301	14	0	41	203	12	0	1294
5:30 PM	17	250	31	1	6	236	89	1	87	312	12	0	25	187	8	0	1262
5:45 PM	13	290	25	0	4	252	66	0	82	285	7	0	36	198	6	0	1264
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	121	2056	187	2	54	1856	493	7	603	2641	94	1	251	1525	52	0	9943
APPROACH %'s :	5.11%	86.90%	7.90%	0.08%	2.24%	77.01%	20.46%	0.29%	18.06%	79.10%	2.82%	0.03%	13.73%	83.42%	2.84%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	61	1063	100	1	23	942	282	4	307	1286	49	1	122	774	33	0	5048
PEAK HR FACTOR :	0.803	0.920	0.758	0.250	0.821	0.994	0.792	0.500	0.882	0.948	0.875	0.250	0.744	0.953	0.688	0.000	0.975
	0.911				0.942				0.942				0.907				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S La Brea Ave & Slauson Ave
City: Los Angeles
Control: Signalized

Project ID: 19-05714-004
Date: 11/19/2019

Cars

NS/EW Streets:	S La Brea Ave				S La Brea Ave				Slauson Ave				Slauson Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	2	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	25	295	9	1	3	137	35	0	42	80	7	0	16	179	5	0	834
7:15 AM	21	281	13	0	4	160	26	1	27	121	10	0	36	155	4	0	859
7:30 AM	21	287	17	1	3	217	22	3	38	138	7	0	38	129	5	0	926
7:45 AM	21	290	21	1	6	203	20	0	33	149	15	0	40	114	10	0	923
8:00 AM	22	258	16	1	6	217	15	2	41	160	9	0	31	65	6	0	849
8:15 AM	17	245	13	0	4	187	24	1	33	228	9	0	31	153	1	0	946
8:30 AM	24	240	20	0	2	239	30	2	28	149	15	1	30	183	6	0	969
8:45 AM	31	287	14	0	4	212	27	0	35	176	12	0	37	153	10	0	998
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	182	2183	123	4	32	1572	199	9	277	1201	84	1	259	1131	47	0	7304
APPROACH %'s :	7.30%	87.60%	4.94%	0.16%	1.77%	86.75%	10.98%	0.50%	17.72%	76.84%	5.37%	0.06%	18.02%	78.71%	3.27%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	94	1030	63	1	16	855	96	5	137	713	45	1	129	554	23	0	3762
PEAK HR FACTOR :	0.76	0.897	0.788	0.250	0.667	0.894	0.800	0.625	0.835	0.782	0.750	0.250	0.872	0.757	0.575	0.000	0.942
	0.895				0.890				0.830				0.806				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	2	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	18	235	16	1	10	192	52	2	73	351	11	0	23	192	7	0	1183
4:15 PM	11	249	18	0	8	246	56	1	59	344	11	0	31	186	4	0	1224
4:30 PM	18	215	23	0	9	220	34	0	81	352	15	0	32	164	2	0	1165
4:45 PM	14	289	30	0	3	234	54	0	59	327	13	0	32	190	5	0	1250
5:00 PM	11	234	15	0	7	226	63	2	85	333	10	1	21	183	6	0	1197
5:15 PM	19	286	17	0	7	233	74	1	75	294	14	0	39	200	12	0	1271
5:30 PM	17	250	30	1	6	235	88	1	87	308	12	0	22	186	8	0	1251
5:45 PM	13	285	24	0	4	242	66	0	82	278	7	0	35	194	5	0	1235
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	121	2043	173	2	54	1828	487	7	601	2587	93	1	235	1495	49	0	9776
APPROACH %'s :	5.17%	87.35%	7.40%	0.09%	2.27%	76.94%	20.50%	0.29%	18.31%	78.82%	2.83%	0.03%	13.21%	84.04%	2.75%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	61	1059	92	1	23	928	279	4	306	1262	49	1	114	759	31	0	4969
PEAK HR FACTOR :	0.80	0.916	0.767	0.250	0.821	0.987	0.793	0.500	0.879	0.947	0.875	0.250	0.731	0.949	0.646	0.000	0.977
	0.911				0.935				0.943				0.900				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S La Brea Ave & Slauson Ave
City: Los Angeles
Control: Signalized

Project ID: 19-05714-004
Date: 11/19/2019

HT

NS/EW Streets:	S La Brea Ave				S La Brea Ave				Slauson Ave				Slauson Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	2	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	4	3	0	0	3	1	0	0	4	0	0	2	10	0	0	27
7:15 AM	0	4	2	0	0	2	0	0	0	3	0	0	1	8	1	0	21
7:30 AM	0	6	2	0	0	0	0	0	0	2	0	0	1	10	1	0	22
7:45 AM	1	4	2	0	0	1	0	0	0	5	1	0	2	6	0	0	22
8:00 AM	0	3	1	0	0	4	1	0	1	3	0	0	2	1	1	0	17
8:15 AM	0	8	2	0	0	2	0	0	0	5	0	0	1	6	0	0	24
8:30 AM	1	25	3	0	0	3	0	0	1	5	0	0	2	5	0	0	45
8:45 AM	0	3	1	0	1	1	1	0	0	6	0	0	3	6	0	0	22
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	57	16	0	1	16	3	0	2	33	1	0	14	52	3	0	200
APPROACH %'s :	2.67%	76.00%	21.33%	0.00%	5.00%	80.00%	15.00%	0.00%	5.56%	91.67%	2.78%	0.00%	20.29%	75.36%	4.35%	0.00%	
PEAK HR :	**08:00 AM - 09:00 AM**																TOTAL
PEAK HR VOL :	1	39	7	0	1	10	2	0	2	19	0	0	8	18	1	0	108
PEAK HR FACTOR :	0.250	0.390	0.583	0.000	0.250	0.625	0.500	0.000	0.500	0.792	0.000	0.000	0.667	0.750	0.250	0.000	0.600
		0.405				0.650				0.875				0.750			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	2	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	2	0	0	1	1	0	1	11	0	0	2	3	0	0	21
4:15 PM	0	1	3	0	0	3	0	0	0	6	0	0	3	7	0	0	23
4:30 PM	0	3	0	0	0	0	2	0	0	6	1	0	2	1	0	0	15
4:45 PM	0	0	3	0	0	3	1	0	0	7	0	0	1	7	1	0	23
5:00 PM	0	1	0	0	0	7	0	0	1	6	0	0	2	4	1	0	22
5:15 PM	0	3	4	0	0	3	1	0	0	7	0	0	2	3	0	0	23
5:30 PM	0	0	1	0	0	1	1	0	0	4	0	0	3	1	0	0	11
5:45 PM	0	5	1	0	0	10	0	0	0	7	0	0	1	4	1	0	29
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	13	14	0	0	28	6	0	2	54	1	0	16	30	3	0	167
APPROACH %'s :	0.00%	48.15%	51.85%	0.00%	0.00%	82.35%	17.65%	0.00%	3.51%	94.74%	1.75%	0.00%	32.65%	61.22%	6.12%	0.00%	
PEAK HR :	**04:45 PM - 05:45 PM**																TOTAL
PEAK HR VOL :	0	4	8	0	0	14	3	0	1	24	0	0	8	15	2	0	79
PEAK HR FACTOR :	0.00	0.333	0.500	0.000	0.000	0.500	0.750	0.000	0.250	0.857	0.000	0.000	0.667	0.536	0.500	0.000	0.859
		0.429				0.607				0.893				0.694			

National Data & Surveying Services

Intersection Turning Movement Count

Location: S La Brea Ave & Slauson Ave
City: Los Angeles
Control: Signalized

Project ID: 19-05714-004
Date: 11/19/2019

Bikes

NS/EW Streets:	S La Brea Ave				S La Brea Ave				Slauson Ave				Slauson Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	2	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	4
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%					0.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250
							0.250							0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	2	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	3
APPROACH %'s :									50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
										0.250							

National Data & Surveying Services

Intersection Turning Movement Count

Location: S La Brea Ave & Slauson Ave
City: Los Angeles
Project ID: 19-05714-004
Date: 11/19/2019

Pedestrians (Crosswalks)

NS/EW Streets:	S La Brea Ave		S La Brea Ave		Slauson Ave		Slauson Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	2	2	5	2	2	2	2	17
7:15 AM	1	4	3	2	3	0	1	1	15
7:30 AM	0	4	2	4	1	3	0	0	14
7:45 AM	1	0	0	3	1	2	0	0	7
8:00 AM	1	0	3	1	2	3	1	2	13
8:15 AM	1	1	1	4	0	3	0	0	10
8:30 AM	1	1	4	4	0	1	1	2	14
8:45 AM	0	1	2	3	0	4	1	0	11
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	5	13	17	26	9	18	6	7	101
APPROACH %'s :	27.78%	72.22%	39.53%	60.47%	33.33%	66.67%	46.15%	53.85%	
PEAK HR :	**08:00 AM - 09:00 AM**								TOTAL
PEAK HR VOL :	3	3	10	12	2	11	3	4	48
PEAK HR FACTOR :	0.750	0.750	0.625	0.750	0.250	0.688	0.750	0.500	0.857
	0.750		0.688		0.650		0.583		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	5	0	0	0	5
4:15 PM	0	0	1	1	1	0	1	0	4
4:30 PM	2	4	1	1	1	1	0	1	11
4:45 PM	0	1	4	3	0	1	1	0	10
5:00 PM	0	0	3	2	0	1	0	1	7
5:15 PM	0	0	0	2	2	2	0	0	6
5:30 PM	0	0	1	1	2	0	1	0	5
5:45 PM	1	1	2	0	2	0	0	1	7
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	6	12	10	13	5	3	3	55
APPROACH %'s :	33.33%	66.67%	54.55%	45.45%	72.22%	27.78%	50.00%	50.00%	
PEAK HR :	**04:45 PM - 05:45 PM**								TOTAL
PEAK HR VOL :	0	1	8	8	4	4	2	1	28
PEAK HR FACTOR :		0.250	0.500	0.667	0.500	0.500	0.500	0.250	0.700
	0.250		0.571		0.500		0.750		

Prepared by National Data & Surveying Services

S La Brea Ave & Slauson Ave

Peak Hour Turning Movement Count

ID: 19-05714-004
City: Los Angeles

Day: Tuesday
Date: 11/19/2019

PEAK HOURS

AM: 08:00 AM - 09:00 AM
NOON: NONE
PM: 04:45 PM - 05:45 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

S La Brea Ave — SOUTHBOUND

AM	98	865	17	5	1237	AM
NOON	0	0	0	0	0	NOON
PM	282	942	23	4	1407	PM
	1	2	1	0		

Slauson Ave — EASTBOUND

AM	NOON	PM	
766	0	1118	
1	0	1	0
139	0	307	1
732	0	1286	3
45	0	49	0

CONTROL

Signalized

TEV	3870 AM	0 NOON	5048 PM
PHF	0.95		0.98

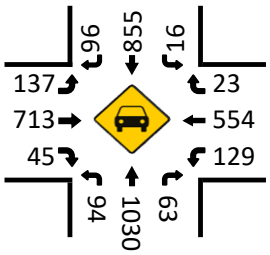
Slauson Ave — WESTBOUND

PM	NOON	AM	
33	0	24	0
774	0	572	3
122	0	137	1
0	0	0	0
1409	0	819	

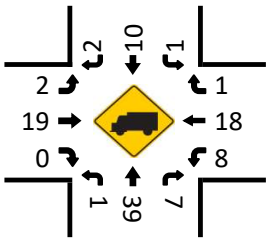
S La Brea Ave — NORTHBOUND

	0	1	3	0		
PM	1114	1	61	1063	100	PM
NOON	0	0	0	0	0	NOON
AM	1048	1	95	1069	70	AM

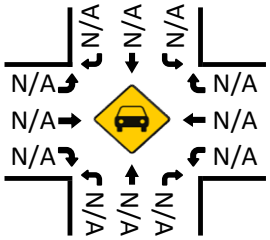
Cars (AM)



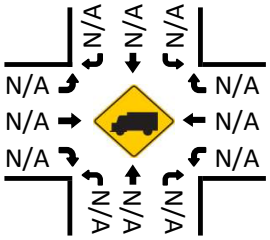
HT (AM)



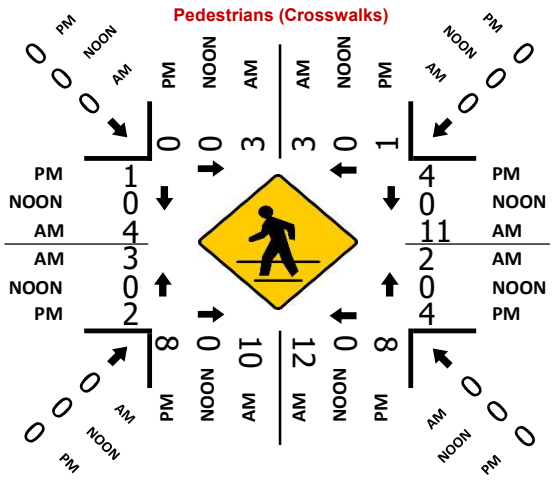
Cars (NOON)



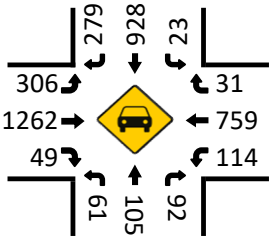
HT (NOON)



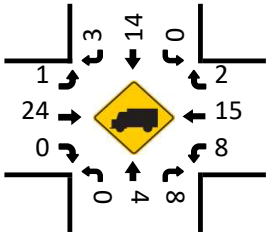
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Overhill Dr & Slauson Ave
City: Los Angeles
Control: Signalized

Project ID: 19-05714-005
Date: 11/19/2019

Total

NS/EW Streets:	Overhill Dr				Overhill Dr				Slauson Ave				Slauson Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	14	100	47	1	21	57	9	1	10	83	7	0	63	222	96	0	731
7:15 AM	8	105	59	1	29	89	5	0	13	110	10	0	96	172	94	0	791
7:30 AM	11	110	41	0	31	151	8	0	11	138	8	0	86	150	91	0	836
7:45 AM	13	110	53	0	36	92	14	0	19	177	15	0	85	199	112	0	925
8:00 AM	10	109	70	3	38	93	9	1	26	149	28	0	90	174	80	0	880
8:15 AM	6	92	61	3	44	91	9	0	27	215	16	0	98	167	48	0	877
8:30 AM	8	81	40	1	31	97	19	1	17	178	21	1	51	237	59	0	842
8:45 AM	12	123	55	3	42	105	20	0	19	161	6	1	66	222	63	0	898
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	82	830	426	12	272	775	93	3	142	1211	111	2	635	1543	643	0	6780
APPROACH %'s :	6.07%	61.48%	31.56%	0.89%	23.80%	67.80%	8.14%	0.26%	9.69%	82.61%	7.57%	0.14%	22.51%	54.70%	22.79%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	37	392	224	7	149	373	51	2	89	719	80	1	324	777	299	0	3524
PEAK HR FACTOR :	0.712	0.891	0.800	0.583	0.847	0.961	0.671	0.500	0.824	0.836	0.714	0.250	0.827	0.820	0.667	0.000	0.952
	0.859				0.971				0.861				0.884				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	19	90	77	3	78	58	20	0	25	289	7	0	30	194	36	0	926
4:15 PM	11	108	77	1	82	59	19	3	18	360	12	1	23	196	35	0	1005
4:30 PM	15	124	70	1	73	71	15	0	24	355	10	2	26	189	29	0	1004
4:45 PM	17	84	71	1	91	85	24	0	25	359	10	3	33	210	39	0	1052
5:00 PM	13	109	77	2	79	86	27	1	22	262	12	0	34	202	29	0	955
5:15 PM	11	134	74	0	89	96	19	0	17	358	22	0	35	216	38	0	1109
5:30 PM	13	112	101	1	83	102	20	0	36	306	12	0	30	193	27	0	1036
5:45 PM	12	99	73	2	89	95	18	0	18	328	12	2	29	229	40	0	1046
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	111	860	620	11	664	652	162	4	185	2617	97	8	240	1629	273	0	8133
APPROACH %'s :	6.93%	53.68%	38.70%	0.69%	44.80%	43.99%	10.93%	0.27%	6.36%	90.02%	3.34%	0.28%	11.20%	76.05%	12.75%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	54	439	323	4	342	369	90	1	100	1285	56	3	132	821	133	0	4152
PEAK HR FACTOR :	0.794	0.819	0.800	0.500	0.940	0.904	0.833	0.250	0.694	0.895	0.636	0.250	0.943	0.950	0.853	0.000	0.936
	0.903				0.978				0.909				0.939				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Overhill Dr & Slauson Ave
City: Los Angeles
Control: Signalized

Project ID: 19-05714-005
Date: 11/19/2019

Cars

NS/EW Streets:	Overhill Dr				Overhill Dr				Slauson Ave				Slauson Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	13	99	47	1	19	56	8	1	7	80	7	0	62	212	93	0	705
7:15 AM	8	105	59	1	28	89	4	0	11	108	10	0	94	161	92	0	770
7:30 AM	11	108	40	0	31	150	6	0	8	137	7	0	86	141	89	0	814
7:45 AM	12	108	53	0	34	92	13	0	15	172	15	0	85	192	111	0	902
8:00 AM	10	109	70	3	38	92	8	1	25	146	27	0	90	170	78	0	867
8:15 AM	6	91	61	3	44	91	8	0	25	210	16	0	97	162	48	0	862
8:30 AM	7	81	39	1	31	97	17	1	15	173	21	1	50	228	59	0	821
8:45 AM	11	123	55	2	40	102	18	0	18	156	6	1	64	219	61	0	876
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	78	824	424	11	265	769	82	3	124	1182	109	2	628	1485	631	0	6617
APPROACH %'s :	5.83%	61.63%	31.71%	0.82%	23.68%	68.72%	7.33%	0.27%	8.75%	83.42%	7.69%	0.14%	22.89%	54.12%	23.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	35	389	223	7	147	372	46	2	80	701	79	1	322	752	296	0	3452
PEAK HR FACTOR :	0.73	0.892	0.796	0.583	0.835	0.959	0.676	0.500	0.800	0.835	0.731	0.250	0.830	0.825	0.667	0.000	0.957
	0.852				0.971				0.858				0.883				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	17	90	76	3	76	58	18	0	24	282	7	0	29	193	35	0	908
4:15 PM	11	108	77	1	82	59	16	3	14	350	12	1	22	189	35	0	980
4:30 PM	15	124	68	1	73	71	14	0	23	348	10	2	26	187	29	0	991
4:45 PM	17	84	71	1	90	84	23	0	22	355	10	3	33	204	38	0	1035
5:00 PM	13	109	76	2	79	85	25	1	21	255	12	0	34	198	29	0	939
5:15 PM	11	134	74	0	87	96	16	0	16	349	22	0	35	213	37	0	1090
5:30 PM	13	112	100	1	81	102	18	0	34	302	12	0	29	192	26	0	1022
5:45 PM	12	98	73	2	89	95	17	0	17	321	12	2	29	224	39	0	1030
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	109	859	615	11	657	650	147	4	171	2562	97	8	237	1600	268	0	7995
APPROACH %'s :	6.84%	53.89%	38.58%	0.69%	45.06%	44.58%	10.08%	0.27%	6.03%	90.27%	3.42%	0.28%	11.26%	76.01%	12.73%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	54	439	321	4	337	367	82	1	93	1261	56	3	131	807	130	0	4086
PEAK HR FACTOR :	0.79	0.819	0.803	0.500	0.936	0.900	0.820	0.250	0.684	0.888	0.636	0.250	0.936	0.947	0.855	0.000	0.937
	0.905				0.979				0.906				0.937				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Overhill Dr & Slauson Ave
City: Los Angeles
Control: Signalized

Project ID: 19-05714-005
Date: 11/19/2019

HT

NS/EW Streets:	Overhill Dr				Overhill Dr				Slauson Ave				Slauson Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	1	0	0	2	1	1	0	3	3	0	0	1	10	3	0	26
7:15 AM	0	0	0	0	1	0	1	0	2	2	0	0	2	11	2	0	21
7:30 AM	0	2	1	0	0	1	2	0	3	1	1	0	0	9	2	0	22
7:45 AM	1	2	0	0	2	0	1	0	4	5	0	0	0	7	1	0	23
8:00 AM	0	0	0	0	0	1	1	0	1	3	1	0	0	4	2	0	13
8:15 AM	0	1	0	0	0	0	1	0	2	5	0	0	1	5	0	0	15
8:30 AM	1	0	1	0	0	0	2	0	2	5	0	0	1	9	0	0	21
8:45 AM	1	0	0	1	2	3	2	0	1	5	0	0	2	3	2	0	22
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	6	2	1	7	6	11	0	18	29	2	0	7	58	12	0	163
APPROACH %'s :	30.77%	46.15%	15.38%	7.69%	29.17%	25.00%	45.83%	0.00%	36.73%	59.18%	4.08%	0.00%	9.09%	75.32%	15.58%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	2	3	1	0	2	1	5	0	9	18	1	0	2	25	3	0	72
PEAK HR FACTOR :	0.500	0.375	0.250	0.000	0.250	0.250	0.625	0.000	0.563	0.900	0.250	0.000	0.500	0.694	0.375	0.000	0.783
	0.500				0.667				0.778				0.750				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	0	1	0	2	0	2	0	1	7	0	0	1	1	1	0	18
4:15 PM	0	0	0	0	0	0	3	0	4	10	0	0	1	7	0	0	25
4:30 PM	0	0	2	0	0	0	1	0	1	7	0	0	0	2	0	0	13
4:45 PM	0	0	0	0	1	1	1	0	3	4	0	0	0	6	1	0	17
5:00 PM	0	0	1	0	0	1	2	0	1	7	0	0	0	4	0	0	16
5:15 PM	0	0	0	0	2	0	3	0	1	9	0	0	0	3	1	0	19
5:30 PM	0	0	1	0	2	0	2	0	2	4	0	0	1	1	1	0	14
5:45 PM	0	1	0	0	0	0	1	0	1	7	0	0	0	5	1	0	16
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	1	5	0	7	2	15	0	14	55	0	0	3	29	5	0	138
APPROACH %'s :	25.00%	12.50%	62.50%	0.00%	29.17%	8.33%	62.50%	0.00%	20.29%	79.71%	0.00%	0.00%	8.11%	78.38%	13.51%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	2	0	5	2	8	0	7	24	0	0	1	14	3	0	66
PEAK HR FACTOR :	0.00	0.000	0.500	0.000	0.625	0.500	0.667	0.000	0.583	0.667	0.000	0.000	0.250	0.583	0.750	0.000	0.868
	0.500				0.750				0.775				0.643				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Overhill Dr & Slauson Ave
City: Los Angeles
Control: Signalized

Project ID: 19-05714-005
Date: 11/19/2019

Bikes

NS/EW Streets:	Overhill Dr				Overhill Dr				Slauson Ave				Slauson Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	2	0	0	0	1	0	0	0	3	0	0	6
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250
														0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	1	0	0	0	2	0	0	1	0	0	0	5
APPROACH %'s :					50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	3
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.375
						0.250								0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Overhill Dr & Slauson Ave
City: Los Angeles
Project ID: 19-05714-005
Date: 11/19/2019

Pedestrians (Crosswalks)

NS/EW Streets:	Overhill Dr		Overhill Dr		Slauson Ave		Slauson Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	2	0	0	0	2	0	0	0	4
7:15 AM	2	0	1	0	2	1	1	0	7
7:30 AM	2	0	0	2	1	2	0	1	8
7:45 AM	10	0	3	0	0	2	1	3	19
8:00 AM	0	2	0	2	0	2	1	1	8
8:15 AM	3	2	2	0	3	2	0	0	12
8:30 AM	1	3	1	0	1	0	0	3	9
8:45 AM	0	5	6	4	4	1	1	5	26
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	20	12	13	8	13	10	4	13	93
APPROACH %'s :	62.50%	37.50%	61.90%	38.10%	56.52%	43.48%	23.53%	76.47%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	14	7	6	2	4	6	2	7	48
PEAK HR FACTOR :	0.350	0.583	0.500	0.250	0.333	0.750	0.500	0.583	0.632
	0.525		0.667		0.500		0.563		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	6	2	2	2	0	2	1	8	23
4:15 PM	0	2	1	0	0	1	2	3	9
4:30 PM	6	6	3	0	0	3	4	4	26
4:45 PM	2	1	2	2	2	1	1	2	13
5:00 PM	3	1	2	1	6	1	2	3	19
5:15 PM	7	0	3	1	2	5	1	0	19
5:30 PM	1	2	3	0	4	1	1	6	18
5:45 PM	5	0	0	0	1	0	3	0	9
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	30	14	16	6	15	14	15	26	136
APPROACH %'s :	68.18%	31.82%	72.73%	27.27%	51.72%	48.28%	36.59%	63.41%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	13	4	10	4	14	8	5	11	69
PEAK HR FACTOR :	0.464	0.500	0.833	0.500	0.583	0.400	0.625	0.458	0.908
	0.607		0.875		0.786		0.571		

Prepared by National Data & Surveying Services

Overhill Dr & Slauson Ave

Peak Hour Turning Movement Count

ID: 19-05714-005
City: Los Angeles

Day: Tuesday
Date: 11/19/2019

PEAK HOURS

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 04:45 PM - 05:45 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

Overhill Dr — SOUTHBOUND

AM	51	373	149	2	782	AM
NOON	0	0	0	0	0	NOON
PM	90	369	342	1	673	PM
	0	2	1	0		

Slauson Ave — EASTBOUND

AM	NOON	PM	
866	0	968	
1	0	3	0
89	0	100	1
719	0	1285	3
80	0	56	0
AM	NOON	PM	

Slauson Ave — WESTBOUND

PM	NOON	AM	
133	0	299	0
821	0	777	3
132	0	324	1
0	0	0	0
1950	0	1092	
PM	NOON	AM	

CONTROL: Signalized

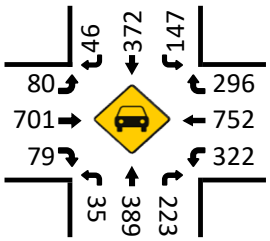
TEV	3524	0	4152
	AM	NOON	PM
PHF	0.95		0.94

Overhill Dr — NORTHBOUND

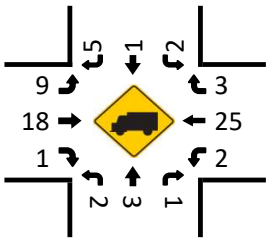
	0	1	2	0		
PM	561	4	54	439	323	PM
NOON	0	0	0	0	0	NOON
AM	784	7	37	392	224	AM

Overhill Dr

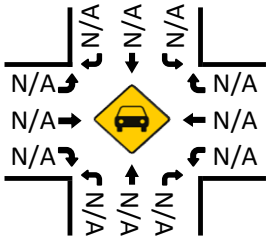
Cars (AM)



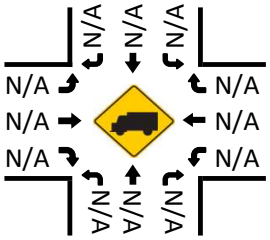
HT (AM)



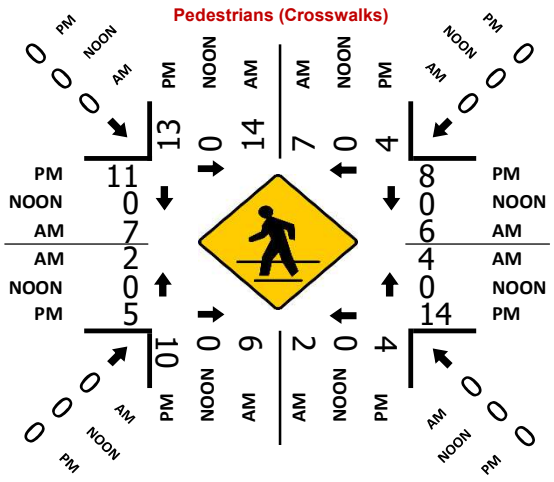
Cars (NOON)



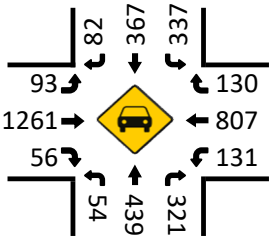
HT (NOON)



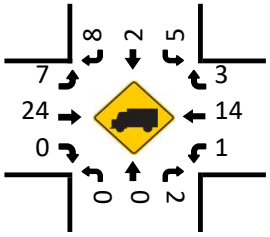
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Overhill Dr & W 62nd St
City: Los Angeles
Control: Signalized

Project ID: 19-05714-006
Date: 11/19/2019

Total

NS/EW Streets:	Overhill Dr				Overhill Dr				W 62nd St				W 62nd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	1	0	0	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	24	119	1	0	0	170	96	0	5	0	3	0	12	59	5	0	494
7:15 AM	21	126	0	0	0	213	111	0	25	0	5	0	10	43	2	0	556
7:30 AM	29	109	2	0	0	242	89	0	13	2	11	0	10	60	7	0	574
7:45 AM	28	105	0	1	0	186	83	0	20	2	8	0	8	59	9	0	509
8:00 AM	26	151	1	0	1	192	74	0	21	3	7	0	8	39	1	0	524
8:15 AM	22	129	2	0	1	218	85	0	20	6	4	0	5	37	4	0	533
8:30 AM	38	130	1	0	2	154	68	0	16	3	8	0	6	35	8	0	469
8:45 AM	16	87	0	0	1	152	79	0	17	5	7	0	3	22	9	0	398
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	204	956	7	1	5	1527	685	0	137	21	53	0	62	354	45	0	4057
APPROACH %'s :	17.47%	81.85%	0.60%	0.09%	0.23%	68.88%	30.90%	0.00%	64.93%	9.95%	25.12%	0.00%	13.45%	76.79%	9.76%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	104	491	3	1	1	833	357	0	79	7	31	0	36	201	19	0	2163
PEAK HR FACTOR :	0.897	0.813	0.375	0.250	0.250	0.861	0.804	0.000	0.790	0.583	0.705	0.000	0.900	0.838	0.528	0.000	0.942
	0.841				0.900				0.944				0.831				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	1	0	0	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	153	3	0	0	80	15	0	91	15	37	0	0	4	3	0	405
4:15 PM	2	161	2	0	0	57	7	0	96	12	49	0	2	4	2	0	394
4:30 PM	7	158	4	0	1	87	19	0	77	18	38	0	1	8	2	0	420
4:45 PM	9	141	3	0	0	77	18	0	88	12	35	0	2	3	2	0	390
5:00 PM	4	167	2	0	0	79	20	0	87	14	39	0	1	5	5	0	423
5:15 PM	6	176	3	0	1	99	10	0	118	17	40	0	4	5	2	0	481
5:30 PM	5	163	3	0	4	71	25	0	77	21	38	0	1	4	4	0	416
5:45 PM	7	162	3	0	5	70	17	0	99	13	35	0	0	1	3	0	415
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	44	1281	23	0	11	620	131	0	733	122	311	0	11	34	23	0	3344
APPROACH %'s :	3.26%	95.03%	1.71%	0.00%	1.44%	81.36%	17.19%	0.00%	62.86%	10.46%	26.67%	0.00%	16.18%	50.00%	33.82%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	22	668	11	0	10	319	72	0	381	65	152	0	6	15	14	0	1735
PEAK HR FACTOR :	0.786	0.949	0.917	0.000	0.500	0.806	0.720	0.000	0.807	0.774	0.950	0.000	0.375	0.750	0.700	0.000	0.902
	0.947				0.911				0.854				0.795				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Overhill Dr & W 62nd St
City: Los Angeles
Control: Signalized

Project ID: 19-05714-006
Date: 11/19/2019

Cars

NS/EW Streets:	Overhill Dr				Overhill Dr				W 62nd St				W 62nd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	1	0	0	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	23	117	1	0	0	168	96	0	5	0	3	0	12	59	5	0	489
7:15 AM	21	126	0	0	0	211	110	0	24	0	5	0	10	43	2	0	552
7:30 AM	29	108	2	0	0	241	89	0	12	2	11	0	10	60	7	0	571
7:45 AM	28	104	0	1	0	186	83	0	20	2	8	0	8	58	9	0	507
8:00 AM	26	151	1	0	0	192	74	0	21	2	7	0	8	39	1	0	522
8:15 AM	22	128	1	0	1	214	82	0	20	6	4	0	5	36	4	0	523
8:30 AM	38	128	1	0	2	152	68	0	16	3	8	0	6	35	8	0	465
8:45 AM	16	86	0	0	1	151	78	0	17	5	7	0	3	22	9	0	395
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	203	948	6	1	4	1515	680	0	135	20	53	0	62	352	45	0	4024
APPROACH %'s :	17.53%	81.87%	0.52%	0.09%	0.18%	68.89%	30.92%	0.00%	64.90%	9.62%	25.48%	0.00%	13.51%	76.69%	9.80%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	104	489	3	1	0	830	356	0	77	6	31	0	36	200	19	0	2152
PEAK HR FACTOR :	0.90	0.810	0.375	0.250	0.000	0.861	0.809	0.000	0.802	0.750	0.705	0.000	0.900	0.833	0.528	0.000	0.942
		0.838				0.898				0.950				0.828			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	1	0	0	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	153	3	0	0	79	15	0	91	15	37	0	0	4	3	0	404
4:15 PM	2	161	2	0	0	57	7	0	96	12	48	0	1	4	2	0	392
4:30 PM	7	157	4	0	1	87	19	0	77	18	38	0	1	8	2	0	419
4:45 PM	9	141	2	0	0	77	18	0	88	12	35	0	2	3	2	0	389
5:00 PM	4	167	2	0	0	78	20	0	86	14	39	0	1	5	5	0	421
5:15 PM	6	176	3	0	1	99	10	0	118	17	40	0	4	5	2	0	481
5:30 PM	5	161	3	0	3	71	25	0	77	21	37	0	1	4	4	0	412
5:45 PM	7	162	3	0	5	70	17	0	99	13	35	0	0	1	3	0	415
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	44	1278	22	0	10	618	131	0	732	122	309	0	10	34	23	0	3333
APPROACH %'s :	3.27%	95.09%	1.64%	0.00%	1.32%	81.42%	17.26%	0.00%	62.94%	10.49%	26.57%	0.00%	14.93%	50.75%	34.33%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	22	666	11	0	9	318	72	0	380	65	151	0	6	15	14	0	1729
PEAK HR FACTOR :	0.79	0.946	0.917	0.000	0.450	0.803	0.720	0.000	0.805	0.774	0.944	0.000	0.375	0.750	0.700	0.000	0.899
		0.945				0.907				0.851				0.795			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Overhill Dr & W 62nd St
City: Los Angeles
Control: Signalized

Project ID: 19-05714-006
Date: 11/19/2019

HT

NS/EW Streets:	Overhill Dr				Overhill Dr				W 62nd St				W 62nd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	1	0	0	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
7:15 AM	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	4
7:30 AM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
8:00 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
8:15 AM	0	1	1	0	0	4	3	0	0	0	0	0	0	1	0	0	10
8:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
8:45 AM	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	8	1	0	1	12	5	0	2	1	0	0	0	2	0	0	33
APPROACH %'s :	10.00%	80.00%	10.00%	0.00%	5.56%	66.67%	27.78%	0.00%	66.67%	33.33%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	2	0	0	1	3	1	0	2	1	0	0	0	1	0	0	11
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.250	0.375	0.250	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.688
		0.500				0.417				0.750				0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	1	0	0	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	2	0	0	1	0	0	0	0	0	1	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	1	0	1	2	0	0	1	0	2	0	1	0	0	0	11
APPROACH %'s :	0.00%	75.00%	25.00%	0.00%	33.33%	66.67%	0.00%	0.00%	33.33%	0.00%	66.67%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	2	0	0	1	1	0	0	1	0	1	0	0	0	0	0	6
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.375
		0.250				0.500				0.500							

National Data & Surveying Services

Intersection Turning Movement Count

Location: Overhill Dr & W 62nd St
City: Los Angeles
Control: Signalized

Project ID: 19-05714-006
Date: 11/19/2019

Bikes

NS/EW Streets:	Overhill Dr				Overhill Dr				W 62nd St				W 62nd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	1	0	0	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%									
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	1	0	0	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
		0.250				0.250											

National Data & Surveying Services

Intersection Turning Movement Count

Location: Overhill Dr & W 62nd St
City: Los Angeles
Project ID: 19-05714-006
Date: 11/19/2019

Pedestrians (Crosswalks)

NS/EW Streets:	Overhill Dr		Overhill Dr		W 62nd St		W 62nd St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	0	0	0	0	0	2	3
7:15 AM	0	1	0	0	0	0	1	0	2
7:30 AM	2	0	1	1	0	0	0	1	5
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	1	0	2
8:45 AM	1	0	0	0	1	0	1	2	5
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	3	1	1	1	1	3	5	18
APPROACH %'s :	50.00%	50.00%	50.00%	50.00%	50.00%	50.00%	37.50%	62.50%	
PEAK HR :	**07:15 AM - 08:15 AM**								TOTAL
PEAK HR VOL :	2	2	1	1	0	0	1	1	8
PEAK HR FACTOR :	0.250	0.500	0.250	0.250			0.250	0.250	0.400
	0.500		0.250				0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	0	1	0	1	0	0	0	3
4:15 PM	0	0	0	0	0	0	1	2	3
4:30 PM	0	0	0	1	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	1	0	0	1	0	0	3
5:15 PM	0	0	0	0	1	0	0	0	1
5:30 PM	1	0	1	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	0	3	1	2	1	1	3	14
APPROACH %'s :	100.00%	0.00%	75.00%	25.00%	66.67%	33.33%	25.00%	75.00%	
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	2	0	2	0	1	1	0	0	6
PEAK HR FACTOR :	0.500		0.500		0.250	0.250			0.500
	0.500		0.500		0.500				

Prepared by National Data & Surveying Services

Overhill Dr & W 62nd St

Peak Hour Turning Movement Count

ID: 19-05714-006
City: Los Angeles

Day: Tuesday
Date: 11/19/2019

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

Overhill Dr — SOUTHBOUND

AM	357	833	1	0	589	AM
NOON	0	0	0	0	0	NOON
PM	72	319	10	0	1063	PM
	0	2	0	0		

W 62nd St — EASTBOUND

AM	NOON	PM	
662	0	109	
0	0	0	0
79	0	381	0
7	0	65	1
31	0	152	1
AM	NOON	PM	

W 62nd St — WESTBOUND

PM	NOON	AM	
14	0	19	0.5
15	0	201	0.5
6	0	36	0
0	0	0	0
86	0	11	
PM	NOON	AM	

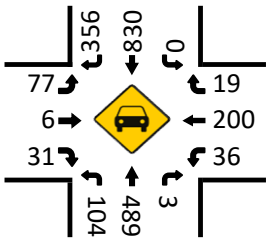
CONTROL: Signalized

TEV	2163	0	1735
	AM	NOON	PM
PHF	0.94		0.90

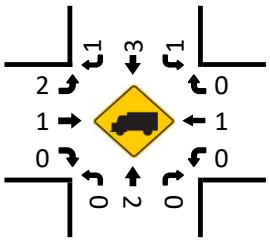
Overhill Dr — NORTHBOUND

PM	477	0	22	668	11	PM
NOON	0	0	0	0	0	NOON
AM	901	1	104	491	3	AM
		0	0	2	0	

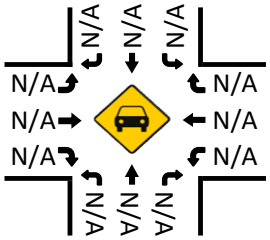
Cars (AM)



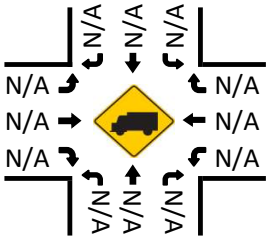
HT (AM)



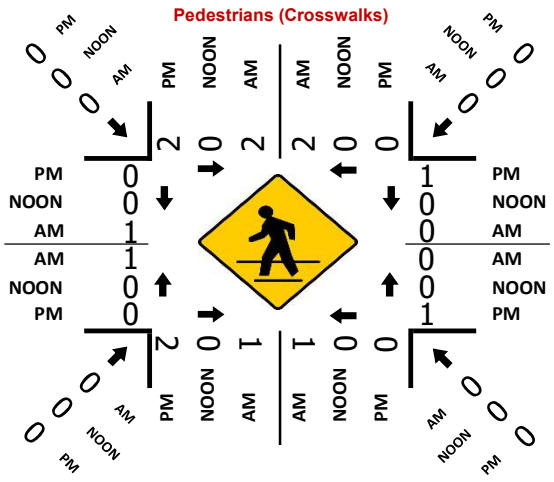
Cars (NOON)



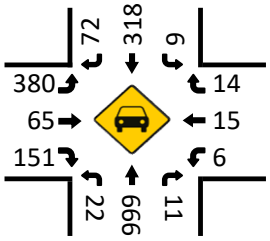
HT (NOON)



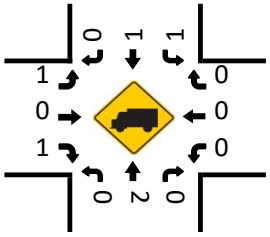
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S La Brea Ave & Obama Blvd
City: Los Angeles
Control: Signalized

Project ID: 19-05714-008
Date: 11/19/2019

Total

NS/EW Streets:	S La Brea Ave				S La Brea Ave				Obama Blvd				Obama Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	1	0	1	3	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	46	474	6	0	46	198	105	0	32	42	10	0	25	229	93	0	1306
7:15 AM	46	463	2	0	52	210	157	0	46	67	14	0	36	236	101	0	1430
7:30 AM	49	459	6	0	55	251	136	0	44	90	13	0	44	229	100	0	1476
7:45 AM	45	403	10	0	54	269	141	0	52	109	22	0	47	201	91	0	1444
8:00 AM	46	376	10	0	54	255	131	0	49	107	21	0	41	221	68	0	1379
8:15 AM	51	425	12	0	54	295	143	0	35	127	16	0	30	216	87	0	1491
8:30 AM	49	357	6	0	56	263	126	0	46	142	17	0	41	248	89	0	1440
8:45 AM	48	388	15	0	64	285	140	0	37	93	17	0	24	217	69	0	1397
9:00 AM	41	374	9	0	46	265	151	0	49	103	20	0	52	243	63	0	1416
9:15 AM	46	411	13	0	36	322	143	0	36	105	18	0	32	217	54	0	1433
9:30 AM	34	309	22	0	44	290	73	0	31	92	22	0	56	254	60	0	1287
9:45 AM	27	332	13	0	47	322	25	0	36	97	15	0	45	162	80	0	1201
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	528	4771	124	0	608	3225	1471	0	493	1174	205	0	473	2673	955	0	16700
APPROACH %'s :	9.74%	87.98%	2.29%	0.00%	11.46%	60.80%	27.73%	0.00%	26.34%	62.71%	10.95%	0.00%	11.53%	65.18%	23.29%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	191	1663	38	0	217	1070	551	0	180	433	72	0	162	867	346	0	5790
PEAK HR FACTOR :	0.936	0.906	0.792	0.000	0.986	0.907	0.963	0.000	0.865	0.852	0.818	0.000	0.862	0.947	0.865	0.000	0.971
		0.920				0.934				0.936				0.922			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	1	0	1	3	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	30	355	22	0	60	349	46	0	56	191	20	0	31	113	85	0	1358
3:15 PM	23	353	20	0	57	365	46	0	57	266	17	0	43	138	79	0	1464
3:30 PM	16	336	28	0	71	421	34	0	54	258	12	0	42	135	87	0	1494
3:45 PM	32	434	12	0	57	450	43	0	49	240	10	0	44	127	57	0	1555
4:00 PM	20	325	28	0	52	402	34	0	55	279	16	0	43	128	53	0	1435
4:15 PM	23	359	30	0	64	442	46	0	39	239	16	0	49	136	48	0	1491
4:30 PM	39	290	48	0	64	413	55	0	37	269	13	0	37	135	61	0	1461
4:45 PM	33	348	42	0	54	467	32	0	43	222	15	0	36	142	64	0	1498
5:00 PM	18	313	40	0	56	436	28	0	47	272	9	0	51	168	58	0	1496
5:15 PM	20	351	58	0	59	492	33	0	35	232	13	0	53	162	56	0	1564
5:30 PM	29	271	27	0	59	453	49	0	34	275	14	0	47	162	54	0	1474
5:45 PM	18	312	22	0	63	480	22	0	44	244	15	0	48	155	69	0	1492
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	301	4047	377	0	716	5170	468	0	550	2987	170	0	524	1701	771	0	17782
APPROACH %'s :	6.37%	85.65%	7.98%	0.00%	11.27%	81.37%	7.37%	0.00%	14.84%	80.58%	4.59%	0.00%	17.49%	56.78%	25.73%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	100	1283	167	0	228	1848	142	0	159	1001	51	0	187	634	232	0	6032
PEAK HR FACTOR :	0.758	0.914	0.720	0.000	0.966	0.939	0.724	0.000	0.846	0.910	0.850	0.000	0.882	0.943	0.906	0.000	0.964
		0.903				0.949				0.923				0.950			

National Data & Surveying Services

Intersection Turning Movement Count

Location: S La Brea Ave & Obama Blvd
City: Los Angeles
Control: Signalized

Project ID: 19-05714-008
Date: 11/19/2019

Cars

NS/EW Streets:	S La Brea Ave				S La Brea Ave				Obama Blvd				Obama Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	1	0	1	3	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	44	466	5	0	44	194	103	0	30	40	10	0	25	225	89	0	1275
7:15 AM	45	450	1	0	51	208	155	0	44	65	14	0	36	228	98	0	1395
7:30 AM	49	452	6	0	54	242	136	0	44	86	13	0	43	226	98	0	1449
7:45 AM	45	393	10	0	52	260	134	0	52	109	21	0	46	197	90	0	1409
8:00 AM	43	369	8	0	50	251	128	0	48	103	21	0	40	216	66	0	1343
8:15 AM	51	418	12	0	53	286	143	0	34	125	16	0	29	206	86	0	1459
8:30 AM	49	322	6	0	56	256	125	0	45	136	17	0	41	244	87	0	1384
8:45 AM	48	381	15	0	62	281	136	0	37	93	16	0	24	212	68	0	1373
9:00 AM	40	363	9	0	44	256	149	0	47	99	19	0	52	236	58	0	1372
9:15 AM	45	403	13	0	35	314	141	0	36	103	17	0	32	205	51	0	1395
9:30 AM	34	304	22	0	43	287	73	0	30	89	22	0	55	246	57	0	1262
9:45 AM	27	324	13	0	44	311	23	0	36	96	15	0	45	155	79	0	1168
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	520	4645	120	0	588	3146	1446	0	483	1144	201	0	468	2596	927	0	16284
APPROACH %'s :	9.84%	87.89%	2.27%	0.00%	11.35%	60.73%	27.92%	0.00%	26.42%	62.58%	11.00%	0.00%	11.73%	65.05%	23.23%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	188	1632	36	0	209	1039	541	0	178	423	71	0	158	845	340	0	5660
PEAK HR FACTOR :	0.92	0.903	0.750	0.000	0.968	0.908	0.946	0.000	0.856	0.846	0.845	0.000	0.859	0.935	0.867	0.000	0.970
		0.915				0.928				0.923				0.915			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	1	0	1	3	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	30	349	22	0	59	342	42	0	56	182	20	0	31	110	84	0	1327
3:15 PM	23	345	19	0	56	359	45	0	57	262	16	0	43	137	77	0	1439
3:30 PM	16	332	27	0	71	412	34	0	53	253	12	0	42	132	85	0	1469
3:45 PM	32	426	12	0	53	441	42	0	49	233	10	0	42	124	56	0	1520
4:00 PM	20	323	28	0	52	397	34	0	55	274	16	0	43	122	51	0	1415
4:15 PM	22	353	30	0	62	438	45	0	37	237	16	0	49	135	48	0	1472
4:30 PM	39	284	48	0	63	405	55	0	37	262	13	0	37	132	57	0	1432
4:45 PM	32	343	42	0	54	457	32	0	42	220	15	0	36	139	64	0	1476
5:00 PM	18	306	40	0	56	429	28	0	47	269	9	0	51	163	58	0	1474
5:15 PM	19	348	57	0	58	485	33	0	35	231	12	0	53	158	56	0	1545
5:30 PM	29	264	25	0	59	448	47	0	33	271	14	0	47	159	54	0	1450
5:45 PM	18	310	22	0	63	468	22	0	44	241	15	0	48	153	69	0	1473
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	298	3983	372	0	706	5081	459	0	545	2935	168	0	522	1664	759	0	17492
APPROACH %'s :	6.40%	85.60%	7.99%	0.00%	11.30%	81.35%	7.35%	0.00%	14.94%	80.46%	4.61%	0.00%	17.72%	56.50%	25.77%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	98	1261	164	0	227	1819	140	0	157	991	50	0	187	619	232	0	5945
PEAK HR FACTOR :	0.77	0.906	0.719	0.000	0.962	0.938	0.745	0.000	0.835	0.914	0.833	0.000	0.882	0.949	0.906	0.000	0.962
		0.898				0.949				0.922				0.954			

National Data & Surveying Services

Intersection Turning Movement Count

Location: S La Brea Ave & Obama Blvd
City: Los Angeles
Control: Signalized

Project ID: 19-05714-008
Date: 11/19/2019

2axle

NS/EW Streets:	S La Brea Ave				S La Brea Ave				Obama Blvd				Obama Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	1	0	1	3	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	8	1	0	2	3	2	0	2	2	0	0	0	4	4	0	30
7:15 AM	1	13	1	0	1	2	2	0	2	2	0	0	0	8	3	0	35
7:30 AM	0	6	0	0	1	7	0	0	0	4	0	0	1	3	0	0	22
7:45 AM	0	7	0	0	2	7	6	0	0	0	0	0	1	4	1	0	28
8:00 AM	3	7	1	0	4	3	2	0	1	4	0	0	1	5	2	0	33
8:15 AM	0	6	0	0	1	7	0	0	1	2	0	0	1	9	1	0	28
8:30 AM	0	31	0	0	0	6	1	0	1	6	0	0	0	4	2	0	51
8:45 AM	0	7	0	0	2	1	2	0	0	0	0	0	0	5	1	0	18
9:00 AM	1	10	0	0	2	8	2	0	2	4	1	0	0	7	5	0	42
9:15 AM	1	6	0	0	1	7	2	0	0	2	1	0	0	12	2	0	34
9:30 AM	0	5	0	0	1	3	0	0	1	3	0	0	1	7	3	0	24
9:45 AM	0	8	0	0	2	7	1	0	0	1	0	0	0	6	1	0	26
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	114	3	0	19	61	20	0	10	30	2	0	5	74	25	0	371
APPROACH %'s :	6.40%	91.20%	2.40%	0.00%	19.00%	61.00%	20.00%	0.00%	23.81%	71.43%	4.76%	0.00%	4.81%	71.15%	24.04%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	3	26	1	0	8	24	8	0	2	10	0	0	4	21	4	0	111
PEAK HR FACTOR :	0.250	0.929	0.250	0.000	0.500	0.857	0.333	0.000	0.500	0.625	0.000	0.000	1.000	0.583	0.500	0.000	0.841
		0.682				0.667				0.600				0.659			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	1	0	1	3	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	6	0	0	1	6	4	0	0	7	0	0	0	3	1	0	28
3:15 PM	0	8	1	0	1	6	1	0	0	4	1	0	0	1	2	0	25
3:30 PM	0	4	1	0	0	9	0	0	1	4	0	0	0	3	1	0	23
3:45 PM	0	8	0	0	4	9	1	0	0	6	0	0	1	1	1	0	31
4:00 PM	0	1	0	0	0	5	0	0	0	5	0	0	0	6	2	0	19
4:15 PM	1	5	0	0	2	4	1	0	2	2	0	0	0	1	0	0	18
4:30 PM	0	6	0	0	1	7	0	0	0	7	0	0	0	3	4	0	28
4:45 PM	1	5	0	0	0	9	0	0	1	2	0	0	0	3	0	0	21
5:00 PM	0	7	0	0	0	7	0	0	0	3	0	0	0	5	0	0	22
5:15 PM	1	3	1	0	1	7	0	0	0	1	0	0	0	4	0	0	18
5:30 PM	0	7	1	0	0	5	2	0	1	4	0	0	0	3	0	0	23
5:45 PM	0	2	0	0	0	11	0	0	0	3	0	0	0	2	0	0	18
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	62	4	0	10	85	9	0	5	48	1	0	1	35	11	0	274
APPROACH %'s :	4.35%	89.86%	5.80%	0.00%	9.62%	81.73%	8.65%	0.00%	9.26%	88.89%	1.85%	0.00%	2.13%	74.47%	23.40%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	2	22	2	0	1	28	2	0	2	10	0	0	0	15	0	0	84
PEAK HR FACTOR :	0.50	0.786	0.500	0.000	0.250	0.778	0.250	0.000	0.500	0.625	0.000	0.000	0.000	0.750	0.000	0.000	0.913
		0.813				0.861				0.600				0.750			

National Data & Surveying Services

Intersection Turning Movement Count

Location: S La Brea Ave & Obama Blvd
City: Los Angeles
Control: Signalized

Project ID: 19-05714-008
Date: 11/19/2019

3axle

NS/EW Streets:	S La Brea Ave				S La Brea Ave				Obama Blvd				Obama Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	1	0	1	3	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	4
7:45 AM	0	1	0	0	0	2	0	0	0	0	1	0	0	0	0	0	4
8:00 AM	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	4
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3
9:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
9:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	7	1	0	0	12	3	0	0	0	2	0	0	2	2	0	29
APPROACH %'s :	0.00%	87.50%	12.50%	0.00%	0.00%	80.00%	20.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	2	1	0	0	7	1	0	0	0	1	0	0	1	2	0	15
PEAK HR FACTOR :	0.000	0.500	0.250	0.000	0.000	0.875	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.938
		0.750				1.000				0.250				0.375			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	1	0	1	3	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	3
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	1	0	0	3	0	0	0	3	0	0	1	2	1	0	13
APPROACH %'s :	0.00%	66.67%	33.33%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	25.00%	50.00%	25.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.00	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
		0.250				0.250											

National Data & Surveying Services

Intersection Turning Movement Count

Location: S La Brea Ave & Obama Blvd
City: Los Angeles
Control: Signalized

Project ID: 19-05714-008
Date: 11/19/2019

4axle

NS/EW Streets:	S La Brea Ave				S La Brea Ave				Obama Blvd				Obama Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	1	0	1	3	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	1	3	0	0	0	0	0	0	0	1	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	5	0	0	1	6	2	0	0	0	0	0	0	1	1	0	16
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	11.11%	66.67%	22.22%	0.00%					0.00%	50.00%	50.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333
		0.375				0.250											

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	1	0	1	3	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	3
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
										0.250							

National Data & Surveying Services

Intersection Turning Movement Count

Location: S La Brea Ave & Obama Blvd
City: Los Angeles
Control: Signalized

Project ID: 19-05714-008
Date: 11/19/2019

Bikes

NS/EW Streets:	S La Brea Ave				S La Brea Ave				Obama Blvd				Obama Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	1	0	1	3	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	3	0	0	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	6	1	0	2	0	1	0	1	2	0	0	0	12	1	0	26
APPROACH %'s :	0.00%	85.71%	14.29%	0.00%	66.67%	0.00%	33.33%	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	92.31%	7.69%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	4	1	0	0	0	0	0	1	0	0	0	0	1	0	0	7
PEAK HR FACTOR :	0.000	0.333	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.583
		0.417								0.250				0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	1	0	1	3	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	1	1	0	0	1	0	1	0	0	1	0	0	0	0	0	5
3:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2
4:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	2	1	0	0	0	3	0	0	0	1	0	0	7
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	4	1	0	5	6	0	1	0	6	1	0	2	2	1	0	30
APPROACH %'s :	16.67%	66.67%	16.67%	0.00%	41.67%	50.00%	0.00%	8.33%	0.00%	85.71%	14.29%	0.00%	40.00%	40.00%	20.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	1	0	0	3	1	0	0	0	5	0	0	0	1	0	0	11
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.375	0.250	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.250	0.000	0.000	0.393
		0.250				0.333				0.417				0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: S La Brea Ave & Obama Blvd
Project ID: 19-05714-008
City: Los Angeles
Date: 11/19/2019

Pedestrians (Crosswalks)

NS/EW Streets:	S La Brea Ave		S La Brea Ave		Obama Blvd		Obama Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	2	8	2	3	10	6	5	3	39
7:15 AM	4	16	3	5	13	5	9	4	59
7:30 AM	3	4	3	5	12	9	8	6	50
7:45 AM	8	7	5	6	9	6	3	10	54
8:00 AM	4	5	5	3	14	7	6	5	49
8:15 AM	7	4	5	7	7	16	6	9	61
8:30 AM	7	9	3	4	9	2	4	4	42
8:45 AM	11	6	6	10	11	12	4	16	76
9:00 AM	8	16	3	5	6	9	5	9	61
9:15 AM	8	2	7	3	7	10	7	8	52
9:30 AM	6	7	9	9	13	5	13	9	71
9:45 AM	1	7	5	8	9	11	8	10	59
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	69	91	56	68	120	98	78	93	673
APPROACH %'s :	43.13%	56.88%	45.16%	54.84%	55.05%	44.95%	45.61%	54.39%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	22	20	18	21	42	38	23	30	214
PEAK HR FACTOR :	0.688	0.714	0.900	0.750	0.750	0.594	0.719	0.750	0.877
	0.700		0.813		0.870		0.883		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	16	9	8	18	20	21	12	16	120
3:15 PM	18	16	18	9	14	23	10	23	131
3:30 PM	13	6	11	11	9	20	11	16	97
3:45 PM	9	10	15	5	11	20	5	21	96
4:00 PM	9	6	16	16	7	3	10	12	79
4:15 PM	10	10	16	9	12	36	7	18	118
4:30 PM	6	8	11	4	17	16	6	16	84
4:45 PM	7	7	10	12	18	14	8	11	87
5:00 PM	11	3	15	7	15	32	14	19	116
5:15 PM	8	4	14	9	9	9	12	16	81
5:30 PM	4	9	5	3	13	13	1	12	60
5:45 PM	5	3	9	1	4	9	7	20	58
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	116	91	148	104	149	216	103	200	1127
APPROACH %'s :	56.04%	43.96%	58.73%	41.27%	40.82%	59.18%	33.99%	66.01%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	30	23	44	31	55	68	35	58	344
PEAK HR FACTOR :	0.682	0.639	0.733	0.646	0.764	0.531	0.625	0.763	0.741
	0.946		0.815		0.654		0.705		

Prepared by National Data & Surveying Services

S La Brea Ave & Obama Blvd

Peak Hour Turning Movement Count

ID: 19-05714-008
City: Los Angeles

Day: Tuesday
Date: 11/19/2019

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	NONE
PM	03:00 PM - 06:00 PM

S La Brea Ave — SOUTHBOUND

AM	551	1070	217	0	2189	AM
NOON	0	0	0	0	0	NOON
PM	142	1848	228	0	1674	PM
	1	3	1	0		

EASTBOUND — Obama Blvd

AM	NOON	PM	
1609	0	876	
0	0	0	0
180	0	159	1
433	0	1001	3
72	0	51	0

WESTBOUND — Obama Blvd

PM	NOON	AM	
232	0	346	1
634	0	867	2
187	0	162	1
0	0	0	0
1396	0	688	

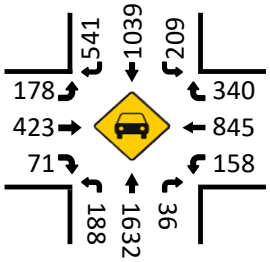
CONTROL: Signalized

TEV	5790 AM	0 NOON	6032 PM
PHF	0.97		0.96

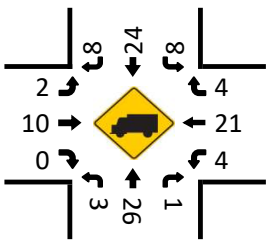
S La Brea Ave — NORTHBOUND

PM	2086	0	100	1283	167	PM
NOON	0	0	0	0	0	NOON
AM	1304	0	191	1663	38	AM
		0	1	3	0	

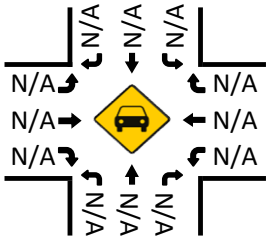
Cars (AM)



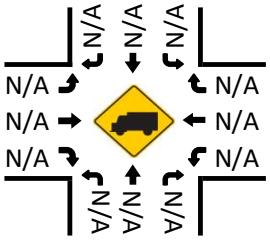
2axle (AM)



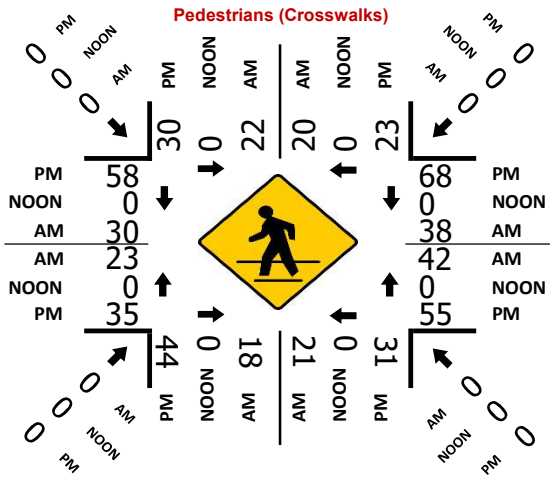
Cars (NOON)



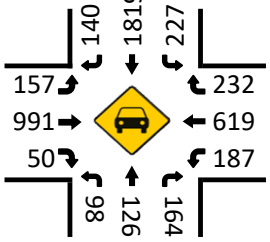
2axle (NOON)



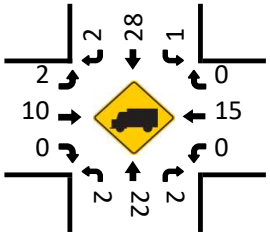
Pedestrians (Crosswalks)



Cars (PM)



2axle (PM)



Attachment D
LOS Worksheets

The View

Vistro File: P:\...\View_AM.vistro
Report File: P:\...\The View - ExAM-v2.pdf
Scenario 1 Existing AM
3/18/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	La Cienega Bouelvard/Stocker Street	Signalized	ICU 1	WB Left	0.933	-	E
2	Fairfax Avenue/Stocker Street	Signalized	ICU 1	WB Thru	0.666	-	B
3	La Brea Avenue - Overhill Drive/Stocker Street	Signalized	ICU 1	WB Thru	0.787	-	C
4	La Brea Avenue/Slauson Avenue	Signalized	ICU 1	SB Thru	0.678	-	B
5	Overhill Drive/Slauson Avenue	Signalized	ICU 1	WB Right	0.703	-	C
6	Overhill Drive/62nd Street	Signalized	ICU 1	SB Thru	0.735	-	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: La Cienega Bouelvard/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.933

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		55.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1747	730	122	1831	1130	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1747	730	122	1831	1130	156
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	437	183	31	458	283	39
Total Analysis Volume [veh/h]	1747	730	122	1831	1130	156
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Protected	Permissive	Permissive	Unsignalized
Signal Group	6	0	1	2	4	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.36	0.00	0.08	0.00	0.39	0.00
Intersection LOS	E					
Intersection V/C	0.933					

Intersection Level Of Service Report
Intersection 2: Fairfax Avenue/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.666

Intersection Setup

Name				Fairfax Avenue						Stocker Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Fairfax Avenue						Stocker Street		
Base Volume Input [veh/h]	122	10	75	3	16	3	1	789	73	331	1181	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	122	10	75	3	16	3	1	789	73	331	1181	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	3	19	1	4	1	0	197	18	83	295	0
Total Analysis Volume [veh/h]	122	10	75	3	16	3	1	789	73	331	1181	1
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.08	0.05	0.00	0.01	0.01	0.00	0.27	0.27	0.21	0.37	0.37
Intersection LOS	B											
Intersection V/C	0.666											

Intersection Level Of Service Report
Intersection 3: La Brea Avenue - Overhill Drive/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.787

Intersection Setup

Name	La Brea Avenue				La Brea Avenue				Stocker Street			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right2	Left	Thru	Right	Right2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	3	1	0	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	100.00	100.00	245.00	270.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				45.00				45.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	Yes				Yes				No			

Volumes

Name	La Brea Avenue				La Brea Avenue				Stocker Street			
Base Volume Input [veh/h]	0	970	320	6	0	214	644	781	224	553	20	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	970	320	6	0	214	644	781	224	553	20	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	243	80	2	0	54	161	195	56	138	5	12
Total Analysis Volume [veh/h]	0	970	320	6	0	214	644	781	224	553	20	47
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Protecte	Unsigna	Split	Split	Split	Split	Protecte	Permiss	Permiss	Permiss
Signal Group	0	2	2	0	0	6	6	0	7	8	0	0
Auxiliary Signal Groups						1,6	1,6					
Lead / Lag	-	-	-	-	-	-	-	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.20	0.10	0.00	0.00	0.07	0.20	0.00	0.08	0.19	0.19	0.19
Intersection LOS	C											
Intersection V/C	0.787											

Intersection Setup

Name	Stocker Street				Overhill Drive			
Approach	Westbound				Northwestbound			
Lane Configuration								
Turning Movement	Left2	Left	Thru	Right	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	1
Entry Pocket Length [ft]	215.00	100.00	100.00	145.00	100.00	100.00	100.00	250.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Stocker Street				Overhill Drive			
Base Volume Input [veh/h]	17	188	774	19	0	0	716	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	188	774	19	0	0	716	82
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	47	194	5	0	0	179	21
Total Analysis Volume [veh/h]	17	188	774	19	0	0	716	82
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Protected	Permissive	Permissive	Split	Split	Split	Split
Signal Group	0	3	4	0	0	0	2	1
Auxiliary Signal Groups								
Lead / Lag	-	Lead	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.07	0.24	0.01	0.00	0.00	0.17	0.17
Intersection LOS	C							
Intersection V/C	0.787							

Intersection Level Of Service Report
Intersection 4: La Brea Avenue/Slauson Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.678

Intersection Setup

Name				La Brea Avenue			Slauson Avenue			Slauson Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00	90.00	100.00	100.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				La Brea Avenue			Slauson Avenue			Slauson Avenue		
Base Volume Input [veh/h]	96	1069	70	22	865	98	140	732	45	137	572	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	1069	70	22	865	98	140	732	45	137	572	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	267	18	6	216	25	35	183	11	34	143	6
Total Analysis Volume [veh/h]	96	1069	70	22	865	98	140	732	45	137	572	24
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	2	0	5	6	3	3	4	0	7	8	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.24	0.24	0.01	0.27	0.00	0.09	0.16	0.16	0.09	0.12	0.12
Intersection LOS	B											
Intersection V/C	0.678											

Intersection Level Of Service Report
Intersection 5: Overhill Drive/Slauson Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.703

Intersection Setup

Name	Overhill Drive			Overhill Drive			Slauson Avenue			Slauson Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	125.00	100.00	50.00	85.00	100.00	100.00	190.00	100.00	100.00	190.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Overhill Drive			Overhill Drive			Slauson Avenue			Slauson Avenue		
Base Volume Input [veh/h]	44	392	224	151	373	51	90	719	80	324	777	299
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	392	224	151	373	51	90	719	80	324	777	299
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	98	56	38	93	13	23	180	20	81	194	75
Total Analysis Volume [veh/h]	44	392	224	151	373	51	90	719	80	324	777	299
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	4	0	3	8	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.12	0.14	0.09	0.12	0.03	0.06	0.17	0.17	0.20	0.22	0.22
Intersection LOS	C											
Intersection V/C	0.703											

Intersection Level Of Service Report
Intersection 6: Overhill Drive/62nd Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.735

Intersection Setup

Name	Overhill Drive			Overhill Drive						62nd Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Overhill Drive			Overhill Drive						62nd Street		
Base Volume Input [veh/h]	105	491	3	1	833	357	79	7	31	36	201	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	105	491	3	1	833	357	79	7	31	36	201	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	123	1	0	208	89	20	2	8	9	50	5
Total Analysis Volume [veh/h]	105	491	3	1	833	357	79	7	31	36	201	19
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.19	0.19	0.00	0.37	0.37	0.05	0.05	0.02	0.02	0.15	0.01
Intersection LOS	C											
Intersection V/C	0.735											

The View

Vistro File: P:\...\View_AM.vistro
Report File: P:\...\The View - ExAM-v2.pdf

Scenario 1 Existing AM
3/18/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	La Cienega Bouelvard/Stocker Street	1747	730	122	1831	1130	156	5716

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Fairfax Avenue/Stocker Street	122	10	75	3	16	3	1	789	73	331	1181	1	2605

ID	Intersection Name	Northbound			Southbound			Eastbound				Westbound			
		Thru	Right	2	Thru	Right	2	Left	Thru	Right	2	2	Left	Thru	Right
3	La Brea Avenue - Overhill Drive/Stocker Street	970	320	6	214	644	781	224	553	20	47	17	188	774	19

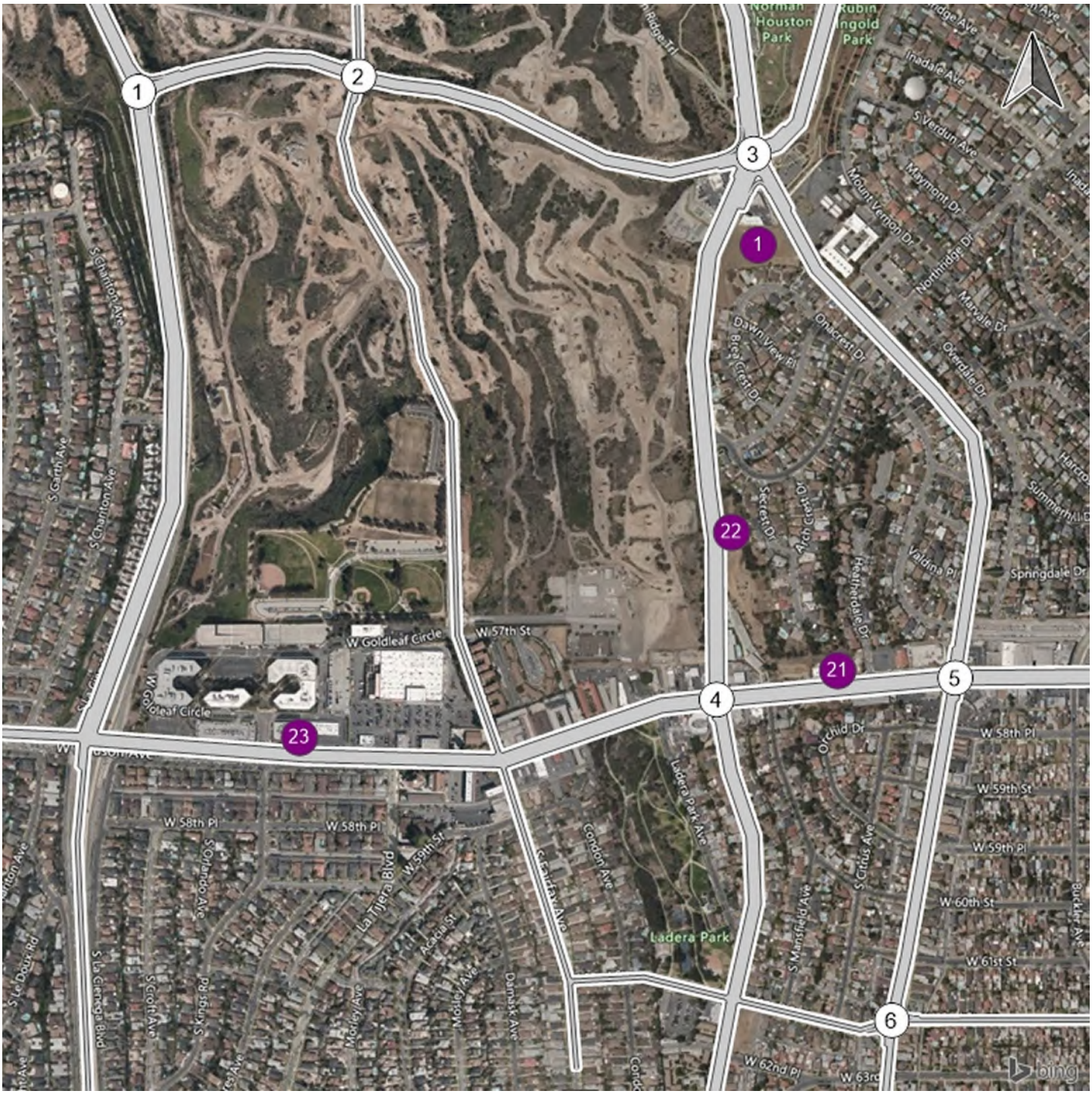
Northwestbound		Total Volume
Thru	Right	
716	82	5575

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	La Brea Avenue/Slauson Avenue	96	1069	70	22	865	98	140	732	45	137	572	24	3870

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Overhill Drive/Slauson Avenue	44	392	224	151	373	51	90	719	80	324	777	299	3524

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Overhill Drive/62nd Street	105	491	3	1	833	357	79	7	31	36	201	19	2163

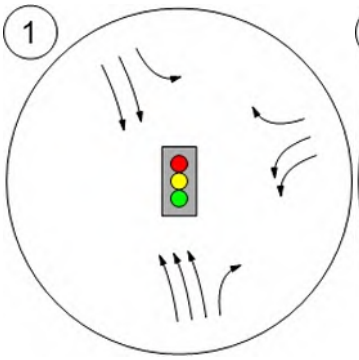
Report Figure 1: Study Intersections



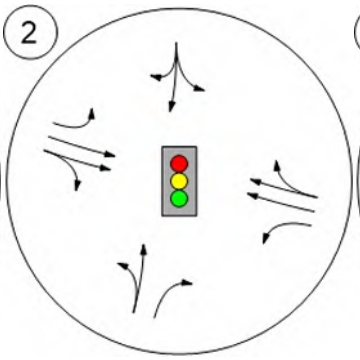
Report Figure 2: Lane Configuration and Traffic Control



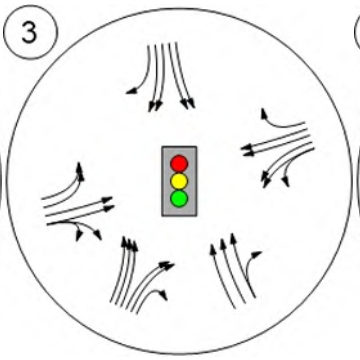
La Cienega Bouelvard/Stock



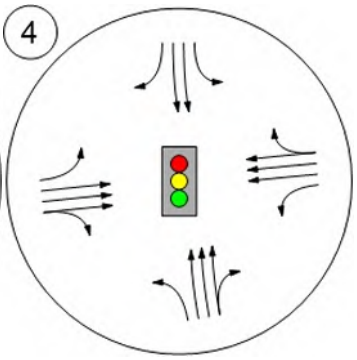
Fairfax Avenue/Stocker Stree



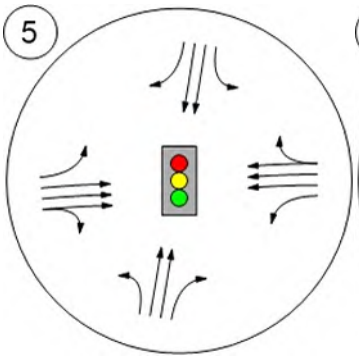
La Brea Avenue - Overhill Dri



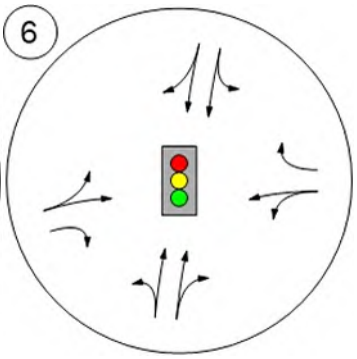
La Brea Avenue/Slauson Ave



Overhill Drive/Slauson Avenu



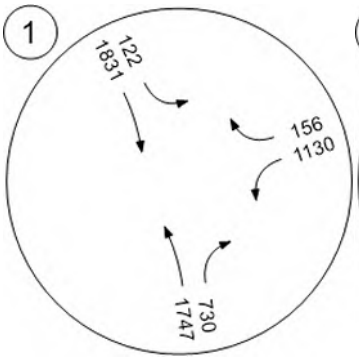
Overhill Drive/62nd Street



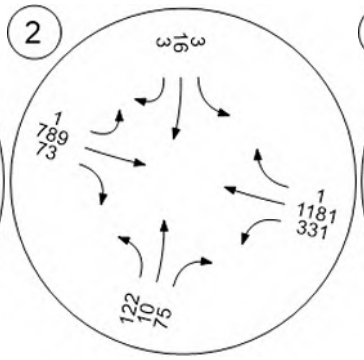
Report Figure 3a: Traffic Volume - Base Volume



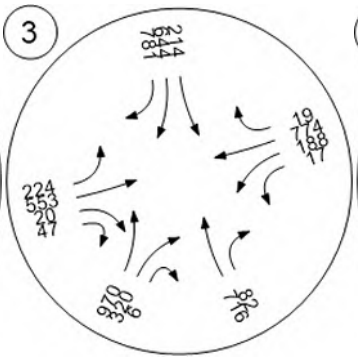
La Cienega Bouelvard/Stock



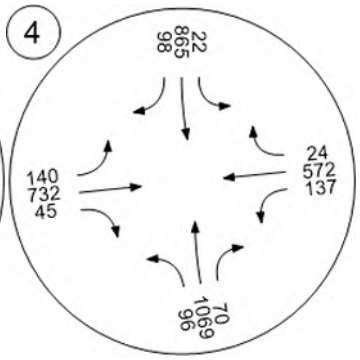
Fairfax Avenue/Stocker Stree



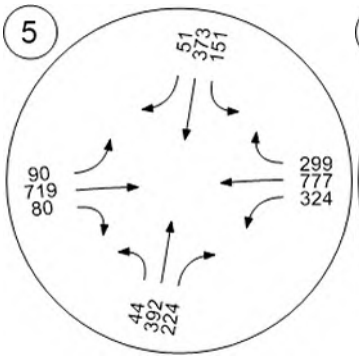
La Brea Avenue - Overhill Dri



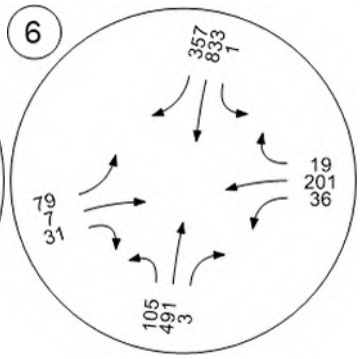
La Brea Avenue/Slauson Ave



Overhill Drive/Slauson Avenu



Overhill Drive/62nd Street



The View

Vistro File: P:\...\View_PM.vistro
Report File: P:\...\The View - ExPM-v2.pdf
Scenario 1 Existing PM
3/18/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	La Cienega Bouelvard/Stocker Street	Signalized	ICU 1	NB Thru	0.957	-	E
2	Fairfax Avenue/Stocker Street	Signalized	ICU 1	EB Thru	0.710	-	C
3	La Brea Avenue - Overhill Drive/Stocker Street	Signalized	ICU 1	SB Right	0.838	-	D
4	La Brea Avenue/Slauson Avenue	Signalized	ICU 1	SB Thru	0.794	-	C
5	Overhill Drive/Slauson Avenue	Signalized	ICU 1	EB Thru	0.878	-	D
6	Overhill Drive/62nd Street	Signalized	ICU 1	EB Thru	0.608	-	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: La Cienega Bouelvard/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.957

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		55.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1629	915	443	2402	693	69
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1629	915	443	2402	693	69
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	407	229	111	601	173	17
Total Analysis Volume [veh/h]	1629	915	443	2402	693	69
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Protected	Permissive	Permissive	Unsignalized
Signal Group	6	0	1	2	4	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.34	0.00	0.28	0.00	0.24	0.00
Intersection LOS	E					
Intersection V/C	0.957					

Intersection Level Of Service Report
Intersection 2: Fairfax Avenue/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.710

Intersection Setup

Name				Fairfax Avenue						Stocker Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Fairfax Avenue						Stocker Street		
Base Volume Input [veh/h]	52	6	161	0	13	2	1	1117	262	125	631	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	6	161	0	13	2	1	1117	262	125	631	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	2	40	0	3	1	0	279	66	31	158	1
Total Analysis Volume [veh/h]	52	6	161	0	13	2	1	1117	262	125	631	3
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.04	0.10	0.00	0.01	0.01	0.00	0.43	0.43	0.08	0.20	0.20
Intersection LOS	C											
Intersection V/C	0.710											

Intersection Level Of Service Report
Intersection 3: La Brea Avenue - Overhill Drive/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.838

Intersection Setup

Name	La Brea Avenue				La Brea Avenue				Stocker Street			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right2	Left	Thru	Right	Right2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	3	1	0	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	100.00	100.00	245.00	270.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				45.00				45.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	Yes				Yes				No			

Volumes

Name	La Brea Avenue				La Brea Avenue				Stocker Street			
Base Volume Input [veh/h]	0	978	350	10	0	596	1037	500	464	654	12	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	978	350	10	0	596	1037	500	464	654	12	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	245	88	3	0	149	259	125	116	164	3	29
Total Analysis Volume [veh/h]	0	978	350	10	0	596	1037	500	464	654	12	117
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Protecte	Unsigna	Split	Split	Split	Split	Protecte	Permiss	Permiss	Permiss
Signal Group	0	2	2	0	0	6	6	0	7	8	0	0
Auxiliary Signal Groups						1,6	1,6					
Lead / Lag	-	-	-	-	-	-	-	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.20	0.11	0.00	0.00	0.21	0.32	0.00	0.16	0.24	0.24	0.24
Intersection LOS	D											
Intersection V/C	0.838											

Intersection Setup

Name	Stocker Street				Overhill Drive			
Approach	Westbound				Northwestbound			
Lane Configuration								
Turning Movement	Left2	Left	Thru	Right	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	1
Entry Pocket Length [ft]	215.00	100.00	100.00	145.00	100.00	100.00	100.00	250.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Stocker Street				Overhill Drive			
Base Volume Input [veh/h]	48	212	274	22	0	0	334	124
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	212	274	22	0	0	334	124
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	53	69	6	0	0	84	31
Total Analysis Volume [veh/h]	48	212	274	22	0	0	334	124
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Protected	Permissive	Permissive	Split	Split	Split	Split
Signal Group	0	3	4	0	0	0	2	1
Auxiliary Signal Groups								
Lead / Lag	-	Lead	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.07	0.09	0.01	0.00	0.00	0.10	0.10
Intersection LOS	D							
Intersection V/C	0.838							

Intersection Level Of Service Report
Intersection 4: La Brea Avenue/Slauson Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.794

Intersection Setup

Name				La Brea Avenue			Slauson Avenue			Slauson Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00	90.00	100.00	100.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				La Brea Avenue			Slauson Avenue			Slauson Avenue		
Base Volume Input [veh/h]	62	1063	100	27	942	282	308	1286	49	122	774	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	1063	100	27	942	282	308	1286	49	122	774	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	266	25	7	236	71	77	322	12	31	194	8
Total Analysis Volume [veh/h]	62	1063	100	27	942	282	308	1286	49	122	774	33
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	2	0	5	6	3	3	4	0	7	8	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.24	0.24	0.02	0.29	0.00	0.19	0.28	0.28	0.08	0.17	0.17
Intersection LOS	C											
Intersection V/C	0.794											

Intersection Level Of Service Report
Intersection 5: Overhill Drive/Slauson Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.878

Intersection Setup

Name	Overhill Drive			Overhill Drive			Slauson Avenue			Slauson Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	125.00	100.00	50.00	85.00	100.00	100.00	190.00	100.00	100.00	190.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Overhill Drive			Overhill Drive			Slauson Avenue			Slauson Avenue		
Base Volume Input [veh/h]	58	439	323	343	369	90	103	1285	56	132	821	299
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	439	323	343	369	90	103	1285	56	132	821	299
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	110	81	86	92	23	26	321	14	33	205	75
Total Analysis Volume [veh/h]	58	439	323	343	369	90	103	1285	56	132	821	299
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	4	0	3	8	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.14	0.20	0.21	0.12	0.06	0.06	0.28	0.28	0.08	0.23	0.23
Intersection LOS	D											
Intersection V/C	0.878											

Intersection Level Of Service Report
Intersection 6: Overhill Drive/62nd Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.608

Intersection Setup

Name	Overhill Drive			Overhill Drive						62nd Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Overhill Drive			Overhill Drive						62nd Street		
Base Volume Input [veh/h]	22	668	11	10	319	72	381	65	152	6	15	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	668	11	10	319	72	381	65	152	6	15	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	167	3	3	80	18	95	16	38	2	4	4
Total Analysis Volume [veh/h]	22	668	11	10	319	72	381	65	152	6	15	14
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.22	0.22	0.01	0.13	0.13	0.24	0.28	0.10	0.00	0.01	0.01
Intersection LOS	B											
Intersection V/C	0.608											

The View

Vistro File: P:\...\View_PM.vistro
Report File: P:\...\The View - ExPM-v2.pdf

Scenario 1 Existing PM
3/18/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	La Cienega Bouelvard/Stocker Street	1629	915	443	2402	693	69	6151

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Fairfax Avenue/Stocker Street	52	6	161	0	13	2	1	1117	262	125	631	3	2373

ID	Intersection Name	Northbound			Southbound			Eastbound				Westbound			
		Thru	Right	2	Thru	Right	2	Left	Thru	Right	2	2	Left	Thru	Right
3	La Brea Avenue - Overhill Drive/Stocker Street	978	350	10	596	1037	500	464	654	12	117	48	212	274	22

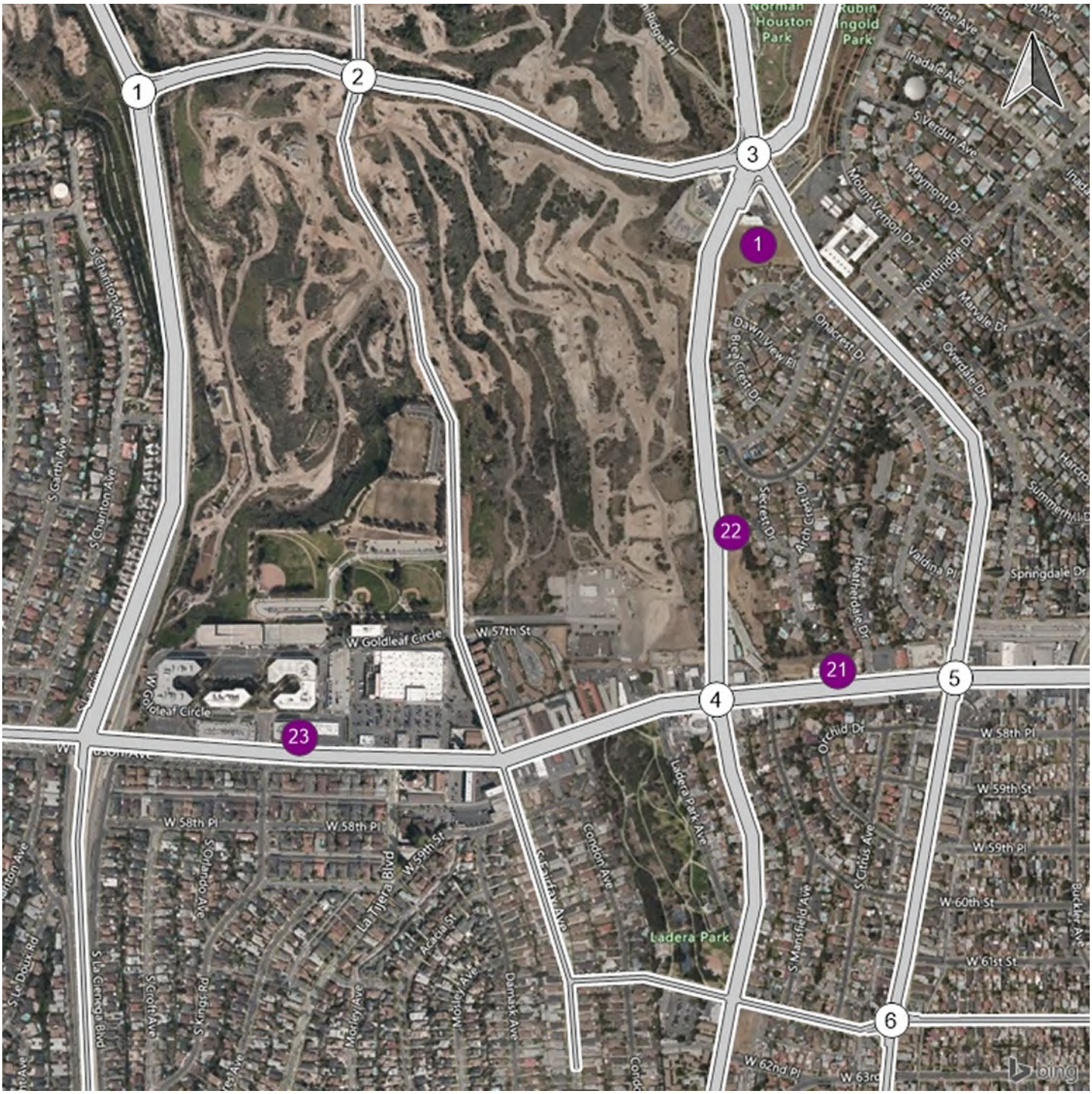
Northwestbound		Total Volume
Thru	Right	
334	124	5732

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	La Brea Avenue/Slauson Avenue	62	1063	100	27	942	282	308	1286	49	122	774	33	5048

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Overhill Drive/Slauson Avenue	58	439	323	343	369	90	103	1285	56	132	821	299	4318

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Overhill Drive/62nd Street	22	668	11	10	319	72	381	65	152	6	15	14	1735

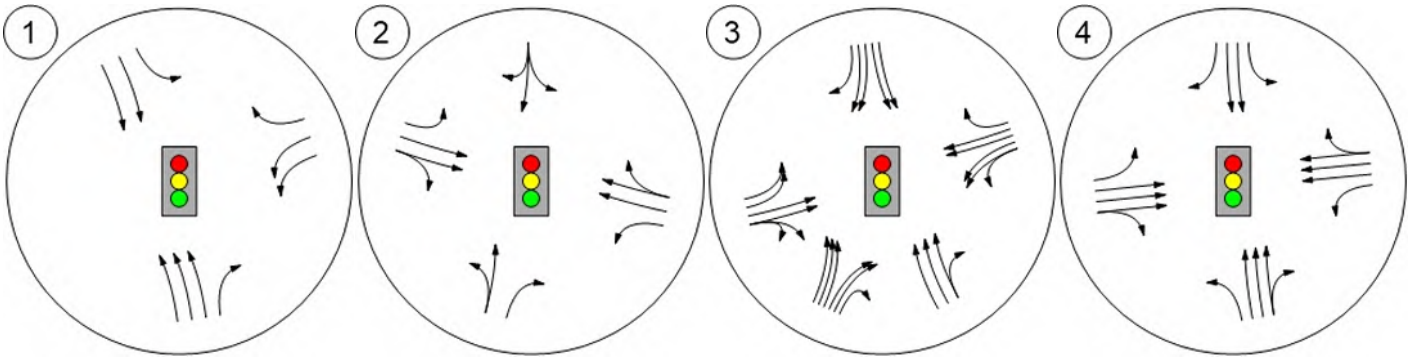
Report Figure 1: Study Intersections



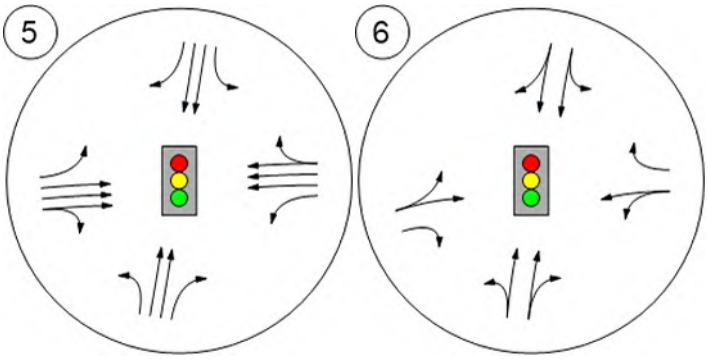
Report Figure 2: Lane Configuration and Traffic Control



La Cienega Bouelvard/Stock Fairfax Avenue/Stocker Stree La Brea Avenue - Overhill Dri La Brea Avenue/Slauson Ave



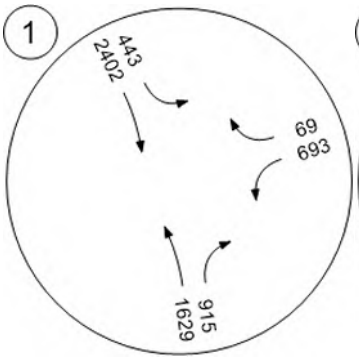
Overhill Drive/Slauson Avenu Overhill Drive/62nd Street



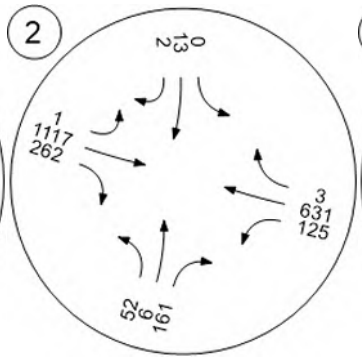
Report Figure 3a: Traffic Volume - Base Volume



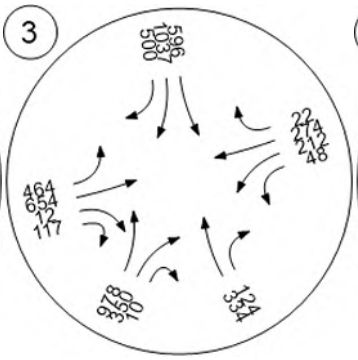
La Cienega Bouelvard/Stock



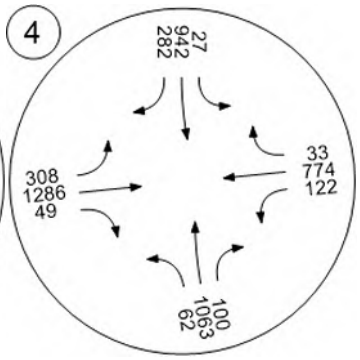
Fairfax Avenue/Stocker Stree



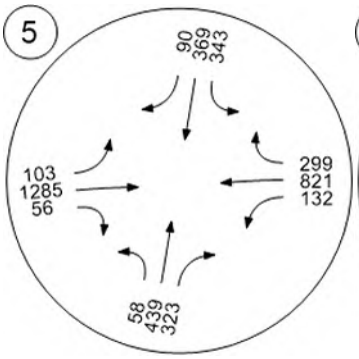
La Brea Avenue - Overhill Dri



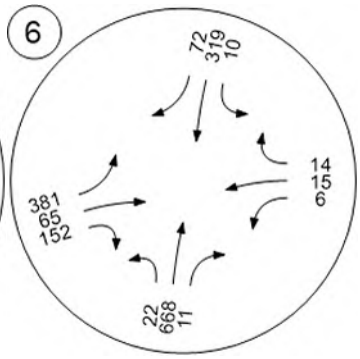
La Brea Avenue/Slauson Ave



Overhill Drive/Slauson Avenu



Overhill Drive/62nd Street



The View

Vistro File: P:\...\View_AM_2.vistro
Report File: P:\...\The View - Ex+ProjAM_v3.pdf

Scenario 2 Existing + Project AM
11/24/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	La Cienega Bouelvard/Stocker Street	Signalized	ICU 1	WB Left	0.933	-	E
2	Fairfax Avenue/Stocker Street	Signalized	ICU 1	WB Thru	0.667	-	B
3	La Brea Avenue - Overhill Drive/Stocker Street	Signalized	ICU 1	WB Thru	0.790	-	C
4	La Brea Avenue/Slauson Avenue	Signalized	ICU 1	SB Thru	0.681	-	B
5	Overhill Drive/Slauson Avenue	Signalized	ICU 1	WB Right	0.703	-	C
6	Overhill Drive/62nd Street	Signalized	ICU 1	SB Thru	0.735	-	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: La Cienega Bouelvard/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.933

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		55.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1747	730	123	1831	1130	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1747	730	123	1831	1130	156
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	437	183	31	458	283	39
Total Analysis Volume [veh/h]	1747	730	123	1831	1130	156
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Protected	Permissive	Permissive	Unsignalized
Signal Group	6	0	1	2	4	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.36	0.00	0.08	0.00	0.39	0.00
Intersection LOS	E					
Intersection V/C	0.933					

Intersection Level Of Service Report
Intersection 2: Fairfax Avenue/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.667

Intersection Setup

Name				Fairfax Avenue						Stocker Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Fairfax Avenue						Stocker Street		
Base Volume Input [veh/h]	122	10	75	3	16	3	1	790	73	331	1181	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	122	10	75	3	16	3	1	790	73	331	1181	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	3	19	1	4	1	0	198	18	83	295	0
Total Analysis Volume [veh/h]	122	10	75	3	16	3	1	790	73	331	1181	1
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.08	0.05	0.00	0.01	0.01	0.00	0.27	0.27	0.21	0.37	0.37
Intersection LOS	B											
Intersection V/C	0.667											

Intersection Level Of Service Report
Intersection 3: La Brea Avenue - Overhill Drive/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.790

Intersection Setup

Name	La Brea Avenue				La Brea Avenue				Stocker Street			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right2	Left	Thru	Right	Right2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	3	1	0	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	100.00	100.00	245.00	270.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				45.00				45.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	Yes				Yes				No			

Volumes

Name	La Brea Avenue				La Brea Avenue				Stocker Street			
Base Volume Input [veh/h]	0	970	320	6	0	215	644	781	224	553	20	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	970	320	6	0	215	644	781	224	553	20	48
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	243	80	2	0	54	161	195	56	138	5	12
Total Analysis Volume [veh/h]	0	970	320	6	0	215	644	781	224	553	20	48
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Protecte	Unsigna	Split	Split	Split	Split	Protecte	Permiss	Permiss	Permiss
Signal Group	0	2	2	0	0	6	6	0	7	8	0	0
Auxiliary Signal Groups						1,6	1,6					
Lead / Lag	-	-	-	-	-	-	-	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.20	0.10	0.00	0.00	0.07	0.20	0.00	0.08	0.19	0.19	0.19
Intersection LOS	C											
Intersection V/C	0.790											

Intersection Setup

Name	Stocker Street				Overhill Drive			
Approach	Westbound				Northwestbound			
Lane Configuration								
Turning Movement	Left2	Left	Thru	Right	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	1
Entry Pocket Length [ft]	215.00	100.00	100.00	145.00	100.00	100.00	100.00	250.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Stocker Street				Overhill Drive			
Base Volume Input [veh/h]	17	188	774	19	0	0	729	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	188	774	19	0	0	729	82
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	47	194	5	0	0	182	21
Total Analysis Volume [veh/h]	17	188	774	19	0	0	729	82
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Protected	Permissive	Permissive	Split	Split	Split	Split
Signal Group	0	3	4	0	0	0	2	1
Auxiliary Signal Groups								
Lead / Lag	-	Lead	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.07	0.24	0.01	0.00	0.00	0.17	0.17
Intersection LOS	C							
Intersection V/C	0.790							

Intersection Level Of Service Report
Intersection 4: La Brea Avenue/Slauson Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.681

Intersection Setup

Name				La Brea Avenue			Slauson Avenue			Slauson Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00	90.00	100.00	100.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				La Brea Avenue			Slauson Avenue			Slauson Avenue		
Base Volume Input [veh/h]	96	1069	70	22	865	98	140	734	45	141	587	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	1069	70	22	865	98	140	734	45	141	587	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	267	18	6	216	25	35	184	11	35	147	6
Total Analysis Volume [veh/h]	96	1069	70	22	865	98	140	734	45	141	587	24
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	2	0	5	6	3	3	4	0	7	8	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.24	0.24	0.01	0.27	0.00	0.09	0.16	0.16	0.09	0.13	0.13
Intersection LOS	B											
Intersection V/C	0.681											

Intersection Level Of Service Report
Intersection 5: Overhill Drive/Slauson Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.703

Intersection Setup

Name	Overhill Drive			Overhill Drive			Slauson Avenue			Slauson Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	125.00	100.00	50.00	85.00	100.00	100.00	190.00	100.00	100.00	190.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Overhill Drive			Overhill Drive			Slauson Avenue			Slauson Avenue		
Base Volume Input [veh/h]	44	392	224	151	374	70	92	719	80	324	777	299
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	392	224	151	374	70	92	719	80	324	777	299
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	98	56	38	94	18	23	180	20	81	194	75
Total Analysis Volume [veh/h]	44	392	224	151	374	70	92	719	80	324	777	299
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	4	0	3	8	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.12	0.14	0.09	0.12	0.04	0.06	0.17	0.17	0.20	0.22	0.22
Intersection LOS	C											
Intersection V/C	0.703											

Intersection Level Of Service Report
Intersection 6: Overhill Drive/62nd Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.735

Intersection Setup

Name	Overhill Drive			Overhill Drive						62nd Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Overhill Drive			Overhill Drive						62nd Street		
Base Volume Input [veh/h]	105	491	3	1	833	357	79	7	31	36	201	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	105	491	3	1	833	357	79	7	31	36	201	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	123	1	0	208	89	20	2	8	9	50	5
Total Analysis Volume [veh/h]	105	491	3	1	833	357	79	7	31	36	201	19
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.19	0.19	0.00	0.37	0.37	0.05	0.05	0.02	0.02	0.15	0.01
Intersection LOS	C											
Intersection V/C	0.735											

The View

Vistro File: P:\...\View_AM_2.vistro
Report File: P:\...\The View - Ex+ProjAM_v3.pdf
Scenario 2 Existing + Project AM
11/24/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	La Cienega Bouelvard/Stocker Street	1747	730	123	1831	1130	156	5717

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Fairfax Avenue/Stocker Street	122	10	75	3	16	3	1	790	73	331	1181	1	2606

ID	Intersection Name	Northbound			Southbound			Eastbound				Westbound			
		Thru	Right	2	Thru	Right	2	Left	Thru	Right	2	2	Left	Thru	Right
3	La Brea Avenue - Overhill Drive/Stocker Street	970	320	6	215	644	781	224	553	20	48	17	188	774	19

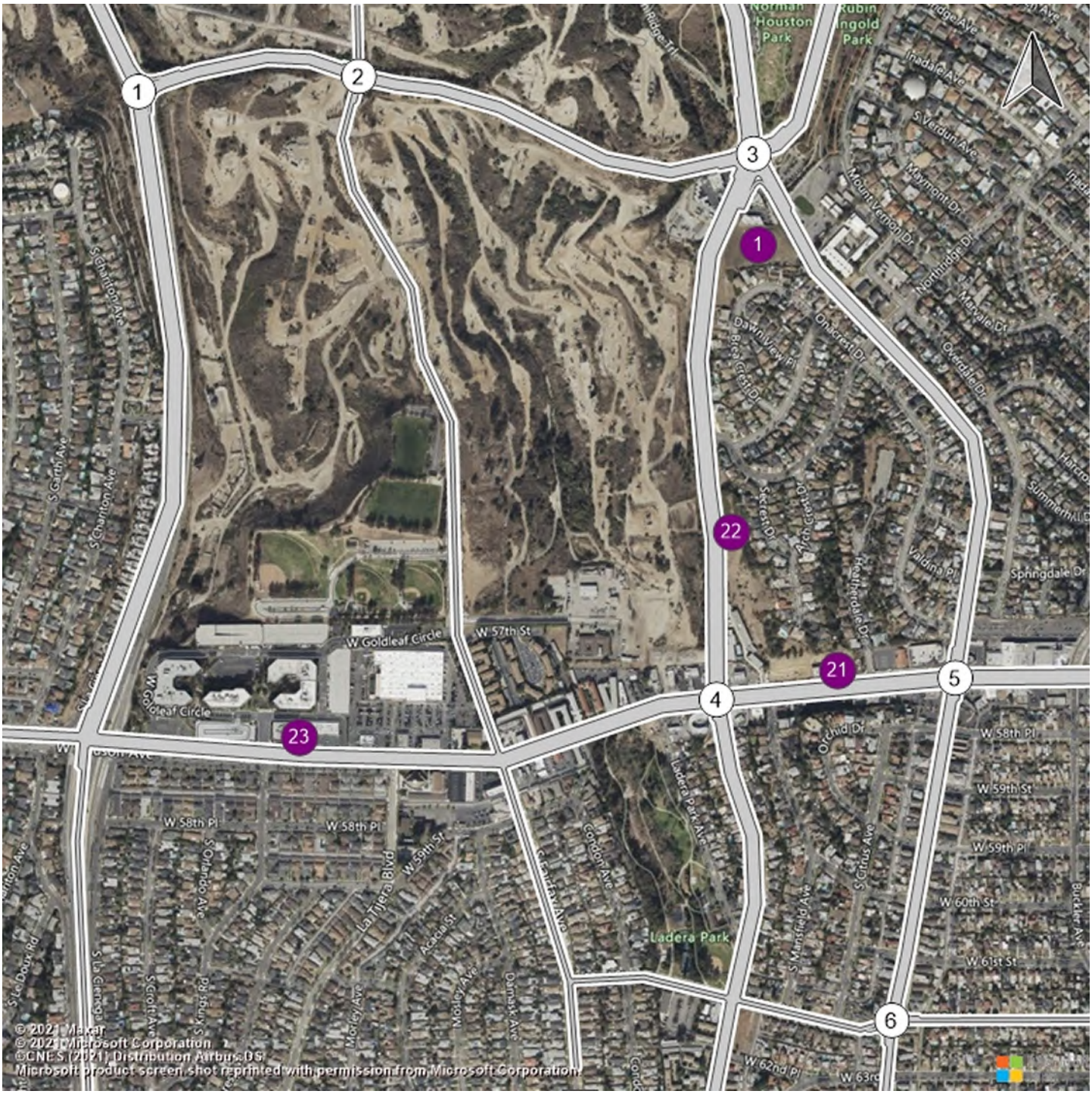
Northwestbound		Total Volume
Thru	Right	
729	82	5590

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	La Brea Avenue/Slauson Avenue	96	1069	70	22	865	98	140	734	45	141	587	24	3891

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Overhill Drive/Slauson Avenue	44	392	224	151	374	70	92	719	80	324	777	299	3546

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Overhill Drive/62nd Street	105	491	3	1	833	357	79	7	31	36	201	19	2163

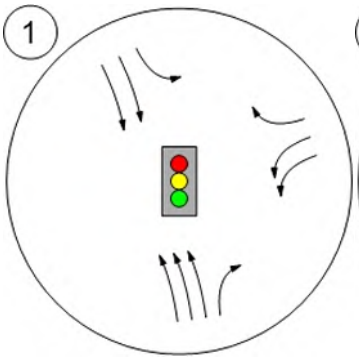
Report Figure 1: Study Intersections



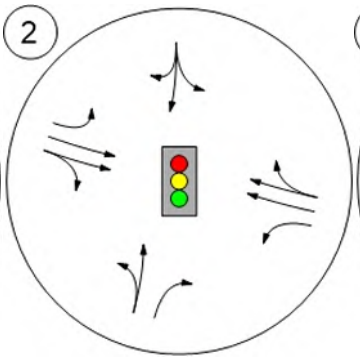
Report Figure 2: Lane Configuration and Traffic Control



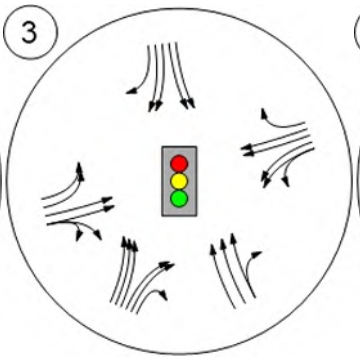
La Cienega Bouelvard/Stock



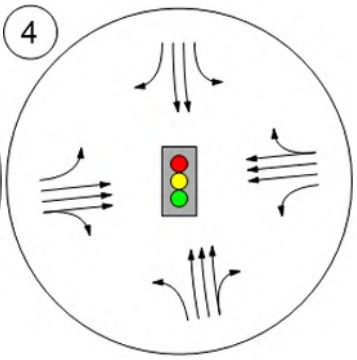
Fairfax Avenue/Stocker Stree



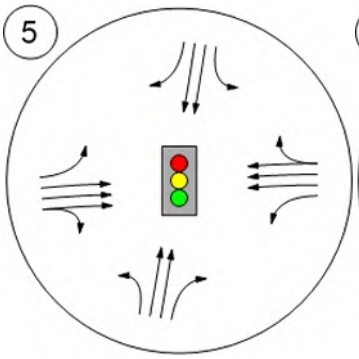
La Brea Avenue - Overhill Dri



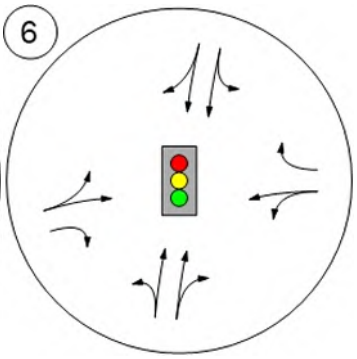
La Brea Avenue/Slauson Ave



Overhill Drive/Slauson Avenu



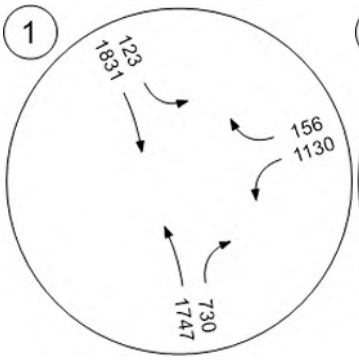
Overhill Drive/62nd Street



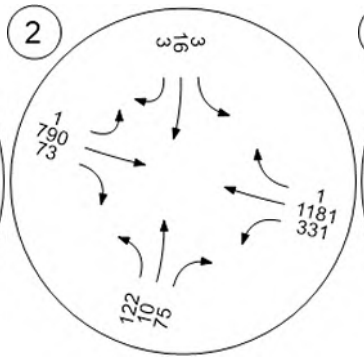
Report Figure 3a: Traffic Volume - Base Volume



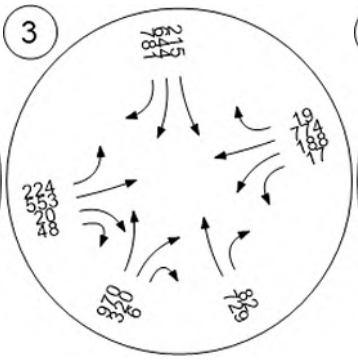
La Cienega Bouelvard/Stock



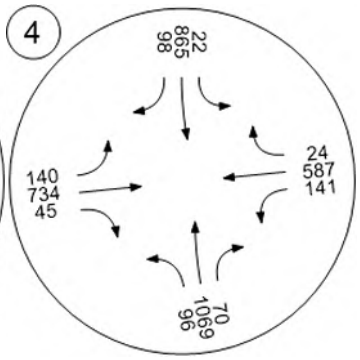
Fairfax Avenue/Stocker Stree



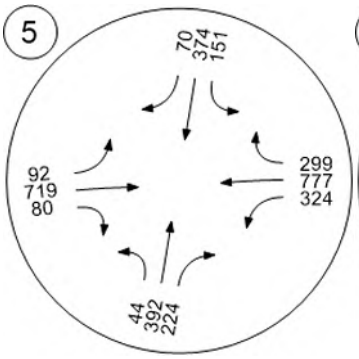
La Brea Avenue - Overhill Dri



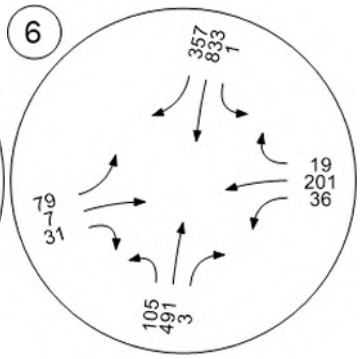
La Brea Avenue/Slauson Ave



Overhill Drive/Slauson Avenu



Overhill Drive/62nd Street



The View

Vistro File: P:\...\View_PM.vistro
Report File: P:\...\The View - Ex+ProjPM_v2.pdf

Scenario 2 Existing + Project PM
3/18/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	La Cienega Bouelvard/Stocker Street	Signalized	ICU 1	NB Thru	0.961	-	E
2	Fairfax Avenue/Stocker Street	Signalized	ICU 1	EB Right	0.712	-	C
3	La Brea Avenue - Overhill Drive/Stocker Street	Signalized	ICU 1	SB Right	0.842	-	D
4	La Brea Avenue/Slauson Avenue	Signalized	ICU 1	SB Thru	0.795	-	C
5	Overhill Drive/Slauson Avenue	Signalized	ICU 1	EB Thru	0.880	-	D
6	Overhill Drive/62nd Street	Signalized	ICU 1	EB Thru	0.608	-	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: La Cienega Bouelvard/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.961

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		55.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1629	917	449	2402	693	69
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1629	917	449	2402	693	69
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	407	229	112	601	173	17
Total Analysis Volume [veh/h]	1629	917	449	2402	693	69
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Protected	Permissive	Permissive	Unsignalized
Signal Group	6	0	1	2	4	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.34	0.00	0.28	0.00	0.24	0.00
Intersection LOS	E					
Intersection V/C	0.961					

Intersection Level Of Service Report
Intersection 2: Fairfax Avenue/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.712

Intersection Setup

Name				Fairfax Avenue						Stocker Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Fairfax Avenue						Stocker Street		
Base Volume Input [veh/h]	52	6	161	0	13	2	1	1125	262	125	631	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	6	161	0	13	2	1	1125	262	125	631	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	2	40	0	3	1	0	281	66	31	158	1
Total Analysis Volume [veh/h]	52	6	161	0	13	2	1	1125	262	125	631	3
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.04	0.10	0.00	0.01	0.01	0.00	0.43	0.43	0.08	0.20	0.20
Intersection LOS	C											
Intersection V/C	0.712											

Intersection Level Of Service Report
Intersection 3: La Brea Avenue - Overhill Drive/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.842

Intersection Setup

Name	La Brea Avenue				La Brea Avenue				Stocker Street			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right2	Left	Thru	Right	Right2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	3	1	0	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	100.00	100.00	245.00	270.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				45.00				45.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	Yes				Yes				No			

Volumes

Name	La Brea Avenue				La Brea Avenue				Stocker Street			
Base Volume Input [veh/h]	0	978	350	10	0	602	1037	500	464	654	12	125
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	978	350	10	0	602	1037	500	464	654	12	125
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	245	88	3	0	151	259	125	116	164	3	31
Total Analysis Volume [veh/h]	0	978	350	10	0	602	1037	500	464	654	12	125
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Protecte	Unsigna	Split	Split	Split	Split	Protecte	Permiss	Permiss	Permiss
Signal Group	0	2	2	0	0	6	6	0	7	8	0	0
Auxiliary Signal Groups						1,6	1,6					
Lead / Lag	-	-	-	-	-	-	-	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.20	0.11	0.00	0.00	0.21	0.32	0.00	0.16	0.25	0.25	0.25
Intersection LOS	D											
Intersection V/C	0.842											

Intersection Setup

Name	Stocker Street				Overhill Drive			
Approach	Westbound				Northwestbound			
Lane Configuration								
Turning Movement	Left2	Left	Thru	Right	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	1
Entry Pocket Length [ft]	215.00	100.00	100.00	145.00	100.00	100.00	100.00	250.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Stocker Street				Overhill Drive			
Base Volume Input [veh/h]	52	212	274	22	0	0	341	126
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	212	274	22	0	0	341	126
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	53	69	6	0	0	85	32
Total Analysis Volume [veh/h]	52	212	274	22	0	0	341	126
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Protected	Permissive	Permissive	Split	Split	Split	Split
Signal Group	0	3	4	0	0	0	2	1
Auxiliary Signal Groups								
Lead / Lag	-	Lead	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.07	0.09	0.01	0.00	0.00	0.10	0.10
Intersection LOS	D							
Intersection V/C	0.842							

Intersection Level Of Service Report
Intersection 4: La Brea Avenue/Slauson Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.795

Intersection Setup

Name				La Brea Avenue			Slauson Avenue			Slauson Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00	90.00	100.00	100.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				La Brea Avenue			Slauson Avenue			Slauson Avenue		
Base Volume Input [veh/h]	62	1063	104	27	942	282	308	1299	49	124	782	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	1063	104	27	942	282	308	1299	49	124	782	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	266	26	7	236	71	77	325	12	31	196	8
Total Analysis Volume [veh/h]	62	1063	104	27	942	282	308	1299	49	124	782	33
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	2	0	5	6	3	3	4	0	7	8	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.24	0.24	0.02	0.29	0.00	0.19	0.28	0.28	0.08	0.17	0.17
Intersection LOS	C											
Intersection V/C	0.795											

Intersection Level Of Service Report
Intersection 5: Overhill Drive/Slauson Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.880

Intersection Setup

Name	Overhill Drive			Overhill Drive			Slauson Avenue			Slauson Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	125.00	100.00	50.00	85.00	100.00	100.00	190.00	100.00	100.00	190.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Overhill Drive			Overhill Drive			Slauson Avenue			Slauson Avenue		
Base Volume Input [veh/h]	58	440	323	346	369	100	120	1285	56	132	821	299
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	440	323	346	369	100	120	1285	56	132	821	299
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	110	81	87	92	25	30	321	14	33	205	75
Total Analysis Volume [veh/h]	58	440	323	346	369	100	120	1285	56	132	821	299
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	4	0	3	8	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.14	0.20	0.22	0.12	0.06	0.08	0.28	0.28	0.08	0.23	0.23
Intersection LOS	D											
Intersection V/C	0.880											

Intersection Level Of Service Report
Intersection 6: Overhill Drive/62nd Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.608

Intersection Setup

Name	Overhill Drive			Overhill Drive						62nd Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Overhill Drive			Overhill Drive						62nd Street		
Base Volume Input [veh/h]	22	669	11	10	319	72	381	65	152	6	15	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	669	11	10	319	72	381	65	152	6	15	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	167	3	3	80	18	95	16	38	2	4	4
Total Analysis Volume [veh/h]	22	669	11	10	319	72	381	65	152	6	15	14
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.22	0.22	0.01	0.13	0.13	0.24	0.28	0.10	0.00	0.01	0.01
Intersection LOS	B											
Intersection V/C	0.608											

The View

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Report File: P:\...\The View - Ex+ProjPM_v2.pdf

Scenario 2 Existing + Project PM
3/18/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	La Cienega Bouelvard/Stocker Street	1629	917	449	2402	693	69	6159

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Fairfax Avenue/Stocker Street	52	6	161	0	13	2	1	1125	262	125	631	3	2381

ID	Intersection Name	Northbound			Southbound			Eastbound				Westbound			
		Thru	Right	2	Thru	Right	2	Left	Thru	Right	2	2	Left	Thru	Right
3	La Brea Avenue - Overhill Drive/Stocker Street	978	350	10	602	1037	500	464	654	12	125	52	212	274	22

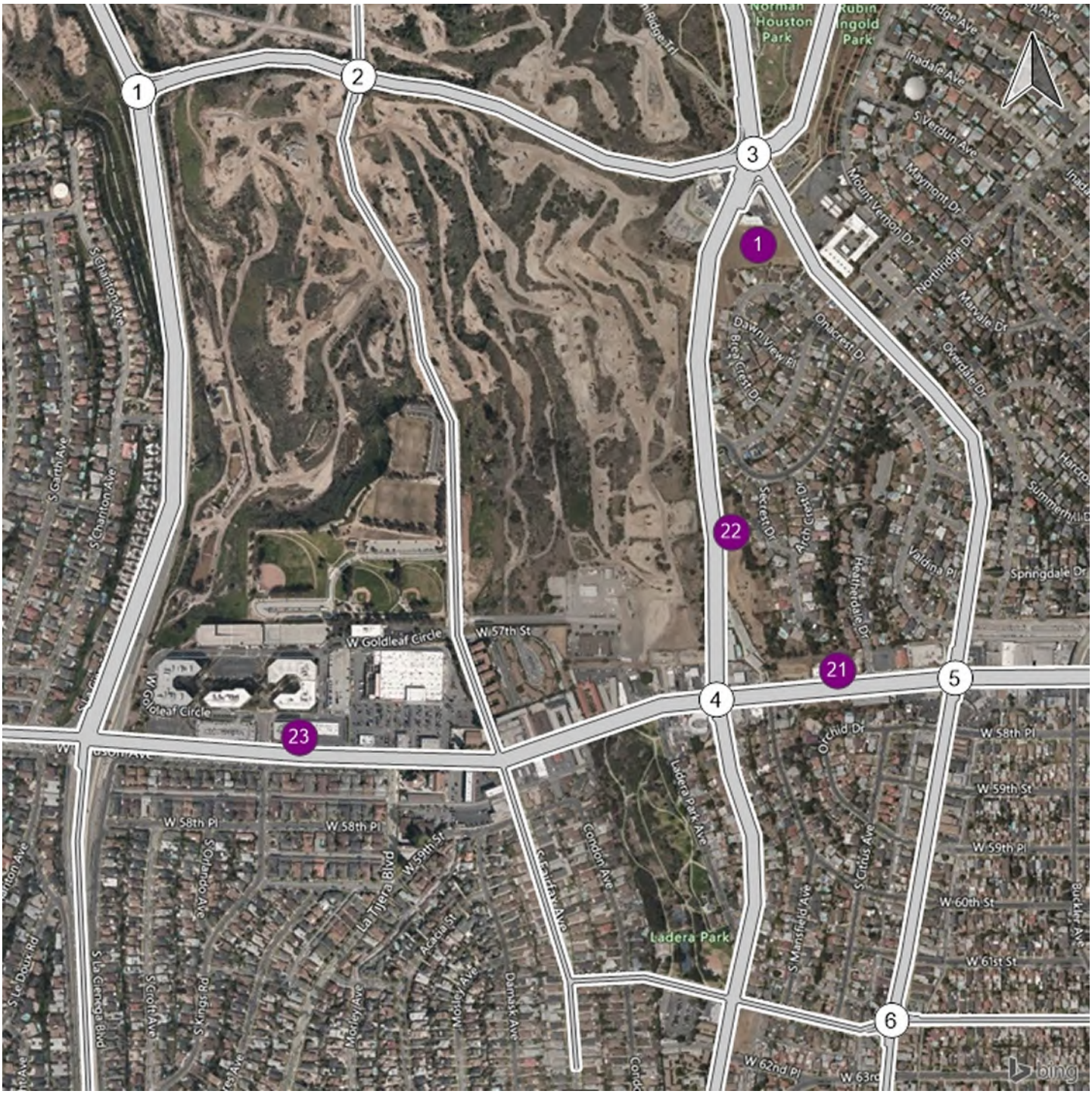
Northwestbound		Total Volume
Thru	Right	
341	126	5759

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	La Brea Avenue/Slauson Avenue	62	1063	104	27	942	282	308	1299	49	124	782	33	5075

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Overhill Drive/Slauson Avenue	58	440	323	346	369	100	120	1285	56	132	821	299	4349

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Overhill Drive/62nd Street	22	669	11	10	319	72	381	65	152	6	15	14	1736

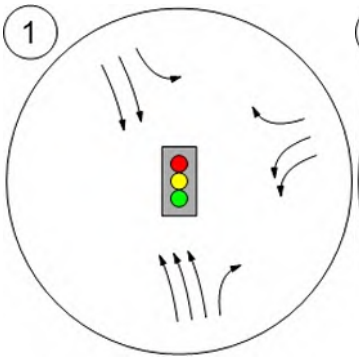
Report Figure 1: Study Intersections



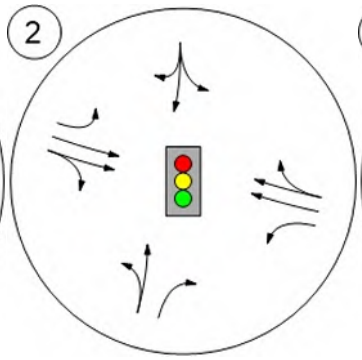
Report Figure 2: Lane Configuration and Traffic Control



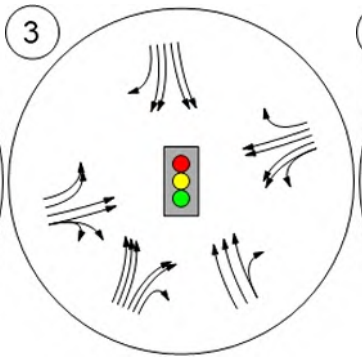
La Cienega Bouelvard/Stock



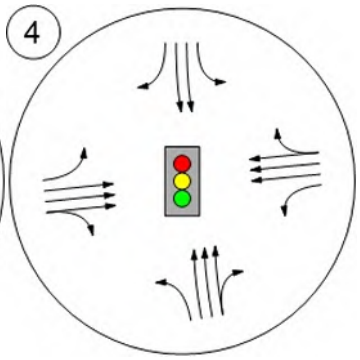
Fairfax Avenue/Stocker Stree



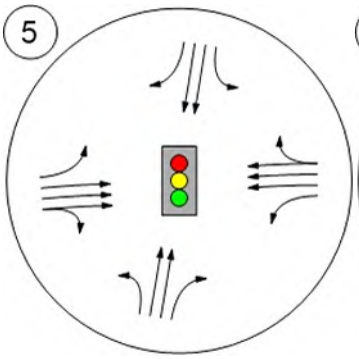
La Brea Avenue - Overhill Dri



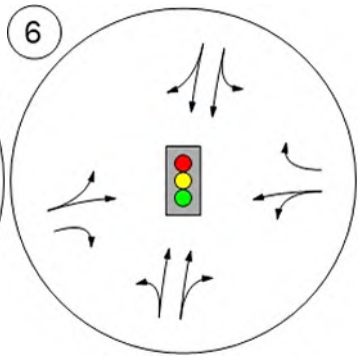
La Brea Avenue/Slauson Ave



Overhill Drive/Slauson Avenu



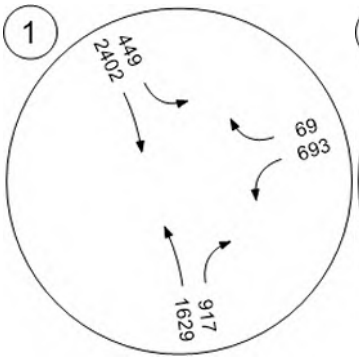
Overhill Drive/62nd Street



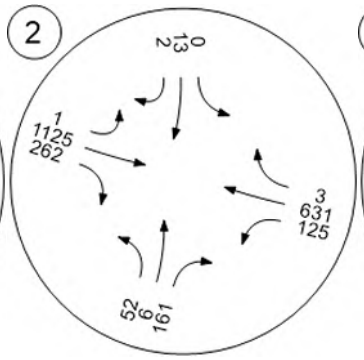
Report Figure 3a: Traffic Volume - Base Volume



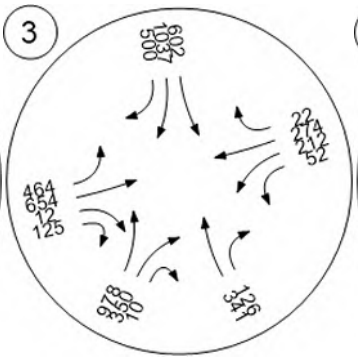
La Cienega Bouelvard/Stock



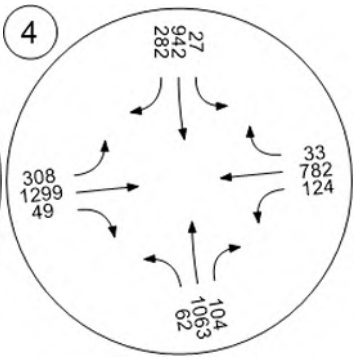
Fairfax Avenue/Stocker Stree



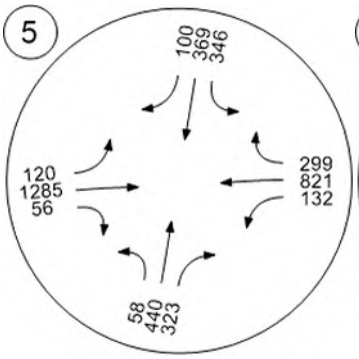
La Brea Avenue - Overhill Dri



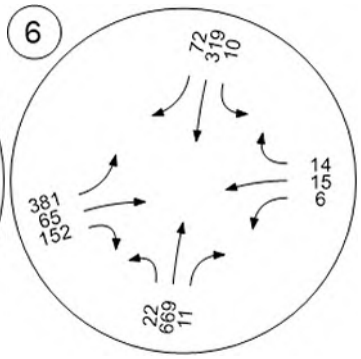
La Brea Avenue/Slauson Ave



Overhill Drive/Slauson Avenu



Overhill Drive/62nd Street



The View

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Report File: P:\...\The View - CumuAM_v3.pdf

Scenario 3 Future (Cumulative) Year AM
11/24/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	La Cienega Bouelvard/Stocker Street	Signalized	ICU 1	WB Left	0.979	-	E
2	Fairfax Avenue/Stocker Street	Signalized	ICU 1	WB Thru	0.701	-	C
3	La Brea Avenue - Overhill Drive/Stocker Street	Signalized	ICU 1	WB Thru	0.852	-	D
4	La Brea Avenue/Slauson Avenue	Signalized	ICU 1	SB Thru	0.741	-	C
5	Overhill Drive/Slauson Avenue	Signalized	ICU 1	WB Thru	0.763	-	C
6	Overhill Drive/62nd Street	Signalized	ICU 1	SB Right	0.755	-	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: La Cienega Bouelvard/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.979

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		55.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1747	743	122	1831	1143	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	93	17	21	113	26	32
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1840	760	143	1944	1169	188
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	460	190	36	486	292	47
Total Analysis Volume [veh/h]	1840	760	143	1944	1169	188
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Protected	Permissive	Permissive	Unsignalized
Signal Group	6	0	1	2	4	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.38	0.00	0.09	0.00	0.41	0.00
Intersection LOS	E					
Intersection V/C	0.979					

Intersection Level Of Service Report
Intersection 2: Fairfax Avenue/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.701

Intersection Setup

Name				Fairfax Avenue						Stocker Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Fairfax Avenue						Stocker Street		
Base Volume Input [veh/h]	122	10	80	3	16	3	1	789	73	335	1194	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	32	0	1	0	0	0	0	22	16	0	26	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	154	10	81	3	16	3	1	811	89	335	1220	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	3	20	1	4	1	0	203	22	84	305	0
Total Analysis Volume [veh/h]	154	10	81	3	16	3	1	811	89	335	1220	1
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.10	0.05	0.00	0.01	0.01	0.00	0.28	0.28	0.21	0.38	0.38
Intersection LOS	C											
Intersection V/C	0.701											

Intersection Level Of Service Report
Intersection 3: La Brea Avenue - Overhill Drive/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.852

Intersection Setup

Name	La Brea Avenue				La Brea Avenue				Stocker Street			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right2	Left	Thru	Right	Right2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	3	1	0	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	100.00	100.00	245.00	270.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				45.00				45.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	Yes				Yes				No			

Volumes

Name	La Brea Avenue				La Brea Avenue				Stocker Street			
Base Volume Input [veh/h]	0	970	338	6	0	214	644	781	224	571	20	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	46	45	0	0	1	51	6	4	14	5	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1016	383	6	0	215	695	787	228	585	25	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	254	96	2	0	54	174	197	57	146	6	12
Total Analysis Volume [veh/h]	0	1016	383	6	0	215	695	787	228	585	25	47
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Protecte	Unsigna	Split	Split	Split	Split	Protecte	Permiss	Permiss	Permiss
Signal Group	0	2	2	0	0	6	6	0	7	8	0	0
Auxiliary Signal Groups						1,6	1,6					
Lead / Lag	-	-	-	-	-	-	-	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.21	0.12	0.00	0.00	0.07	0.22	0.00	0.08	0.21	0.21	0.21
Intersection LOS	D											
Intersection V/C	0.852											

Intersection Setup

Name	Stocker Street				Overhill Drive			
Approach	Westbound				Northwestbound			
Lane Configuration								
Turning Movement	Left2	Left	Thru	Right	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	1
Entry Pocket Length [ft]	215.00	100.00	100.00	145.00	100.00	100.00	100.00	250.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Stocker Street				Overhill Drive			
Base Volume Input [veh/h]	21	205	791	19	0	0	716	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	31	15	20	0	0	0	0	34
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	220	811	19	0	0	716	120
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	55	203	5	0	0	179	30
Total Analysis Volume [veh/h]	52	220	811	19	0	0	716	120
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Protected	Permissive	Permissive	Split	Split	Split	Split
Signal Group	0	3	4	0	0	0	2	1
Auxiliary Signal Groups								
Lead / Lag	-	Lead	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.08	0.28	0.01	0.00	0.00	0.17	0.17
Intersection LOS	D							
Intersection V/C	0.852							

Intersection Level Of Service Report
Intersection 4: La Brea Avenue/Slauson Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.741

Intersection Setup

Name				La Brea Avenue			Slauson Avenue			Slauson Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00	90.00	100.00	100.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				La Brea Avenue			Slauson Avenue			Slauson Avenue		
Base Volume Input [veh/h]	96	1087	70	22	882	98	140	736	45	137	576	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	69	14	2	61	9	18	38	14	43	89	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	1156	84	24	943	107	158	774	59	180	665	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	289	21	6	236	27	40	194	15	45	166	6
Total Analysis Volume [veh/h]	96	1156	84	24	943	107	158	774	59	180	665	25
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	2	0	5	6	3	3	4	0	7	8	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.26	0.26	0.02	0.29	0.00	0.10	0.17	0.17	0.11	0.14	0.14
Intersection LOS	C											
Intersection V/C	0.741											

Intersection Level Of Service Report
Intersection 5: Overhill Drive/Slauson Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.763

Intersection Setup

Name	Overhill Drive			Overhill Drive			Slauson Avenue			Slauson Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	125.00	100.00	50.00	85.00	100.00	100.00	190.00	100.00	100.00	190.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Overhill Drive			Overhill Drive			Slauson Avenue			Slauson Avenue		
Base Volume Input [veh/h]	44	396	224	151	377	51	90	723	80	324	781	299
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	14	24	14	20	3	0	53	0	39	127	20
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	410	248	165	397	54	90	776	80	363	908	319
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	103	62	41	99	14	23	194	20	91	227	80
Total Analysis Volume [veh/h]	45	410	248	165	397	54	90	776	80	363	908	319
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	4	0	3	8	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.13	0.16	0.10	0.12	0.03	0.06	0.18	0.18	0.23	0.26	0.26
Intersection LOS	C											
Intersection V/C	0.763											

Intersection Level Of Service Report
Intersection 6: Overhill Drive/62nd Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.755

Intersection Setup

Name	Overhill Drive			Overhill Drive						62nd Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Overhill Drive			Overhill Drive						62nd Street		
Base Volume Input [veh/h]	105	495	3	1	837	357	79	7	31	36	201	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	39	0	0	58	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	105	534	3	1	895	357	79	7	31	36	201	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	134	1	0	224	89	20	2	8	9	50	5
Total Analysis Volume [veh/h]	105	534	3	1	895	357	79	7	31	36	201	19
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.20	0.20	0.00	0.39	0.39	0.05	0.05	0.02	0.02	0.15	0.01
Intersection LOS	C											
Intersection V/C	0.755											

The View

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Report File: P:\...\The View - CumuAM_v3.pdf

Scenario 3 Future (Cumulative) Year AM
11/24/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	La Cienega Bouelvard/Stocker Street	1840	760	143	1944	1169	188	6044

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Fairfax Avenue/Stocker Street	154	10	81	3	16	3	1	811	89	335	1220	1	2724

ID	Intersection Name	Northbound			Southbound			Eastbound				Westbound			
		Thru	Right	2	Thru	Right	2	Left	Thru	Right	2	2	Left	Thru	Right
3	La Brea Avenue - Overhill Drive/Stocker Street	1016	383	6	215	695	787	228	585	25	47	52	220	811	19

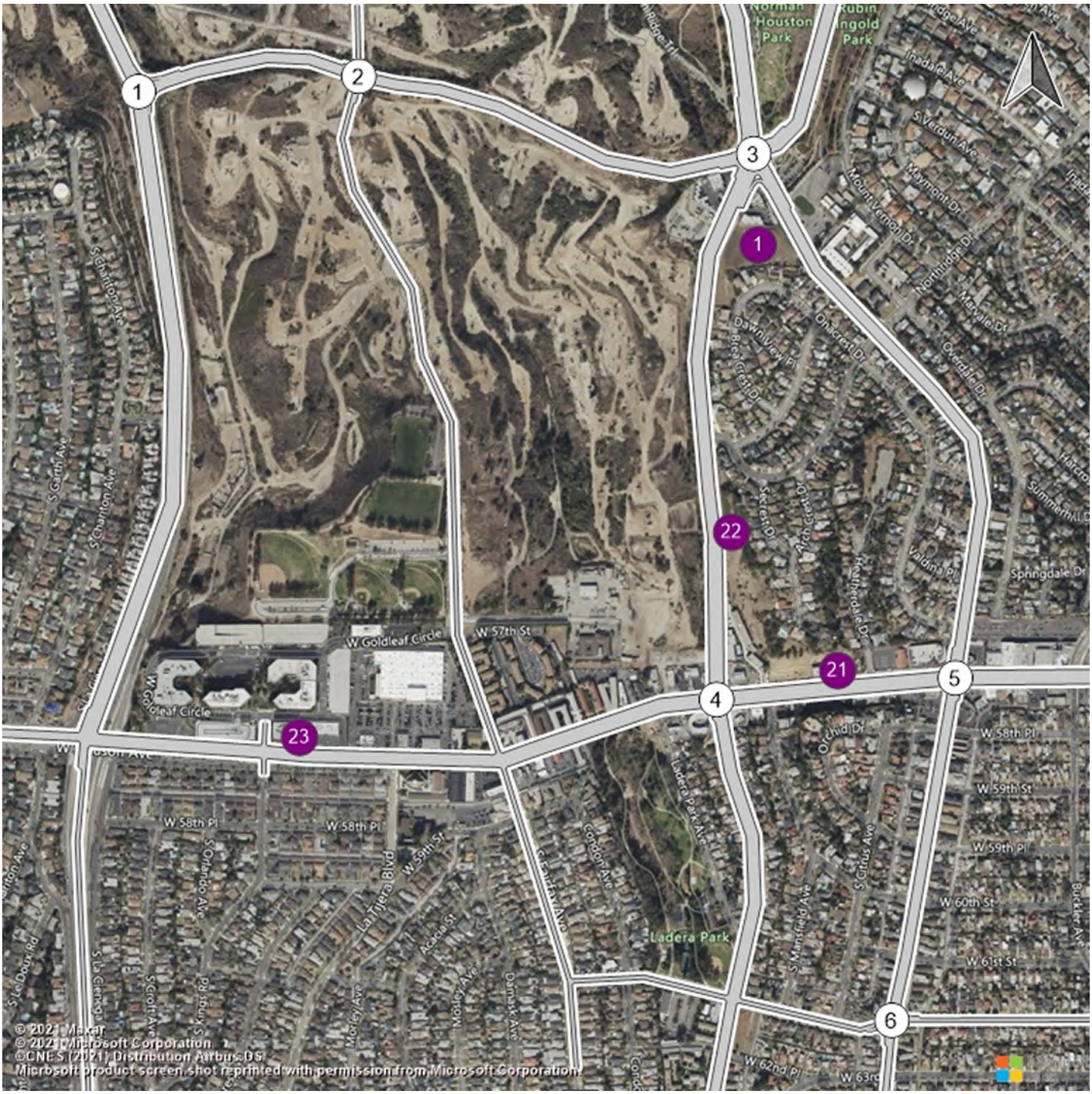
Northwestbound		Total Volume
Thru	Right	
716	120	5925

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	La Brea Avenue/Slauson Avenue	96	1156	84	24	943	107	158	774	59	180	665	25	4271

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Overhill Drive/Slauson Avenue	45	410	248	165	397	54	90	776	80	363	908	319	3855

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Overhill Drive/62nd Street	105	534	3	1	895	357	79	7	31	36	201	19	2268

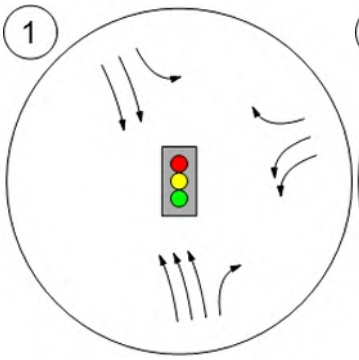
Report Figure 1: Study Intersections



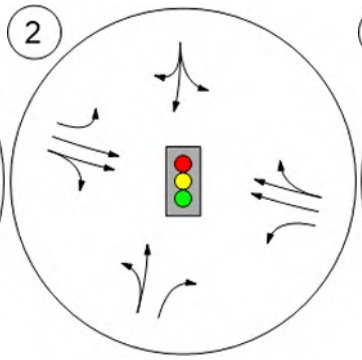
Report Figure 2: Lane Configuration and Traffic Control



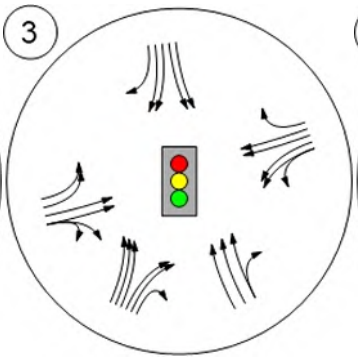
La Cienega Bouelvard/Stock



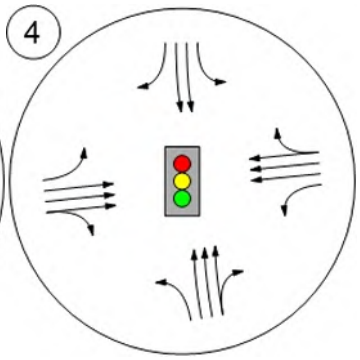
Fairfax Avenue/Stocker Stree



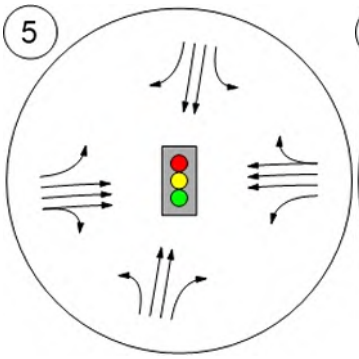
La Brea Avenue - Overhill Dri



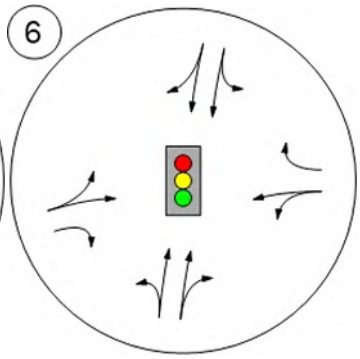
La Brea Avenue/Slauson Ave



Overhill Drive/Slauson Avenu



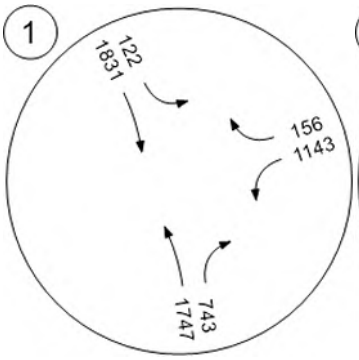
Overhill Drive/62nd Street



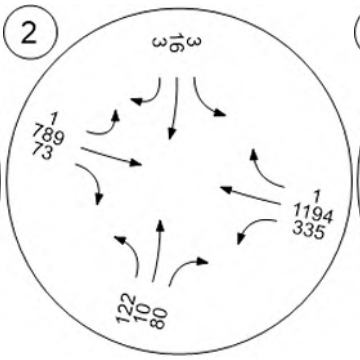
Report Figure 3a: Traffic Volume - Base Volume



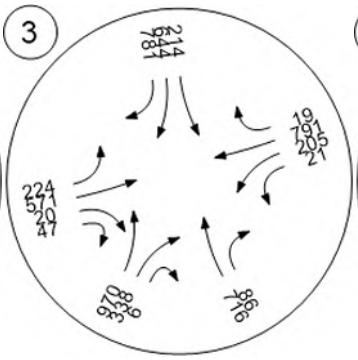
La Cienega Bouelvard/Stock



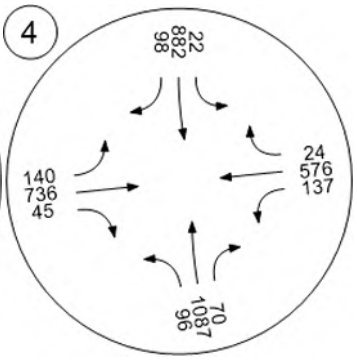
Fairfax Avenue/Stocker Stree



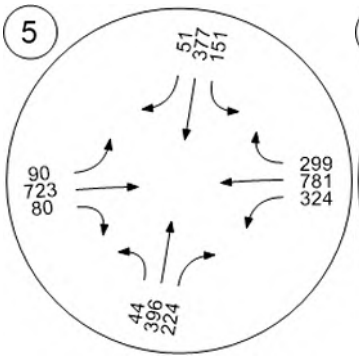
La Brea Avenue - Overhill Dri



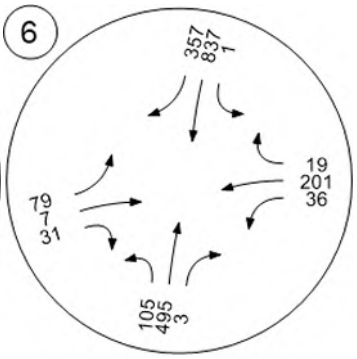
La Brea Avenue/Slauson Ave



Overhill Drive/Slauson Avenu



Overhill Drive/62nd Street



The View

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Report File: P:\...\The View - CumuPM_v3.pdf

Scenario 3 Future (Cumulative) Year PM
11/24/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	La Cienega Bouelvard/Stocker Street	Signalized	ICU 1	NB Thru	1.034	-	F
2	Fairfax Avenue/Stocker Street	Signalized	ICU 1	EB Thru	0.744	-	C
3	La Brea Avenue - Overhill Drive/Stocker Street	Signalized	ICU 1	SB Right	0.917	-	E
4	La Brea Avenue/Slauson Avenue	Signalized	ICU 1	SB Thru	0.875	-	D
5	Overhill Drive/Slauson Avenue	Signalized	ICU 1	EB Thru	0.987	-	E
6	Overhill Drive/62nd Street	Signalized	ICU 1	EB Thru	0.634	-	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: La Cienega Bouelvard/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.034

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		55.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1629	934	443	2402	713	69
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	186	43	40	173	19	28
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1815	977	483	2575	732	97
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	454	244	121	644	183	24
Total Analysis Volume [veh/h]	1815	977	483	2575	732	97
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Protected	Permissive	Permissive	Unsignalized
Signal Group	6	0	1	2	4	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.38	0.00	0.30	0.00	0.25	0.00
Intersection LOS	F					
Intersection V/C	1.034					

Intersection Level Of Service Report
Intersection 2: Fairfax Avenue/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.744

Intersection Setup

Name				Fairfax Avenue						Stocker Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Fairfax Avenue						Stocker Street		
Base Volume Input [veh/h]	52	6	167	0	13	2	1	1117	262	131	651	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	28	0	1	0	0	0	0	60	23	0	19	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	6	168	0	13	2	1	1177	285	131	670	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	2	42	0	3	1	0	294	71	33	168	1
Total Analysis Volume [veh/h]	80	6	168	0	13	2	1	1177	285	131	670	3
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.05	0.11	0.00	0.01	0.01	0.00	0.46	0.46	0.08	0.21	0.21
Intersection LOS	C											
Intersection V/C	0.744											

Intersection Level Of Service Report
Intersection 3: La Brea Avenue - Overhill Drive/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.917

Intersection Setup

Name	La Brea Avenue				La Brea Avenue				Stocker Street			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right2	Left	Thru	Right	Right2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	3	1	0	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	100.00	100.00	245.00	270.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				45.00				45.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	Yes				Yes				No			

Volumes

Name	La Brea Avenue				La Brea Avenue				Stocker Street			
Base Volume Input [veh/h]	0	978	375	10	0	596	1037	500	464	679	12	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	75	24	0	0	2	72	12	11	33	16	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1053	399	10	0	598	1109	512	475	712	28	118
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	263	100	3	0	150	277	128	119	178	7	30
Total Analysis Volume [veh/h]	0	1053	399	10	0	598	1109	512	475	712	28	118
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Protecte	Unsigna	Split	Split	Split	Split	Protecte	Permiss	Permiss	Permiss
Signal Group	0	2	2	0	0	6	6	0	7	8	0	0
Auxiliary Signal Groups						1,6	1,6					
Lead / Lag	-	-	-	-	-	-	-	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.22	0.12	0.00	0.00	0.21	0.35	0.00	0.16	0.27	0.27	0.27
Intersection LOS	E											
Intersection V/C	0.917											

Intersection Setup

Name	Stocker Street				Overhill Drive			
Approach	Westbound				Northwestbound			
Lane Configuration								
Turning Movement	Left2	Left	Thru	Right	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	1
Entry Pocket Length [ft]	215.00	100.00	100.00	145.00	100.00	100.00	100.00	250.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Stocker Street				Overhill Drive			
Base Volume Input [veh/h]	55	238	300	22	0	0	334	130
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	34	42	8	0	0	0	0	42
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	280	308	22	0	0	334	172
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	70	77	6	0	0	84	43
Total Analysis Volume [veh/h]	89	280	308	22	0	0	334	172
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Protected	Permissive	Permissive	Split	Split	Split	Split
Signal Group	0	3	4	0	0	0	2	1
Auxiliary Signal Groups								
Lead / Lag	-	Lead	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.10	0.11	0.02	0.00	0.00	0.11	0.11
Intersection LOS	E							
Intersection V/C	0.917							

Intersection Level Of Service Report
Intersection 4: La Brea Avenue/Slauson Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.875

Intersection Setup

Name				La Brea Avenue			Slauson Avenue			Slauson Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00	90.00	100.00	100.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				La Brea Avenue			Slauson Avenue			Slauson Avenue		
Base Volume Input [veh/h]	62	1088	100	27	968	282	308	1292	49	122	781	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	89	33	1	82	31	11	99	21	44	59	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	1177	133	28	1050	313	319	1391	70	166	840	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	294	33	7	263	78	80	348	18	42	210	10
Total Analysis Volume [veh/h]	62	1177	133	28	1050	313	319	1391	70	166	840	38
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	2	0	5	6	3	3	4	0	7	8	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.27	0.27	0.02	0.33	0.00	0.20	0.30	0.30	0.10	0.18	0.18
Intersection LOS	D											
Intersection V/C	0.875											

Intersection Level Of Service Report
Intersection 5: Overhill Drive/Slauson Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.987

Intersection Setup

Name	Overhill Drive			Overhill Drive			Slauson Avenue			Slauson Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	125.00	100.00	50.00	85.00	100.00	100.00	190.00	100.00	100.00	190.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Overhill Drive			Overhill Drive			Slauson Avenue			Slauson Avenue		
Base Volume Input [veh/h]	58	445	323	343	376	90	103	1291	56	132	828	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	25	51	28	17	7	0	131	0	49	98	17
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	470	374	371	393	97	103	1422	56	181	926	150
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	118	94	93	98	24	26	356	14	45	232	38
Total Analysis Volume [veh/h]	60	470	374	371	393	97	103	1422	56	181	926	150
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	4	0	3	8	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.15	0.23	0.23	0.12	0.06	0.06	0.31	0.31	0.11	0.22	0.22
Intersection LOS	E											
Intersection V/C	0.987											

Intersection Level Of Service Report
Intersection 6: Overhill Drive/62nd Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.634

Intersection Setup

Name	Overhill Drive			Overhill Drive						62nd Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Overhill Drive			Overhill Drive						62nd Street		
Base Volume Input [veh/h]	22	674	11	10	326	72	381	65	152	6	15	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	77	0	0	66	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	751	11	10	392	72	381	65	152	6	15	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	188	3	3	98	18	95	16	38	2	4	4
Total Analysis Volume [veh/h]	22	751	11	10	392	72	381	65	152	6	15	14
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.25	0.25	0.01	0.15	0.15	0.24	0.28	0.10	0.00	0.01	0.01
Intersection LOS	B											
Intersection V/C	0.634											

The View

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Report File: P:\...\The View - CumuPM_v3.pdf

Scenario 3 Future (Cumulative) Year PM
11/24/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	La Cienega Bouelvard/Stocker Street	1815	977	483	2575	732	97	6679

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Fairfax Avenue/Stocker Street	80	6	168	0	13	2	1	1177	285	131	670	3	2536

ID	Intersection Name	Northbound			Southbound			Eastbound				Westbound			
		Thru	Right	2	Thru	Right	2	Left	Thru	Right	2	2	Left	Thru	Right
3	La Brea Avenue - Overhill Drive/Stocker Street	1053	399	10	598	1109	512	475	712	28	118	89	280	308	22

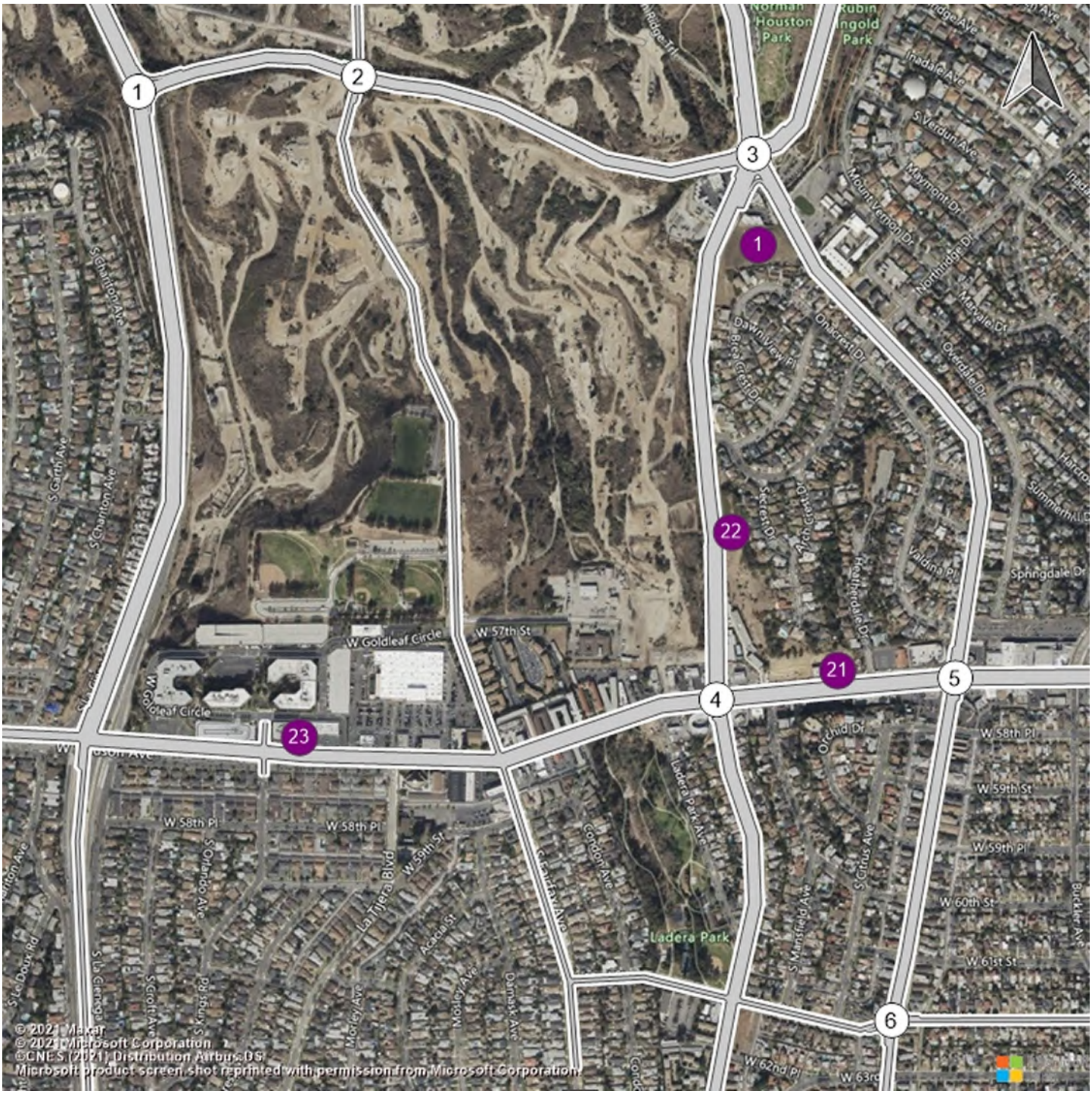
Northwestbound		Total Volume
Thru	Right	
334	172	6219

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	La Brea Avenue/Slauson Avenue	62	1177	133	28	1050	313	319	1391	70	166	840	38	5587

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Overhill Drive/Slauson Avenue	60	470	374	371	393	97	103	1422	56	181	926	150	4603

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Overhill Drive/62nd Street	22	751	11	10	392	72	381	65	152	6	15	14	1891

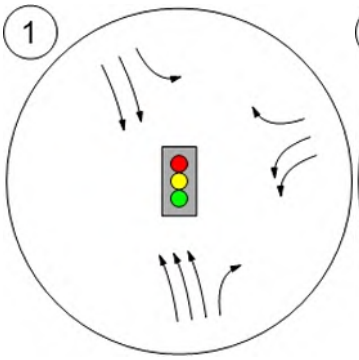
Report Figure 1: Study Intersections



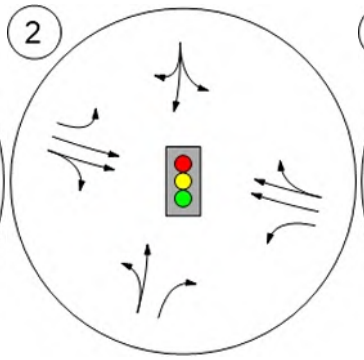
Report Figure 2: Lane Configuration and Traffic Control



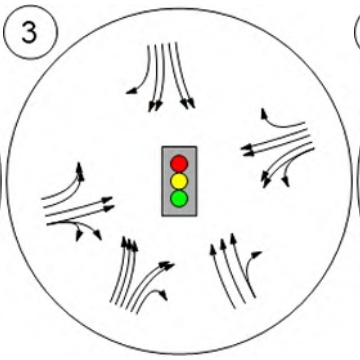
La Cienega Bouelvard/Stock



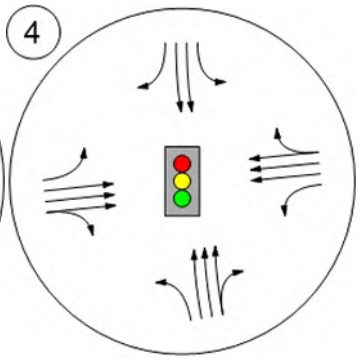
Fairfax Avenue/Stocker Stree



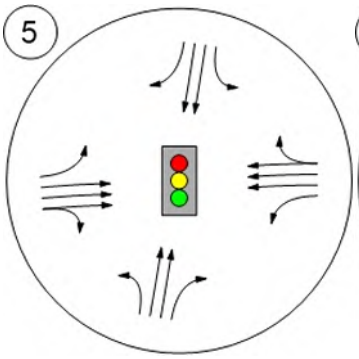
La Brea Avenue - Overhill Dri



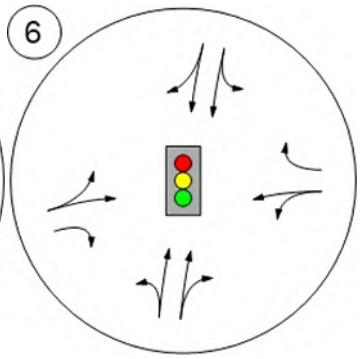
La Brea Avenue/Slauson Ave



Overhill Drive/Slauson Avenu



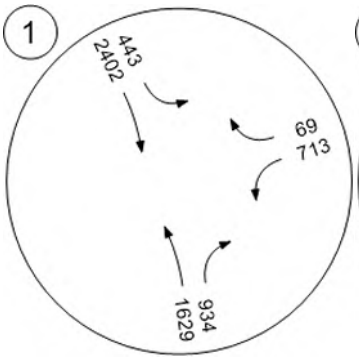
Overhill Drive/62nd Street



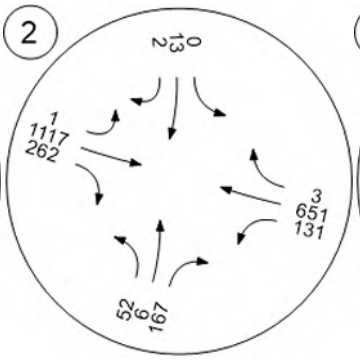
Report Figure 3a: Traffic Volume - Base Volume



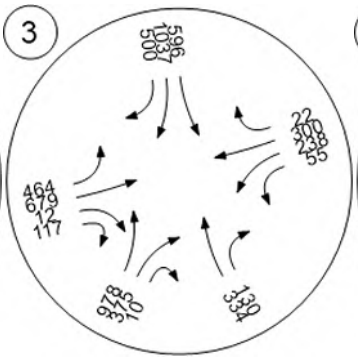
La Cienega Bouelvard/Stock



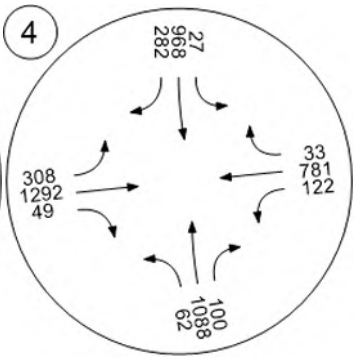
Fairfax Avenue/Stocker Stree



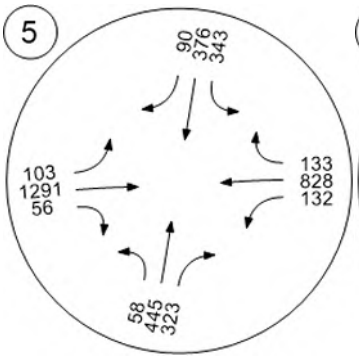
La Brea Avenue - Overhill Dri



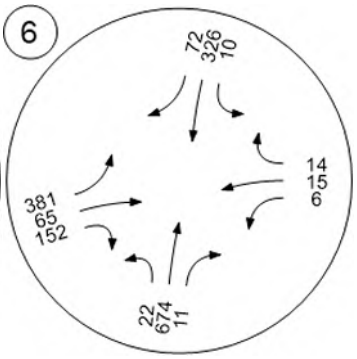
La Brea Avenue/Slauson Ave



Overhill Drive/Slauson Avenu



Overhill Drive/62nd Street



The View

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Report File: P:\...\The View - Cumu+ProjAM_v3.pdf

Scenario 4 Future (Cumulative) Year + Project AM
11/24/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	La Cienega Bouelvard/Stocker Street	Signalized	ICU 1	WB Left	0.979	-	E
2	Fairfax Avenue/Stocker Street	Signalized	ICU 1	WB Thru	0.701	-	C
3	La Brea Avenue - Overhill Drive/Stocker Street	Signalized	ICU 1	WB Thru	0.856	-	D
4	La Brea Avenue/Slauson Avenue	Signalized	ICU 1	SB Thru	0.744	-	C
5	Overhill Drive/Slauson Avenue	Signalized	ICU 1	WB Thru	0.767	-	C
6	Overhill Drive/62nd Street	Signalized	ICU 1	SB Thru	0.755	-	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: La Cienega Bouelvard/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.979

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		55.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1747	743	123	1831	1143	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	93	17	21	113	26	32
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1840	760	144	1944	1169	188
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	460	190	36	486	292	47
Total Analysis Volume [veh/h]	1840	760	144	1944	1169	188
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Protected	Permissive	Permissive	Unsignalized
Signal Group	6	0	1	2	4	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.38	0.00	0.09	0.00	0.41	0.00
Intersection LOS	E					
Intersection V/C	0.979					

Intersection Level Of Service Report
Intersection 2: Fairfax Avenue/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.701

Intersection Setup

Name				Fairfax Avenue						Stocker Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Fairfax Avenue						Stocker Street		
Base Volume Input [veh/h]	122	10	80	3	16	3	1	790	73	335	1194	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	32	0	1	0	0	0	0	22	16	0	26	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	154	10	81	3	16	3	1	812	89	335	1220	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	3	20	1	4	1	0	203	22	84	305	0
Total Analysis Volume [veh/h]	154	10	81	3	16	3	1	812	89	335	1220	1
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.10	0.05	0.00	0.01	0.01	0.00	0.28	0.28	0.21	0.38	0.38
Intersection LOS	C											
Intersection V/C	0.701											

Intersection Level Of Service Report
Intersection 3: La Brea Avenue - Overhill Drive/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.856

Intersection Setup

Name	La Brea Avenue				La Brea Avenue				Stocker Street			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right2	Left	Thru	Right	Right2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	3	1	0	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	100.00	100.00	245.00	270.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				45.00				45.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	Yes				Yes				No			

Volumes

Name	La Brea Avenue				La Brea Avenue				Stocker Street			
Base Volume Input [veh/h]	0	970	338	6	0	215	644	781	224	571	20	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	46	45	0	0	1	51	6	4	14	5	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1016	383	6	0	216	695	787	228	585	25	48
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	254	96	2	0	54	174	197	57	146	6	12
Total Analysis Volume [veh/h]	0	1016	383	6	0	216	695	787	228	585	25	48
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Protecte	Unsigna	Split	Split	Split	Split	Protecte	Permiss	Permiss	Permiss
Signal Group	0	2	2	0	0	6	6	0	7	8	0	0
Auxiliary Signal Groups						1,6	1,6					
Lead / Lag	-	-	-	-	-	-	-	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.21	0.12	0.00	0.00	0.08	0.22	0.00	0.08	0.21	0.21	0.21
Intersection LOS	D											
Intersection V/C	0.856											

Intersection Setup

Name	Stocker Street				Overhill Drive			
Approach	Westbound				Northwestbound			
Lane Configuration								
Turning Movement	Left2	Left	Thru	Right	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	1
Entry Pocket Length [ft]	215.00	100.00	100.00	145.00	100.00	100.00	100.00	250.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Stocker Street				Overhill Drive			
Base Volume Input [veh/h]	22	205	791	19	0	0	729	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	31	15	20	0	0	0	0	34
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	220	811	19	0	0	729	124
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	55	203	5	0	0	182	31
Total Analysis Volume [veh/h]	53	220	811	19	0	0	729	124
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Protected	Permissive	Permissive	Split	Split	Split	Split
Signal Group	0	3	4	0	0	0	2	1
Auxiliary Signal Groups								
Lead / Lag	-	Lead	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.08	0.28	0.01	0.00	0.00	0.18	0.18
Intersection LOS	D							
Intersection V/C	0.856							

Intersection Level Of Service Report
Intersection 4: La Brea Avenue/Slauson Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.744

Intersection Setup

Name				La Brea Avenue			Slauson Avenue			Slauson Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00	90.00	100.00	100.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				La Brea Avenue			Slauson Avenue			Slauson Avenue		
Base Volume Input [veh/h]	96	1087	70	22	882	98	140	738	45	141	591	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	69	14	2	61	9	18	38	14	43	89	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	1156	84	24	943	107	158	776	59	184	680	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	289	21	6	236	27	40	194	15	46	170	6
Total Analysis Volume [veh/h]	96	1156	84	24	943	107	158	776	59	184	680	25
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	2	0	5	6	3	3	4	0	7	8	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.26	0.26	0.02	0.29	0.00	0.10	0.17	0.17	0.12	0.15	0.15
Intersection LOS	C											
Intersection V/C	0.744											

Intersection Level Of Service Report
Intersection 5: Overhill Drive/Slauson Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.767

Intersection Setup

Name	Overhill Drive			Overhill Drive			Slauson Avenue			Slauson Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	125.00	100.00	50.00	85.00	100.00	100.00	190.00	100.00	100.00	190.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Overhill Drive			Overhill Drive			Slauson Avenue			Slauson Avenue		
Base Volume Input [veh/h]	44	396	224	157	378	70	92	723	80	324	781	300
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	14	24	14	20	3	0	53	0	39	127	20
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	410	248	171	398	73	92	776	80	363	908	320
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	103	62	43	100	18	23	194	20	91	227	80
Total Analysis Volume [veh/h]	45	410	248	171	398	73	92	776	80	363	908	320
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	4	0	3	8	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.13	0.16	0.11	0.12	0.05	0.06	0.18	0.18	0.23	0.26	0.26
Intersection LOS	C											
Intersection V/C	0.767											

Intersection Level Of Service Report
Intersection 6: Overhill Drive/62nd Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.755

Intersection Setup

Name	Overhill Drive			Overhill Drive						62nd Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Overhill Drive			Overhill Drive						62nd Street		
Base Volume Input [veh/h]	105	495	3	1	838	357	79	7	31	36	201	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	39	0	0	58	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	105	534	3	1	896	357	79	7	31	36	201	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	134	1	0	224	89	20	2	8	9	50	5
Total Analysis Volume [veh/h]	105	534	3	1	896	357	79	7	31	36	201	19
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.20	0.20	0.00	0.39	0.39	0.05	0.05	0.02	0.02	0.15	0.01
Intersection LOS	C											
Intersection V/C	0.755											

The View

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Report File: P:\...\The View - Cumu+ProjAM_v3.pdf
Scenario 4 Future (Cumulative) Year + Project AM
11/24/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	La Cienega Bouelvard/Stocker Street	1840	760	144	1944	1169	188	6045

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Fairfax Avenue/Stocker Street	154	10	81	3	16	3	1	812	89	335	1220	1	2725

ID	Intersection Name	Northbound			Southbound			Eastbound				Westbound			
		Thru	Right	2	Thru	Right	2	Left	Thru	Right	2	2	Left	Thru	Right
3	La Brea Avenue - Overhill Drive/Stocker Street	1016	383	6	216	695	787	228	585	25	48	53	220	811	19

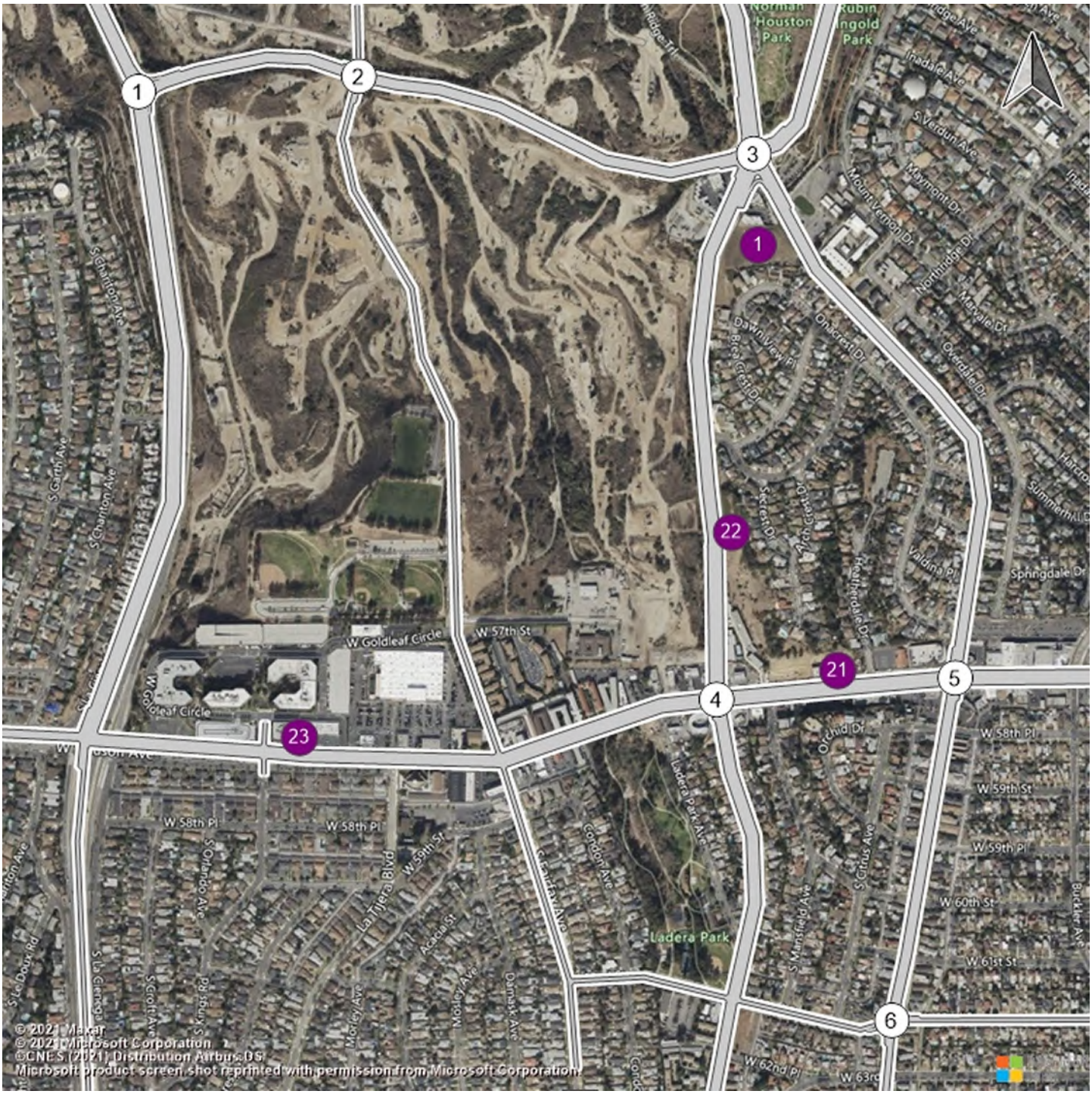
Northwestbound		Total Volume
Thru	Right	
729	124	5945

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	La Brea Avenue/Slauson Avenue	96	1156	84	24	943	107	158	776	59	184	680	25	4292

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Overhill Drive/Slauson Avenue	45	410	248	171	398	73	92	776	80	363	908	320	3884

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Overhill Drive/62nd Street	105	534	3	1	896	357	79	7	31	36	201	19	2269

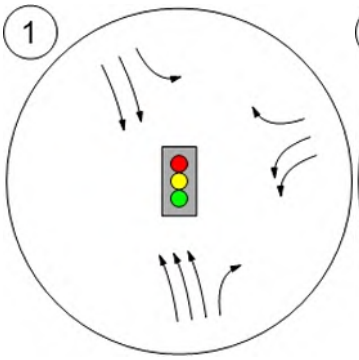
Report Figure 1: Study Intersections



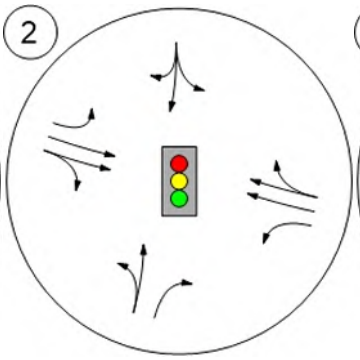
Report Figure 2: Lane Configuration and Traffic Control



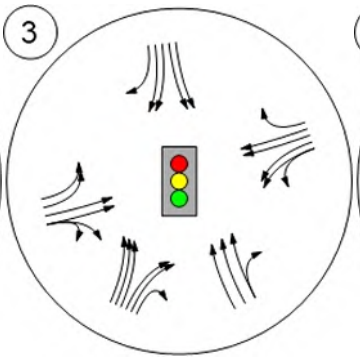
La Cienega Bouelvard/Stock



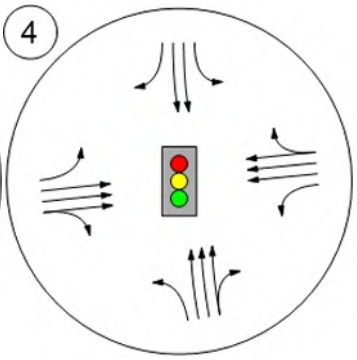
Fairfax Avenue/Stocker Stree



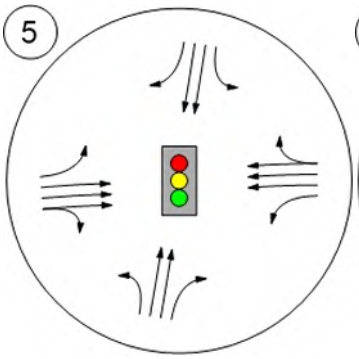
La Brea Avenue - Overhill Dri



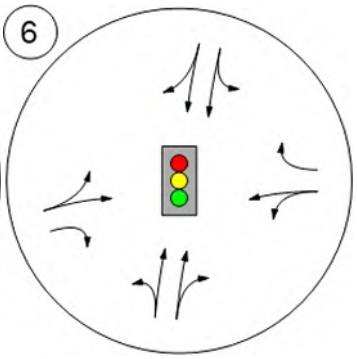
La Brea Avenue/Slauson Ave



Overhill Drive/Slauson Avenu



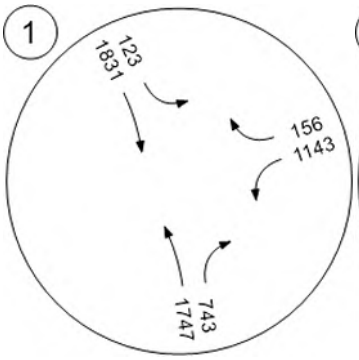
Overhill Drive/62nd Street



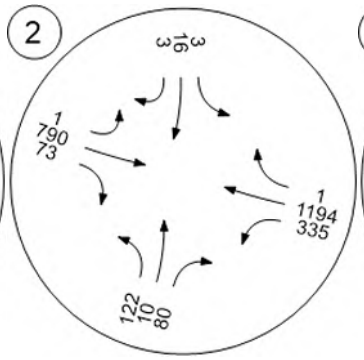
Report Figure 3a: Traffic Volume - Base Volume



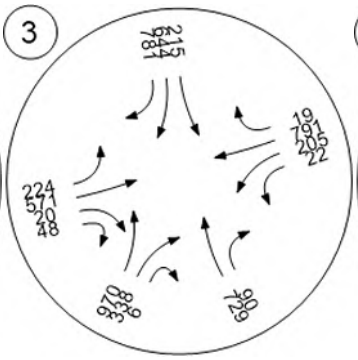
La Cienega Bouelvard/Stock



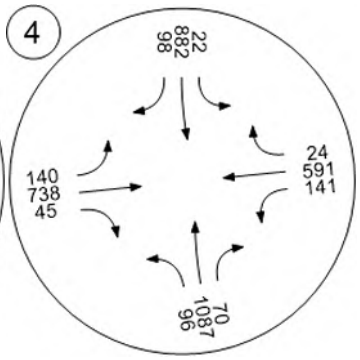
Fairfax Avenue/Stocker Stree



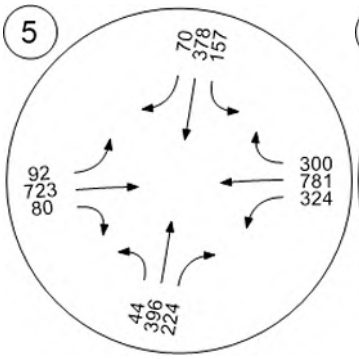
La Brea Avenue - Overhill Dri



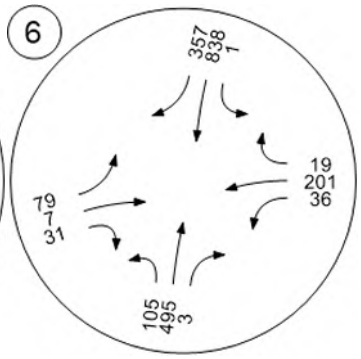
La Brea Avenue/Slauson Ave



Overhill Drive/Slauson Avenu



Overhill Drive/62nd Street



The View

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Report File: P:\...\The View - Cumu+ProjPM_v3.pdf

Scenario 4 Future (Cumulative) Year + Project PM
11/24/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	La Cienega Bouelvard/Stocker Street	Signalized	ICU 1	NB Thru	1.038	-	F
2	Fairfax Avenue/Stocker Street	Signalized	ICU 1	EB Thru	0.746	-	C
3	La Brea Avenue - Overhill Drive/Stocker Street	Signalized	ICU 1	SB Right	0.922	-	E
4	La Brea Avenue/Slauson Avenue	Signalized	ICU 1	SB Thru	0.879	-	D
5	Overhill Drive/Slauson Avenue	Signalized	ICU 1	EB Thru	0.989	-	E
6	Overhill Drive/62nd Street	Signalized	ICU 1	EB Thru	0.634	-	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: La Cienega Bouelvard/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.038

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		55.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1629	936	449	2402	713	69
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	186	43	40	173	19	28
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1815	979	489	2575	732	97
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	454	245	122	644	183	24
Total Analysis Volume [veh/h]	1815	979	489	2575	732	97
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Protected	Permissive	Permissive	Unsignalized
Signal Group	6	0	1	2	4	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.38	0.00	0.31	0.00	0.25	0.00
Intersection LOS	F					
Intersection V/C	1.038					

Intersection Level Of Service Report
Intersection 2: Fairfax Avenue/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.746

Intersection Setup

Name				Fairfax Avenue						Stocker Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Fairfax Avenue						Stocker Street		
Base Volume Input [veh/h]	52	6	167	0	13	2	1	1125	262	131	651	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	28	0	1	0	0	0	0	60	23	0	19	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	6	168	0	13	2	1	1185	285	131	670	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	2	42	0	3	1	0	296	71	33	168	1
Total Analysis Volume [veh/h]	80	6	168	0	13	2	1	1185	285	131	670	3
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.05	0.11	0.00	0.01	0.01	0.00	0.46	0.46	0.08	0.21	0.21
Intersection LOS	C											
Intersection V/C	0.746											

Intersection Level Of Service Report
Intersection 3: La Brea Avenue - Overhill Drive/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.922

Intersection Setup

Name	La Brea Avenue				La Brea Avenue				Stocker Street			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right2	Left	Thru	Right	Right2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	3	1	0	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	100.00	100.00	245.00	270.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				45.00				45.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	Yes				Yes				No			

Volumes

Name	La Brea Avenue				La Brea Avenue				Stocker Street			
Base Volume Input [veh/h]	0	978	375	10	0	602	1037	500	464	679	12	125
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	75	24	0	0	2	72	12	11	33	16	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1053	399	10	0	604	1109	512	475	712	28	126
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	263	100	3	0	151	277	128	119	178	7	32
Total Analysis Volume [veh/h]	0	1053	399	10	0	604	1109	512	475	712	28	126
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Protecte	Unsigna	Split	Split	Split	Split	Protecte	Permiss	Permiss	Permiss
Signal Group	0	2	2	0	0	6	6	0	7	8	0	0
Auxiliary Signal Groups						1,6	1,6					
Lead / Lag	-	-	-	-	-	-	-	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.22	0.12	0.00	0.00	0.21	0.35	0.00	0.16	0.27	0.27	0.27
Intersection LOS	E											
Intersection V/C	0.922											

Intersection Setup

Name	Stocker Street				Overhill Drive			
Approach	Westbound				Northwestbound			
Lane Configuration								
Turning Movement	Left2	Left	Thru	Right	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	1
Entry Pocket Length [ft]	215.00	100.00	100.00	145.00	100.00	100.00	100.00	250.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Stocker Street				Overhill Drive			
Base Volume Input [veh/h]	59	238	300	22	0	0	341	132
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	34	42	8	0	0	0	0	42
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	280	308	22	0	0	341	174
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	70	77	6	0	0	85	44
Total Analysis Volume [veh/h]	93	280	308	22	0	0	341	174
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Protected	Permissive	Permissive	Split	Split	Split	Split
Signal Group	0	3	4	0	0	0	2	1
Auxiliary Signal Groups								
Lead / Lag	-	Lead	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.10	0.11	0.02	0.00	0.00	0.11	0.11
Intersection LOS	E							
Intersection V/C	0.922							

Intersection Level Of Service Report
Intersection 4: La Brea Avenue/Slauson Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.879

Intersection Setup

Name				La Brea Avenue			Slauson Avenue			Slauson Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00	90.00	100.00	100.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				La Brea Avenue			Slauson Avenue			Slauson Avenue		
Base Volume Input [veh/h]	62	1088	104	27	968	282	308	1305	49	124	789	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	89	33	1	82	31	11	99	21	44	59	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	1177	137	28	1050	313	319	1404	70	168	848	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	294	34	7	263	78	80	351	18	42	212	10
Total Analysis Volume [veh/h]	62	1177	137	28	1050	313	319	1404	70	168	848	38
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	2	0	5	6	3	3	4	0	7	8	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.27	0.27	0.02	0.33	0.00	0.20	0.31	0.31	0.11	0.18	0.18
Intersection LOS	D											
Intersection V/C	0.879											

Intersection Level Of Service Report
Intersection 5: Overhill Drive/Slauson Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.989

Intersection Setup

Name	Overhill Drive			Overhill Drive			Slauson Avenue			Slauson Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	125.00	100.00	50.00	85.00	100.00	100.00	190.00	100.00	100.00	190.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Overhill Drive			Overhill Drive			Slauson Avenue			Slauson Avenue		
Base Volume Input [veh/h]	58	446	323	346	376	100	120	1291	56	132	828	138
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	25	51	28	17	7	0	131	0	49	98	17
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	471	374	374	393	107	120	1422	56	181	926	155
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	118	94	94	98	27	30	356	14	45	232	39
Total Analysis Volume [veh/h]	60	471	374	374	393	107	120	1422	56	181	926	155
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	4	0	3	8	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.15	0.23	0.23	0.12	0.07	0.08	0.31	0.31	0.11	0.23	0.23
Intersection LOS	E											
Intersection V/C	0.989											

Intersection Level Of Service Report
Intersection 6: Overhill Drive/62nd Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.634

Intersection Setup

Name	Overhill Drive			Overhill Drive						62nd Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Overhill Drive			Overhill Drive						62nd Street		
Base Volume Input [veh/h]	22	675	11	10	326	72	381	65	152	6	15	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	77	0	0	66	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	752	11	10	392	72	381	65	152	6	15	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	188	3	3	98	18	95	16	38	2	4	4
Total Analysis Volume [veh/h]	22	752	11	10	392	72	381	65	152	6	15	14
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.25	0.25	0.01	0.15	0.15	0.24	0.28	0.10	0.00	0.01	0.01
Intersection LOS	B											
Intersection V/C	0.634											

The View

Vistro File: P:\...\View_PM.vistro
Report File: P:\...\The View - Cumu+ProjPM_v3.pdf

Scenario 4 Future (Cumulative) Year + Project PM
11/24/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	La Cienega Bouelvard/Stocker Street	1815	979	489	2575	732	97	6687

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Fairfax Avenue/Stocker Street	80	6	168	0	13	2	1	1185	285	131	670	3	2544

ID	Intersection Name	Northbound			Southbound			Eastbound				Westbound			
		Thru	Right	2	Thru	Right	2	Left	Thru	Right	2	2	Left	Thru	Right
3	La Brea Avenue - Overhill Drive/Stocker Street	1053	399	10	604	1109	512	475	712	28	126	93	280	308	22

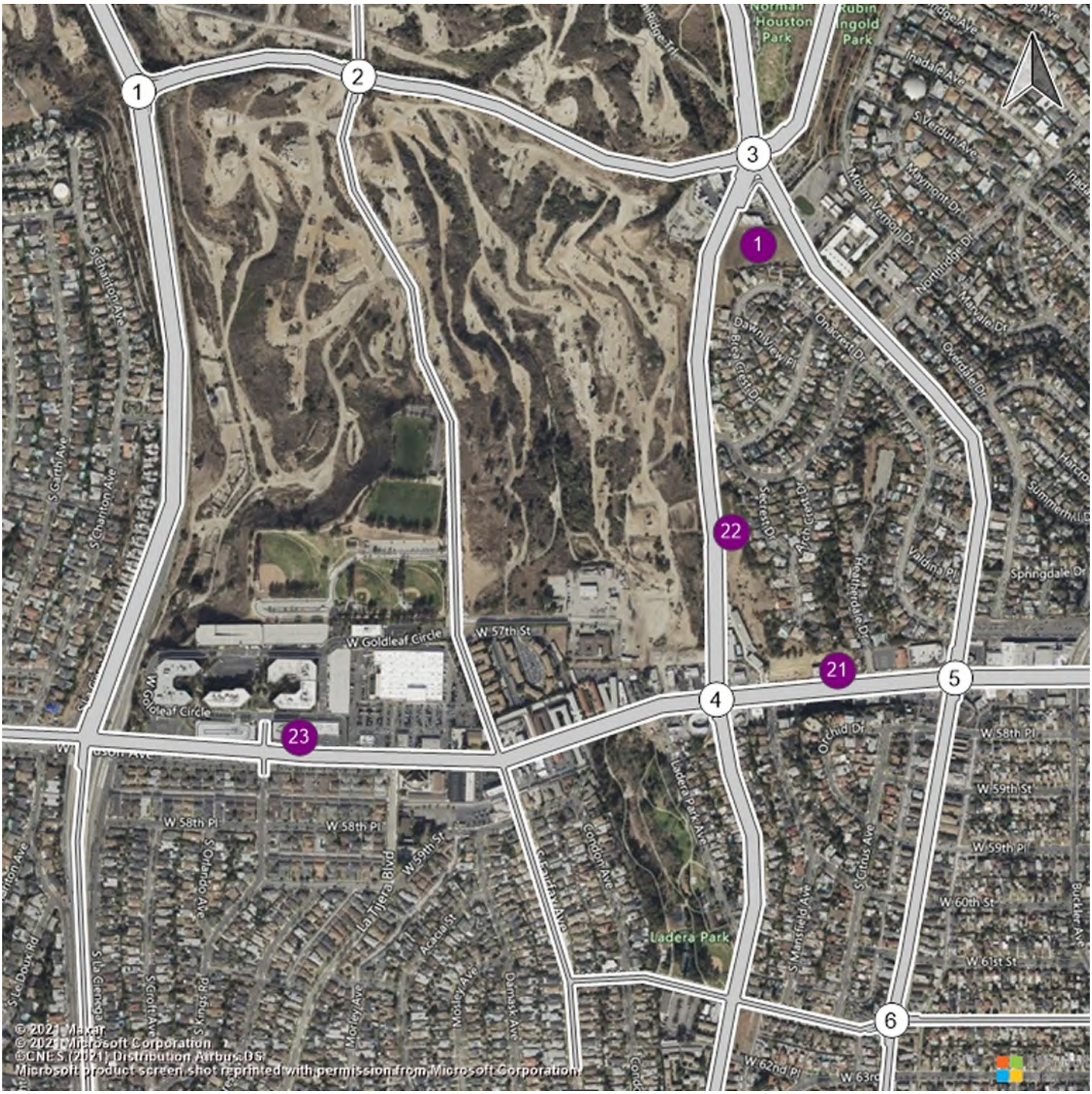
Northwestbound		Total Volume
Thru	Right	
341	174	6246

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	La Brea Avenue/Slauson Avenue	62	1177	137	28	1050	313	319	1404	70	168	848	38	5614

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Overhill Drive/Slauson Avenue	60	471	374	374	393	107	120	1422	56	181	926	155	4639

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Overhill Drive/62nd Street	22	752	11	10	392	72	381	65	152	6	15	14	1892

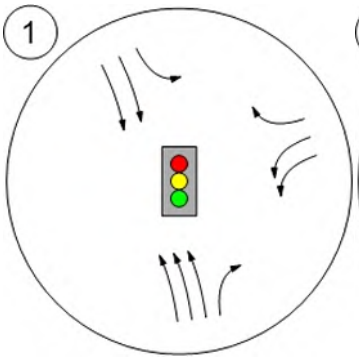
Report Figure 1: Study Intersections



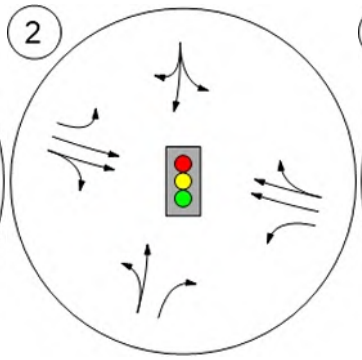
Report Figure 2: Lane Configuration and Traffic Control



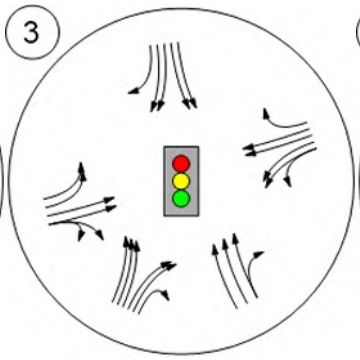
La Cienega Bouelvard/Stock



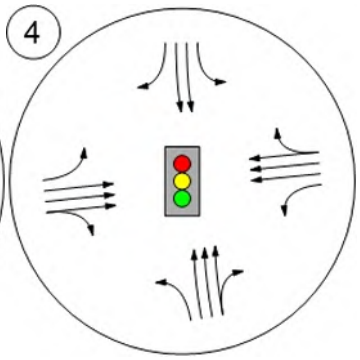
Fairfax Avenue/Stocker Stree



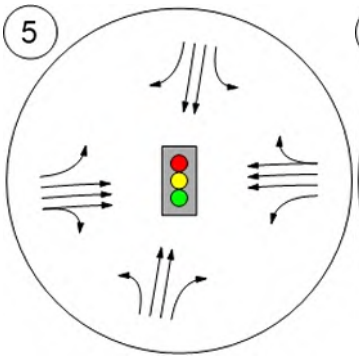
La Brea Avenue - Overhill Dri



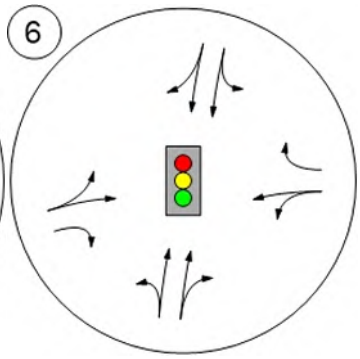
La Brea Avenue/Slauson Ave



Overhill Drive/Slauson Avenu



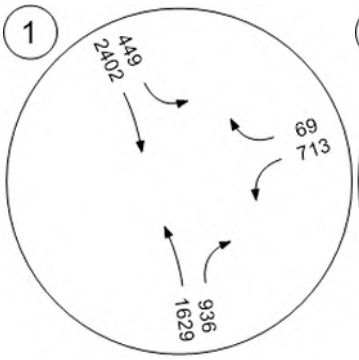
Overhill Drive/62nd Street



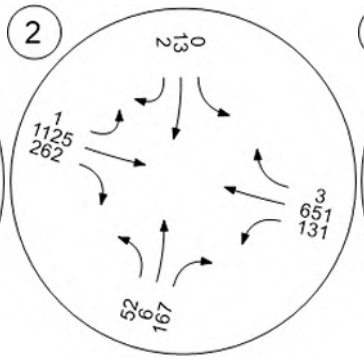
Report Figure 3a: Traffic Volume - Base Volume



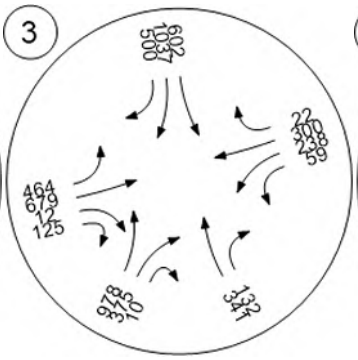
La Cienega Bouelvard/Stock



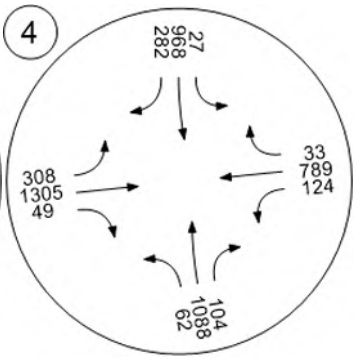
Fairfax Avenue/Stocker Stree



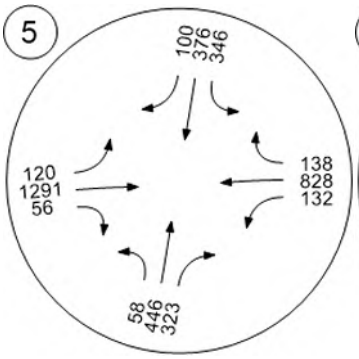
La Brea Avenue - Overhill Dri



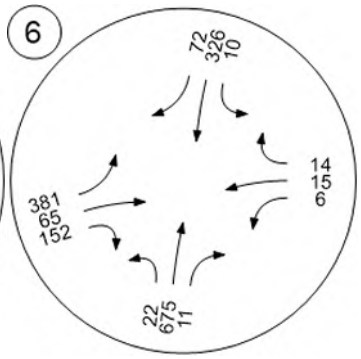
La Brea Avenue/Slauson Ave



Overhill Drive/Slauson Avenu



Overhill Drive/62nd Street



The View

Vistro File: P:\...\View_AM.vistro

Scenario 5 Future (Cumulative) Year + Project AM w/Improvements

Report File: P:\...\The View - Cumu+ProjAM wImprovements.pdf

3/11/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	La Cienega Bouelvard/Stocker Street	Signalized	ICU 1	WB Left	0.883	-	D
3	La Brea Avenue - Overhill Drive/Stocker Street	Signalized	ICU 1	WB Thru	0.783	-	C
4	La Brea Avenue/Slauson Avenue	Signalized	ICU 1	NB Thru	0.668	-	B
5	Overhill Drive/Slauson Avenue	Signalized	ICU 1	WB Thru	0.714	-	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: La Cienega Bouelvard/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.883

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		55.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1747	743	123	1831	1143	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	93	17	21	113	26	32
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1840	760	144	1944	1169	188
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	460	190	36	486	292	47
Total Analysis Volume [veh/h]	1840	760	144	1944	1169	188
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Protected	Permissive	Permissive	Unsignalized
Signal Group	6	0	1	2	4	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.29	0.00	0.09	0.00	0.41	0.00
Intersection LOS	D					
Intersection V/C	0.883					

Intersection Level Of Service Report
Intersection 3: La Brea Avenue - Overhill Drive/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.783

Intersection Setup

Name	La Brea Avenue				La Brea Avenue				Stocker Street			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right2	Left	Thru	Right	Right2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	3	1	0	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	100.00	100.00	245.00	270.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				45.00				45.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	Yes				Yes				No			

Volumes

Name	La Brea Avenue				La Brea Avenue				Stocker Street			
Base Volume Input [veh/h]	0	970	338	6	0	215	644	781	224	571	20	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	46	45	0	0	1	51	6	4	14	5	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1016	383	6	0	216	695	787	228	585	25	48
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	254	96	2	0	54	174	197	57	146	6	12
Total Analysis Volume [veh/h]	0	1016	383	6	0	216	695	787	228	585	25	48
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Protecte	Unsigna	Split	Split	Split	Split	Protecte	Permiss	Permiss	Permiss
Signal Group	0	2	2	0	0	6	6	0	7	8	0	0
Auxiliary Signal Groups						1,6	1,6					
Lead / Lag	-	-	-	-	-	-	-	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.21	0.12	0.00	0.00	0.08	0.14	0.00	0.08	0.21	0.21	0.21
Intersection LOS	C											
Intersection V/C	0.783											

Intersection Setup

Name	Stocker Street				Overhill Drive			
Approach	Westbound				Northwestbound			
Lane Configuration								
Turning Movement	Left2	Left	Thru	Right	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	1
Entry Pocket Length [ft]	215.00	100.00	100.00	145.00	100.00	100.00	100.00	250.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Stocker Street				Overhill Drive			
Base Volume Input [veh/h]	22	205	791	19	0	0	729	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	31	15	20	0	0	0	0	34
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	220	811	19	0	0	729	124
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	55	203	5	0	0	182	31
Total Analysis Volume [veh/h]	53	220	811	19	0	0	729	124
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Split	Split
Signal Group	0	3	4	0	0	0	2	1
Auxiliary Signal Groups								
Lead / Lag	-	Lead	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.08	0.28	0.01	0.00	0.00	0.18	0.18
Intersection LOS	C							
Intersection V/C	0.783							

Intersection Level Of Service Report
Intersection 4: La Brea Avenue/Slauson Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.668

Intersection Setup

Name				La Brea Avenue			Slauson Avenue			Slauson Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00	90.00	100.00	100.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				La Brea Avenue			Slauson Avenue			Slauson Avenue		
Base Volume Input [veh/h]	96	1087	71	22	882	98	140	738	45	141	591	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	69	14	2	61	9	18	38	14	43	89	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	1156	85	24	943	107	158	776	59	184	680	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	289	21	6	236	27	40	194	15	46	170	6
Total Analysis Volume [veh/h]	96	1156	85	24	943	107	158	776	59	184	680	25
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	2	0	5	6	3	3	4	0	7	8	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.26	0.26	0.02	0.22	0.12	0.10	0.17	0.17	0.12	0.15	0.15
Intersection LOS	B											
Intersection V/C	0.668											

Intersection Level Of Service Report
Intersection 5: Overhill Drive/Slauson Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.714

Intersection Setup

Name	Overhill Drive			Overhill Drive			Slauson Avenue			Slauson Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	125.00	100.00	50.00	85.00	100.00	100.00	190.00	100.00	100.00	190.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Overhill Drive			Overhill Drive			Slauson Avenue			Slauson Avenue		
Base Volume Input [veh/h]	44	396	224	157	378	70	92	723	80	324	781	300
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	14	24	14	20	3	0	53	0	39	127	20
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	410	248	171	398	73	92	776	80	363	908	320
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	103	62	43	100	18	23	194	20	91	227	80
Total Analysis Volume [veh/h]	45	410	248	171	398	73	92	776	80	363	908	320
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	4	0	3	8	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.13	0.16	0.05	0.15	0.15	0.06	0.18	0.18	0.23	0.26	0.26
Intersection LOS	C											
Intersection V/C	0.714											

The View

Vistro File: P:\...\View_AM.vistro

Scenario 5 Future (Cumulative) Year + Project AM w/Improvements

Report File: P:\...\The View - Cumu+ProjAM wImprovements.pdf

3/11/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	La Cienega Bouelvard/Stocker Street	1840	760	144	1944	1169	188	6045

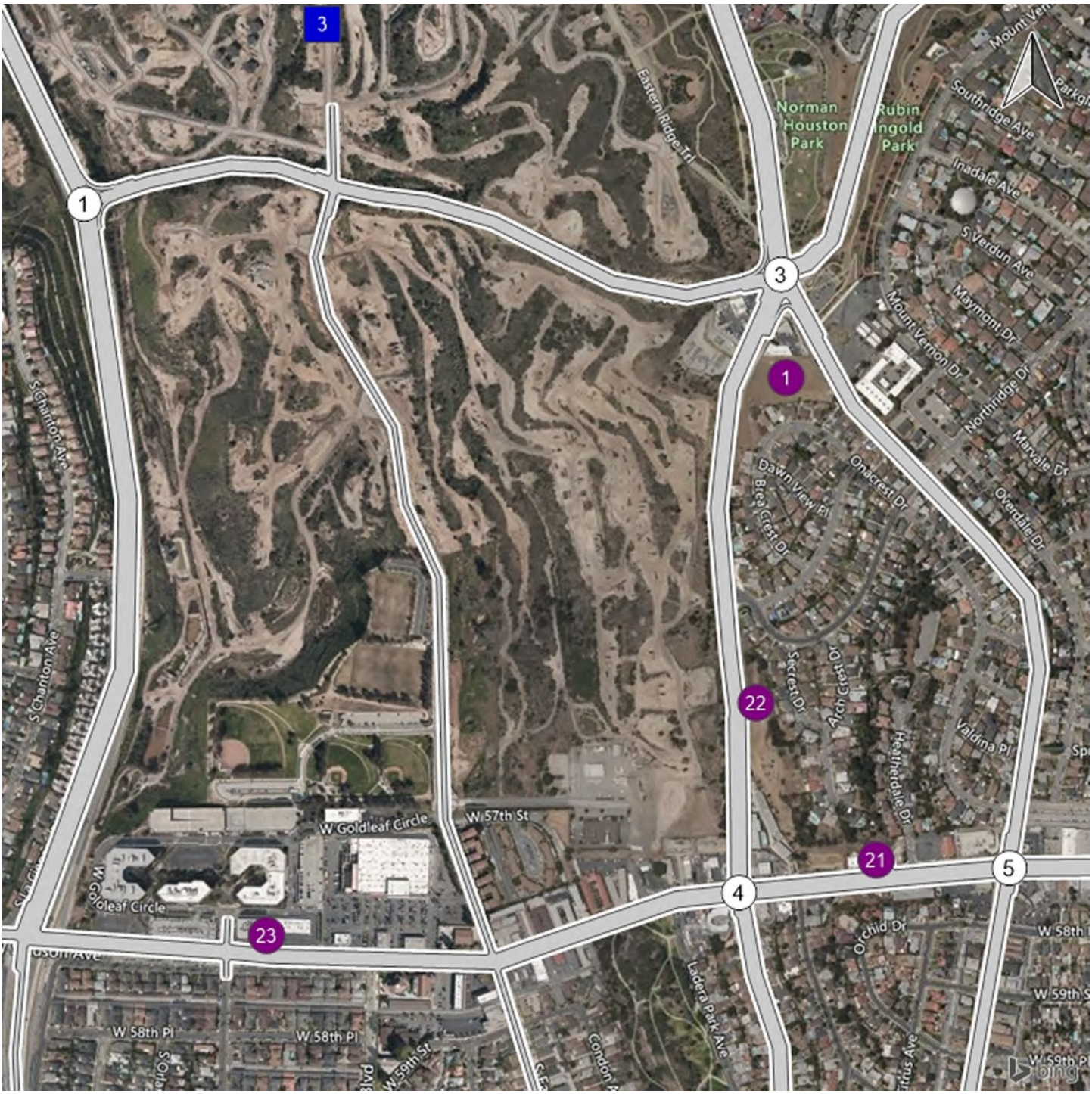
ID	Intersection Name	Northbound			Southbound			Eastbound				Westbound			
		Thru	Right	2	Thru	Right	2	Left	Thru	Right	2	2	Left	Thru	Right
3	La Brea Avenue - Overhill Drive/Stocker Street	1016	383	6	216	695	787	228	585	25	48	53	220	811	19

Northwestbound		Total Volume
Thru	Right	
729	124	5945

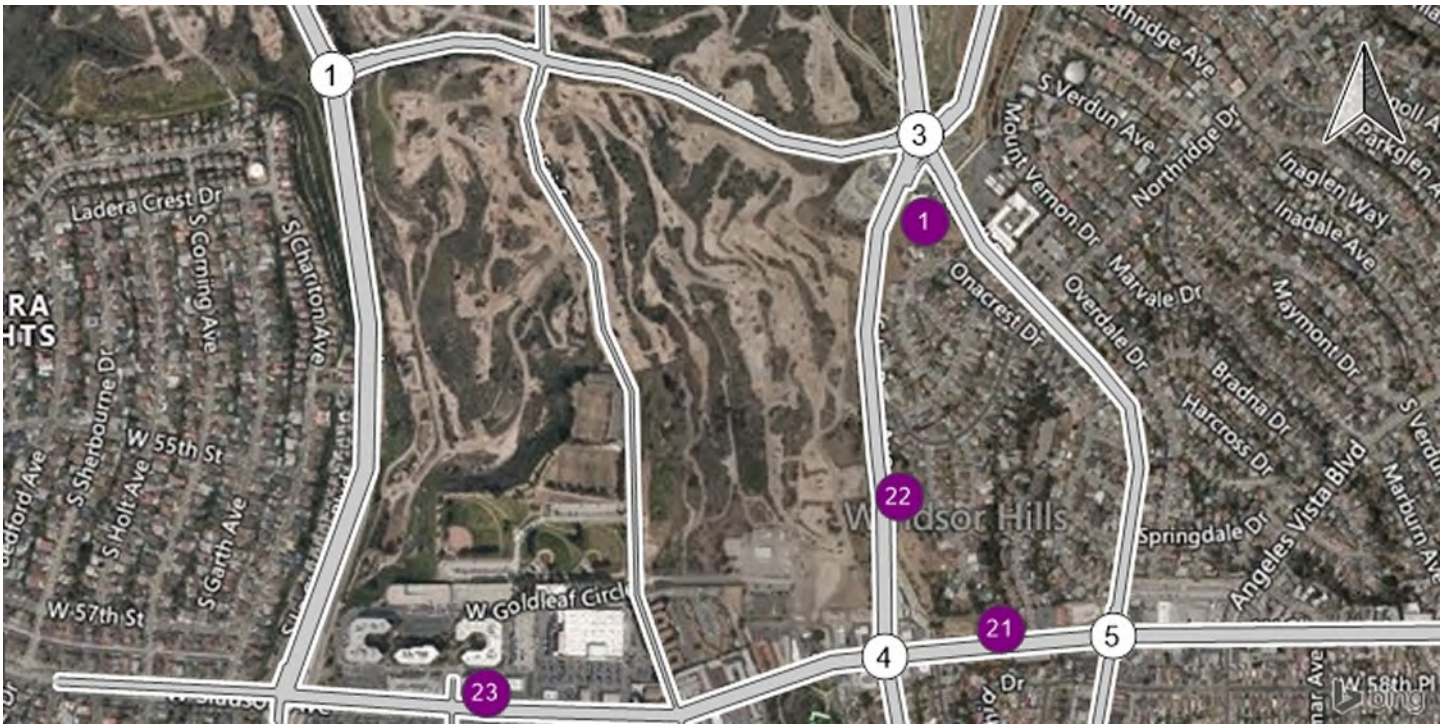
ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	La Brea Avenue/Slauson Avenue	96	1156	85	24	943	107	158	776	59	184	680	25	4293

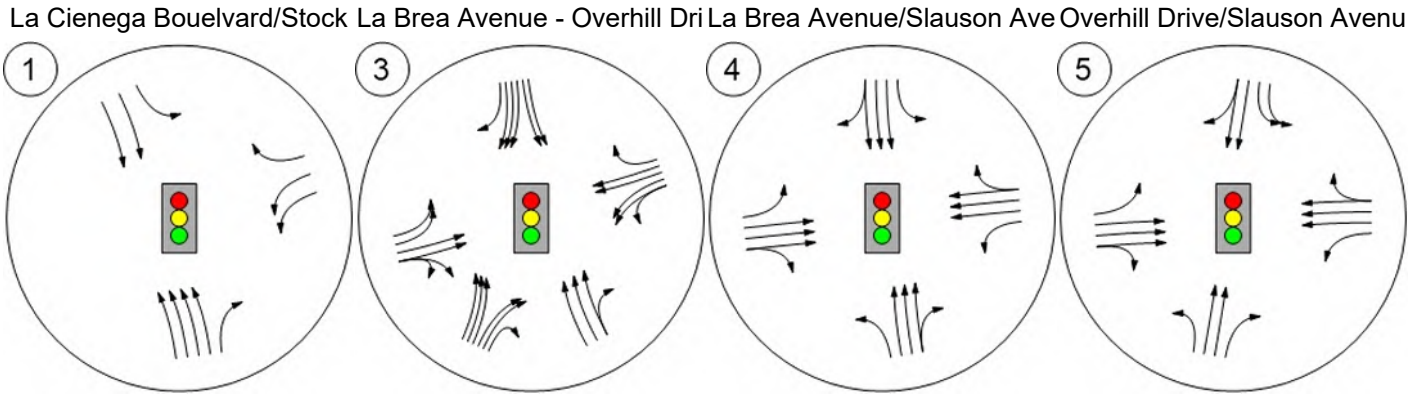
ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Overhill Drive/Slauson Avenue	45	410	248	171	398	73	92	776	80	363	908	320	3884

Report Figure 1: Study Intersections

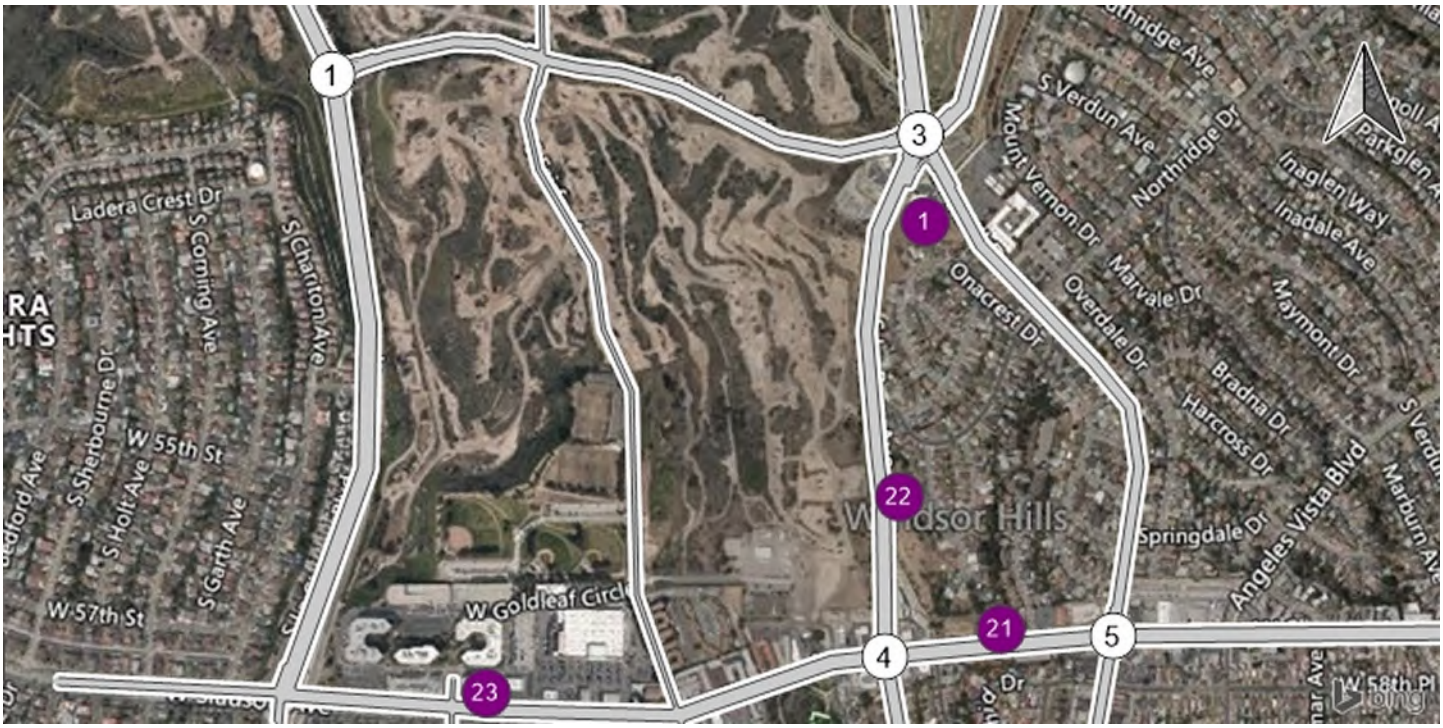


Report Figure 2: Lane Configuration and Traffic Control

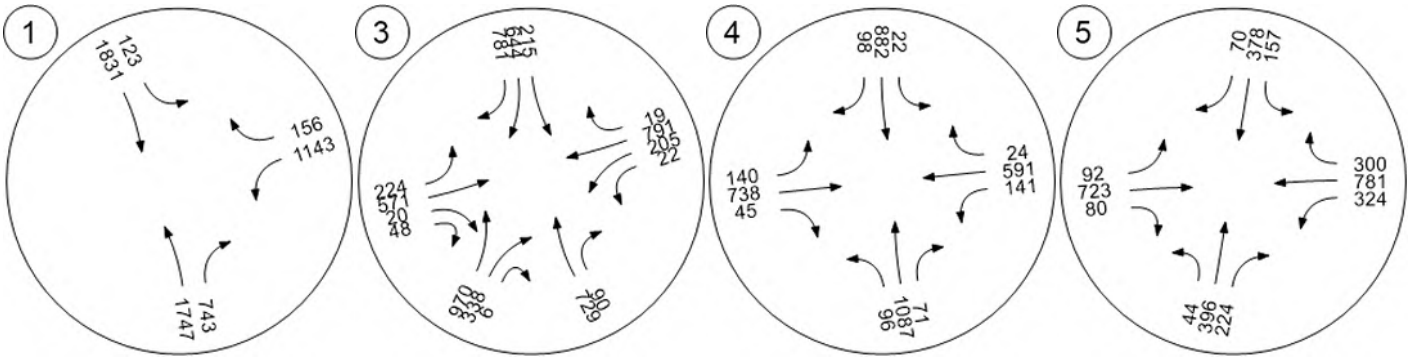




Report Figure 3a: Traffic Volume - Base Volume



La Cienega Bouelvard/Stock	La Brea Avenue - Overhill Dri	La Brea Avenue/Slauson Ave	Overhill Drive/Slauson Avenu
1	3	4	5



The View

Vistro File: P:\...\View_PM.vistro

Scenario 5 Future (Cumulative) Year + Project PM w/Improvements

Report File: P:\...\The View - Cumu+ProjPM wImprovements.pdf

3/11/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	La Cienega Bouelvard/Stocker Street	Signalized	ICU 1	SB Left	0.943	-	E
3	La Brea Avenue - Overhill Drive/Stocker Street	Signalized	ICU 1	EB Thru	0.806	-	D
4	La Brea Avenue/Slauson Avenue	Signalized	ICU 1	EB Thru	0.835	-	D
5	Overhill Drive/Slauson Avenue	Signalized	ICU 1	EB Thru	0.885	-	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: La Cienega Bouelvard/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.943

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		55.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1629	936	449	2402	713	69
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	186	43	40	173	19	28
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1815	979	489	2575	732	97
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	454	245	122	644	183	24
Total Analysis Volume [veh/h]	1815	979	489	2575	732	97
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Protected	Permissive	Permissive	Unsignalized
Signal Group	6	0	1	2	4	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.00	0.31	0.00	0.25	0.00
Intersection LOS	E					
Intersection V/C	0.943					

Intersection Level Of Service Report
Intersection 3: La Brea Avenue - Overhill Drive/Stocker Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.806

Intersection Setup

Name	La Brea Avenue				La Brea Avenue				Stocker Street			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right2	Left	Thru	Right	Right2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	3	1	0	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	100.00	100.00	245.00	270.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				45.00				45.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	Yes				Yes				No			

Volumes

Name	La Brea Avenue				La Brea Avenue				Stocker Street			
Base Volume Input [veh/h]	0	978	375	10	0	602	1037	500	464	679	12	125
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	75	24	0	0	2	72	12	11	33	16	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1053	399	10	0	604	1109	512	475	712	28	126
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	263	100	3	0	151	277	128	119	178	7	32
Total Analysis Volume [veh/h]	0	1053	399	10	0	604	1109	512	475	712	28	126
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Protecte	Unsigna	Split	Split	Split	Split	Protecte	Permiss	Permiss	Permiss
Signal Group	0	2	2	0	0	6	6	0	7	8	0	0
Auxiliary Signal Groups						1,6	1,6					
Lead / Lag	-	-	-	-	-	-	-	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.22	0.12	0.00	0.00	0.21	0.23	0.00	0.16	0.27	0.27	0.27
Intersection LOS	D											
Intersection V/C	0.806											

Intersection Setup

Name	Stocker Street				Overhill Drive			
Approach	Westbound				Northwestbound			
Lane Configuration								
Turning Movement	Left2	Left	Thru	Right	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	1
Entry Pocket Length [ft]	215.00	100.00	100.00	145.00	100.00	100.00	100.00	250.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Stocker Street				Overhill Drive			
Base Volume Input [veh/h]	59	238	300	22	0	0	341	132
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	34	42	8	0	0	0	0	42
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	280	308	22	0	0	341	174
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	70	77	6	0	0	85	44
Total Analysis Volume [veh/h]	93	280	308	22	0	0	341	174
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Protected	Permissive	Permissive	Split	Split	Split	Split
Signal Group	0	3	4	0	0	0	2	1
Auxiliary Signal Groups								
Lead / Lag	-	Lead	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.10	0.11	0.02	0.00	0.00	0.11	0.11
Intersection LOS	D							
Intersection V/C	0.806							

Intersection Level Of Service Report
Intersection 4: La Brea Avenue/Slauson Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.835

Intersection Setup

Name				La Brea Avenue			Slauson Avenue			Slauson Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00	90.00	100.00	100.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				La Brea Avenue			Slauson Avenue			Slauson Avenue		
Base Volume Input [veh/h]	62	1088	104	27	968	282	308	1305	49	124	789	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	89	33	1	82	31	11	99	21	44	59	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	1177	137	28	1050	313	319	1404	70	168	848	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	294	34	7	263	78	80	351	18	42	212	10
Total Analysis Volume [veh/h]	62	1177	137	28	1050	313	319	1404	70	168	848	38
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	2	0	5	6	3	3	4	0	7	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.27	0.27	0.02	0.28	0.28	0.20	0.31	0.31	0.11	0.18	0.18
Intersection LOS	D											
Intersection V/C	0.835											

Intersection Level Of Service Report
Intersection 5: Overhill Drive/Slauson Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.885

Intersection Setup

Name	Overhill Drive			Overhill Drive			Slauson Avenue			Slauson Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	125.00	100.00	50.00	85.00	100.00	100.00	190.00	100.00	100.00	190.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Overhill Drive			Overhill Drive			Slauson Avenue			Slauson Avenue		
Base Volume Input [veh/h]	58	446	323	346	376	100	120	1291	56	132	828	138
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	25	51	28	17	7	0	131	0	49	98	17
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	471	374	374	393	107	120	1422	56	181	926	155
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	118	94	94	98	27	30	356	14	45	232	39
Total Analysis Volume [veh/h]	60	471	374	374	393	107	120	1422	56	181	926	155
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	4	0	3	8	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.15	0.23	0.13	0.16	0.16	0.08	0.31	0.31	0.11	0.23	0.23
Intersection LOS	D											
Intersection V/C	0.885											

The View

Vistro File: P:\...\View_PM.vistro

Scenario 5 Future (Cumulative) Year + Project PM w/Improvements

Report File: P:\...\The View - Cumu+ProjPM wImprovements.pdf

3/11/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	La Cienega Bouelvard/Stocker Street	1815	979	489	2575	732	97	6687

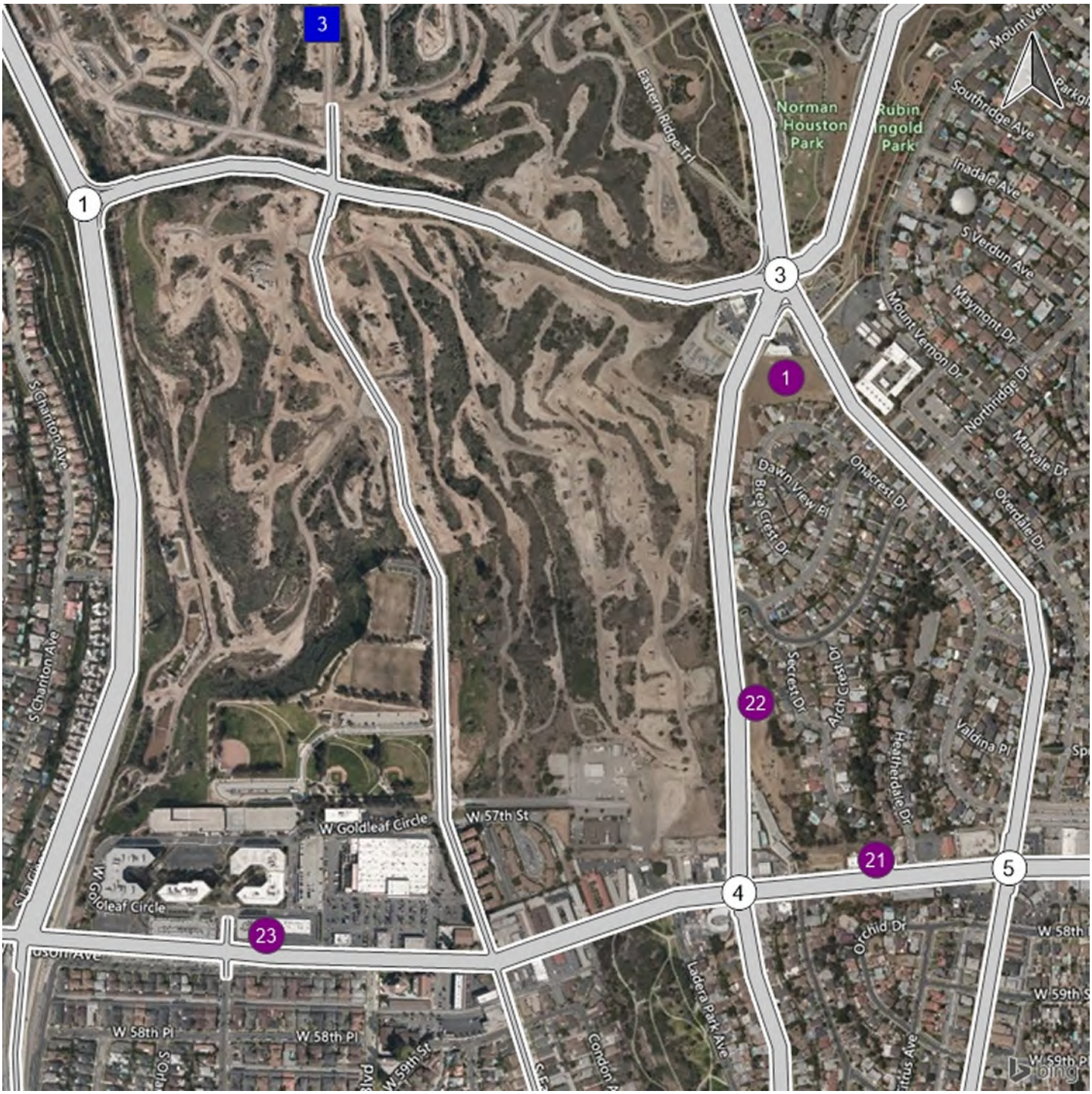
ID	Intersection Name	Northbound			Southbound			Eastbound				Westbound			
		Thru	Right	2	Thru	Right	2	Left	Thru	Right	2	2	Left	Thru	Right
3	La Brea Avenue - Overhill Drive/Stocker Street	1053	399	10	604	1109	512	475	712	28	126	93	280	308	22

Northwestbound		Total Volume
Thru	Right	
341	174	6246

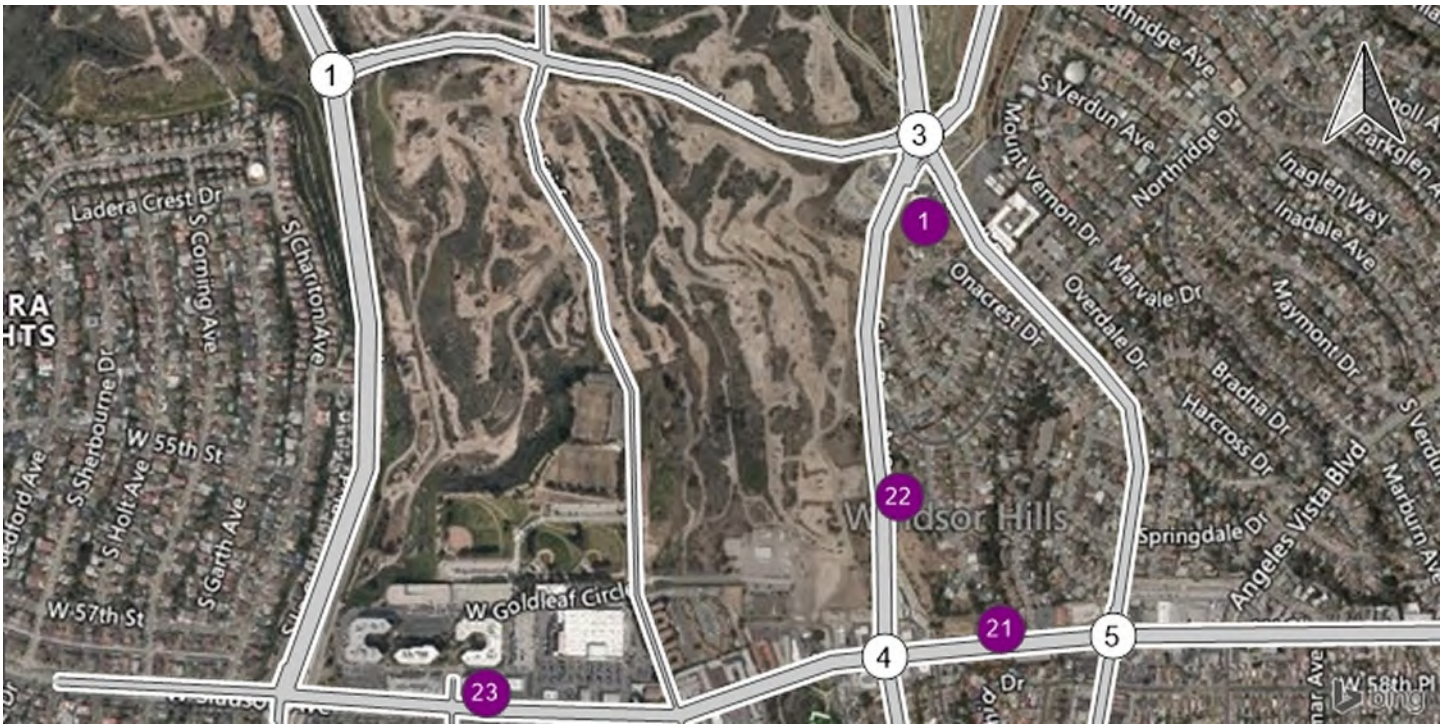
ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	La Brea Avenue/Slauson Avenue	62	1177	137	28	1050	313	319	1404	70	168	848	38	5614

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Overhill Drive/Slauson Avenue	60	471	374	374	393	107	120	1422	56	181	926	155	4639

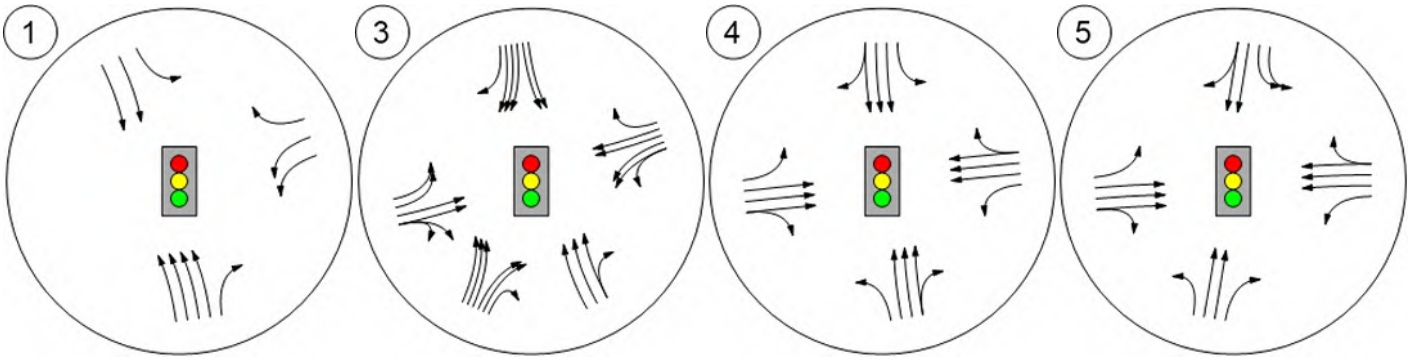
Report Figure 1: Study Intersections



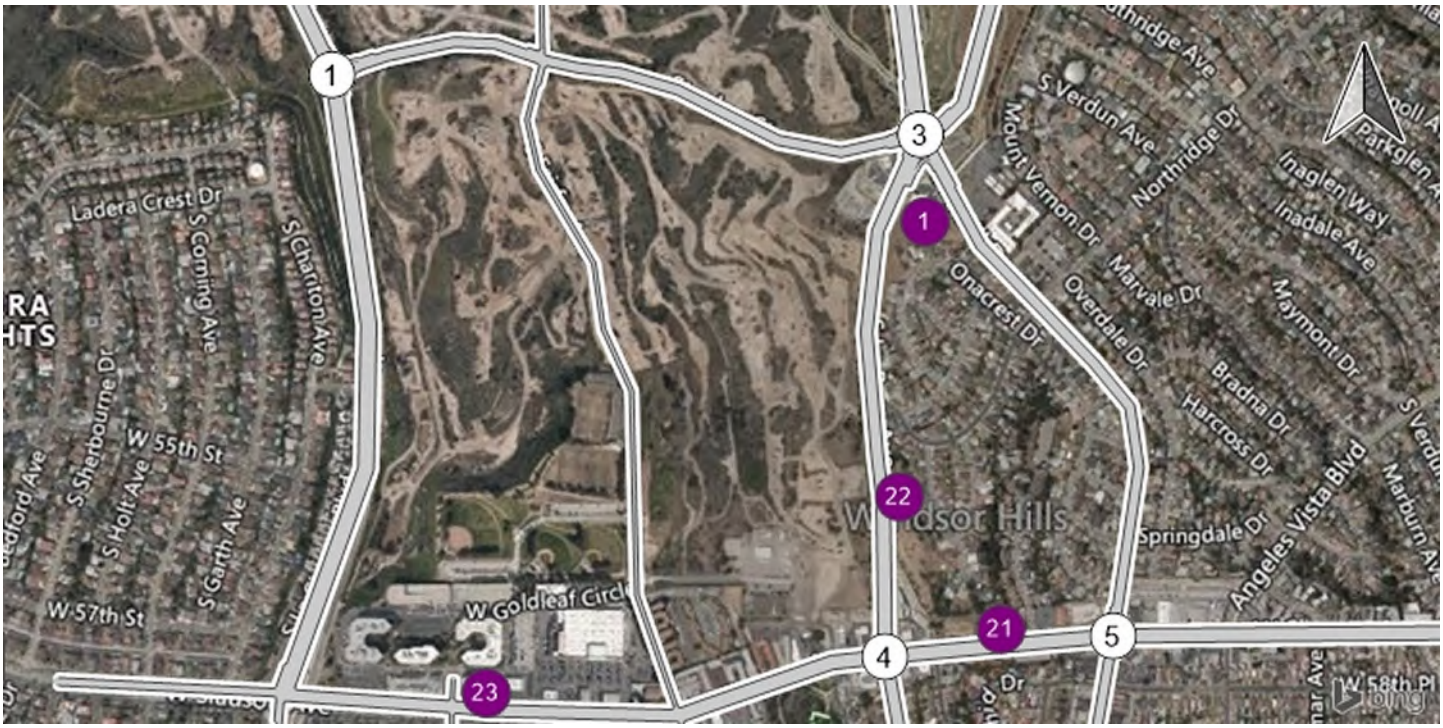
Report Figure 2: Lane Configuration and Traffic Control



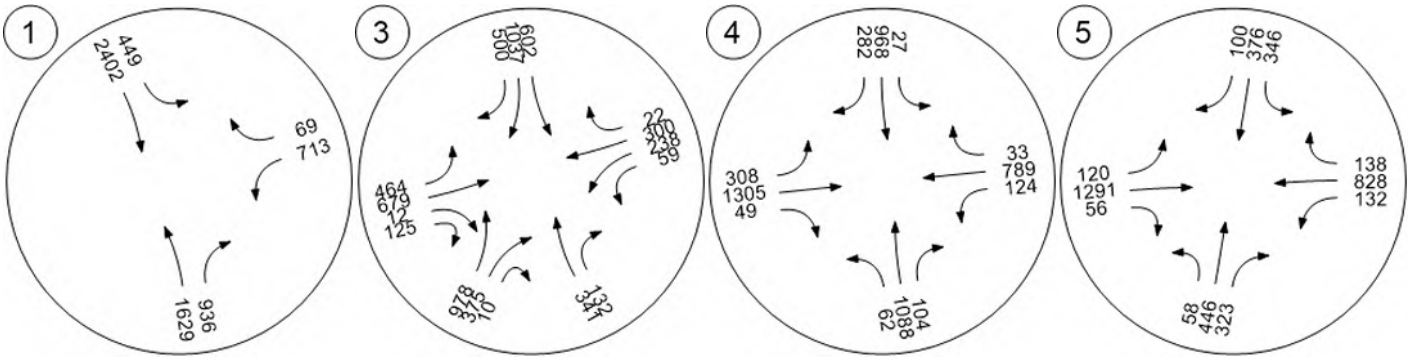
La Cienega Bouelvard/Stock La Brea Avenue - Overhill Dri La Brea Avenue/Slauson Ave Overhill Drive/Slauson Avenu



Report Figure 3a: Traffic Volume - Base Volume



La Cienega Bouelvard/Stock La Brea Avenue - Overhill Dri La Brea Avenue/Slauson Ave Overhill Drive/Slauson Avenu



Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	La Brea Avenue	Year of Count:	2019	Ambient Growth: (%):	0.14	Conducted by:		Date:	3/8/2021
7	East-West Street:	Obama Boulevard	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	The View

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4					4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		3	NB-- 0 SB-- EB-- 0 WB--		3	NB-- 0 SB-- EB-- 0 WB--		3		NB-- 0 SB-- EB-- 0 WB--		3		NB-- 0 SB-- EB-- 0 WB--		3	
	ATSAC-1 or ATSAC+ATCS-2?			3			3			3				3					3
	Override Capacity			2			2			2				2					2
				0			0			0				0					0
NORTHBOUND	Left	191	1	191	4	195	195		192	1	192	4	196	1	196		196	1	196
	Left-Through		0							0				0				0	
	Through	1663	2	**567**	9	1672	**570**	49	1719	2	**586**	9	1728	2	**589**		1728	2	**589**
	Through-Right		1							1				1				1	
	Right	38	0	38		38	38	1	39	0	39		39	0	39		39	0	39
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	217	1	**217**		217	**217**	56	274	1	**274**		274	1	**274**		274	1	**274**
	Left-Through		0							0				0				0	
	Through	1070	3	357	1	1071	357	57	1132	3	377	1	1133	3	378		1133	3	378
	Through-Right		0							0				0				0	
	Right	551	1	371		551	371		553	1	372		553	1	372		553	1	372
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	180	1	**180**		180	**180**		181	1	**181**		181	1	**181**		181	1	**181**
	Left-Through		0							0				0				0	
	Through	433	2	168		433	168	38	473	2	182		473	2	182		473	2	182
	Through-Right		1							1				1				1	
	Right	72	0	72		72	72		72	0	72		72	0	72		72	0	72
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	162	1	162		162	162	1	164	1	164		164	1	164		164	1	164
	Left-Through		0							0				0				0	
	Through	867	2	**434**		867	**434**	27	898	2	**449**		898	2	**449**		898	2	**449**
	Through-Right		0							0				0				0	
	Right	346	1	129		346	129	44	391	1	117		391	1	117		391	1	117
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		784	*North-South:*		787	*North-South:*			860	*North-South:*			863	*North-South:*			863
		East-West:		614	*East-West:*		614	*East-West:*			630	*East-West:*			630	*East-West:*			630
		SUM:		1398	*SUM:*		1401	*SUM:*			1490	*SUM:*			1493	*SUM:*			1493
	VOLUME/CAPACITY *(V/C)* RATIO:			1.017			1.019				1.084				1.086				1.086
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.917**			**0.919**				**0.984**				**0.986**				**0.986**
	LEVEL OF SERVICE (LOS):			**E**			**E**				**E**				**E**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	La Brea Avenue	Year of Count:	2019	Ambient Growth: (%):	0.14	Conducted by:	0	Date:	3/8/2021
7	East-West Street:	Obama Boulevard	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	The View

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	
	EB-- 0	WB--	3	EB-- 0	WB--	3	EB-- 0	WB--	3	EB-- 0	WB--	3	EB-- 0	WB--	3	EB-- 0	WB--	3	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	2	102	**102**		100	1	100	2	102	1	102		102	1	102
	Left-Through		0							0				0				0	
	Through	1283	2	483	5	1288	485	86	1374	2	**514**	5	1379	2	**516**		1379	2	**516**
	Through-Right		1							1				1				1	
	Right	167	0	167		167	167		168	0	168		168	0	168		168	0	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	228	1	228		228	228	68	297	1	**297**		297	1	**297**		297	1	**297**
	Left-Through		0							0				0				0	
	Through	1848	3	**616**	6	1854	**618**	85	1941	3	647	6	1947	3	649		1947	3	649
	Through-Right		0							0				0				0	
	Right	142	1	0		142	0		143	1	0		143	1	0		143	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	159	1	159		159	159		160	1	160		160	1	160		160	1	160
	Left-Through		0							0				0				0	
	Through	1001	2	**351**		1001	**351**	42	1047	2	**366**		1047	2	**366**		1047	2	**366**
	Through-Right		1							1				1				1	
	Right	51	0	51		51	51		51	0	51		51	0	51		51	0	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	187	1	**187**		187	**187**	1	189	1	**189**		189	1	**189**		189	1	**189**
	Left-Through		0							0				0				0	
	Through	634	2	317		634	317	41	678	2	339		678	2	339		678	2	339
	Through-Right		0							0				0				0	
	Right	232	1	4		232	4	68	301	1	4		301	1	4		301	1	4
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		716	North-South:		720	North-South:			811	North-South:			813	North-South:			813
		East-West:		538	East-West:		538	East-West:			555	East-West:			555	East-West:			555
		SUM:		1254	SUM:		1258	SUM:			1366	SUM:			1368	SUM:			1368
VOLUME/CAPACITY (V/C) RATIO:				0.912			0.915				0.993				0.995				0.995
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.812			0.815				0.893				0.895				0.895
LEVEL OF SERVICE (LOS):				D			D				D				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: 0.002

Significant impacted? NO — Fully mitigated? N/A

Attachment E
Cumulative Project Information

PROJECTNUMBER	PLANNUMBER	WORKCLASS	PLAN_TYPE	APPLICATION_DATE	COMPLETED_DATE	STATUS	SITE_ADDRESS	PARCELNUMBER	DESCRIPTION	SUP_DIST	ZONED_DIST	ZONE_CODE	PROPOSED_USE
2017-004626	RPPL2017007351	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/15/2017	8/4/2017	Approved	5035 W Gold Leaf Circle, Los Angeles CA 90056	4201003058	892 sq. ft. outdoor patio (removal of parking spaces)	2	BALDWIN HILLS	C-3	NULL
2017-005500	RPPL2017008452	DRP - Conditional Use Permit	Permits & Reviews	7/25/2017	NULL	Waiting for Applicant	5812 33.98725, -118.37095 S Chariton Avenue, Los Angeles CA 90056	4101011021	T-Mobile is requesting a CUP for an (e) 62' utility WTF pole, equipment pedestal and cabinet, previously approved via encroachment permit DPW PCEN 201500168 in PROW. No previous DRP approval, no changes are proposed.	2	BALDWIN HILLS	R-3	NULL
2017-006775	RPPL2017010162	DRP - Conditional Use Permit	Permits & Reviews	11/1/2017	1/31/2018	Withdrawn	5120 Goldleaf Circle, Los Angeles CA 90056	4201003061	A request for a Conditional Use Permit to authorize a small cell wireless facility with 1 node: LA90XSEY3A: This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 29' 6"; a (3) New Pole Height with Antenna of 33' 3"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan.	NULL	BALDWIN HILLS	C-3	NULL
2018-000069	RPPL2018000151	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/8/2018	2/22/2018	Approved	5640 S Fairfax Avenue, Los Angeles CA 90056	5009004019	Baldwin Hills CSD 22.44.142.E.26.c 2018 Annual Drilling, Re-drilling, Well Abandonment, and Well Pad Restoration Plan.	NULL	BALDWIN HILLS	A-2	NULL
2018-000069	RPPL2018000151	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/8/2018	2/22/2018	Approved	5640 S Fairfax Avenue, Los Angeles CA 90056	NULL	Baldwin Hills CSD 22.44.142.E.26.c 2018 Annual Drilling, Re-drilling, Well Abandonment, and Well Pad Restoration Plan.	NULL	BALDWIN HILLS	A-2	NULL
2018-000273	RPPL2018000452	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/24/2018	3/7/2018	Approved	5425 S Holt Avenue, Los Angeles CA 90056	4201014009	(n) 613.33 sq. ft. addition to (e) single story SFR: patio enclosure, front porch, gargage conversion and interior remodel.	NULL	BALDWIN HILLS	R-1	NULL
2018-000884	RPPL2018001322	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/13/2018	5/24/2018	Approved	6505 S Sherbourne Drive, Los Angeles CA 90056	4101019029	Convert 240 sq. ft. of 3 car-garage into ADU	2	BALDWIN HILLS	R-1	NULL
2018-003062	RPPL2018004669	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/13/2018	1/31/2019	Approved	6127 S Wooster Avenue, Los Angeles CA 90056	4101018056	1219 sq ft two story addition	2	BALDWIN HILLS	R-1	NULL
2018-003505	RPPL2018005473	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/22/2018	11/12/2019	Approved	5326 S Corning Avenue, Los Angeles CA 90056	4201018003	458 sq. ft. ADU (Rec Room conversion)	2	BALDWIN HILLS	R-1	Accessory - Second units
2018-003618	RPPL2018005647	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/30/2018	2/13/2019	Approved	5450 Marjan Avenue, Los Angeles CA 90056	4201001016	1214 sq. ft. addition to (e) SFR	2	BALDWIN HILLS	R-1	NULL
2018-003791	RPPL2018005937	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/13/2018	12/10/2018	Approved	5640 S Fairfax Avenue, Los Angeles CA 90056	5009004019	CSD / 2019 Drilling, Re-drilling, well Abandonment and well pad restoration Plan 2019 Annual Drilling Plan to permit 10 potential locations for drilling and re-drilling wells. Abandonment of 13 wells.	2	BALDWIN HILLS	A-2	NULL
2018-004101	RPPL2018006451	DRP - Conditional Use Permit	Permits & Reviews	12/11/2018	NULL	Withdrawn	5390 W Fairview Boulevard, Los Angeles CA 90056	4102002038	Case Withdrawn by applicant. AT&T Requests WTF in Public Right of Way on Fairview Rd. 35ft tall with 10" x 24" antenna mounted on top.	2	BALDWIN HILLS	R-3	NULL
2018-004202	RPPL2018006605	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/18/2018	3/20/2019	Approved	6041 S Kings Road, Los Angeles CA 90056	4001007007	418 sq ft. ADU	2	BALDWIN HILLS	R-1	Accessory - Second units
2019-000160	RPPL2019000286	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/17/2019	5/20/2019	Approved	5504 S Corning Avenue, Los Angeles CA 90056	4201006014	conversion of existing permitted garage into ADU	2	BALDWIN HILLS	R-1	Accessory - Second units
2019-000183	RPPL2019000322	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/22/2019	5/7/2019	Approved	5560 W 62nd Street, Los Angeles CA 90056	4101013031	499 sq ft ADU	2	BALDWIN HILLS	R-1	Accessory - Second units
2019-000278	RPPL2019000527	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/30/2019	3/19/2019	Approved	5012 Pendleton Court, Los Angeles CA 90056	4201030012	142 sqft addition to 1st fl and 730 sqft to 2nd fl	2	BALDWIN HILLS	R-1	NULL
2019-000278	RPPL2019000527	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/30/2019	3/19/2019	Approved	5012 Pendleton Court, Los Angeles CA 90056	4201030012	142 sqft addition to 1st fl and 730 sqft to 2nd fl	2	BALDWIN HILLS	A-2	NULL
2019-000771	RPPL2019001352	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/7/2019	4/15/2019	Approved	5870 S Orlando Avenue, Los Angeles CA 90056	4001008011	2,069 sq ft. addition; is fl 218 sq ft., 2nd floor 1851 sq. ft.	2	BALDWIN HILLS	R-1	NULL
2019-000888	RPPL2019001557	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/18/2019	9/5/2019	Approved	6005 S Corning Avenue, Los Angeles CA 90056	4101006032	existing garage conversion to ADU	2	BALDWIN HILLS	R-1	Accessory - Second units
2019-001330	RPPL2019002508	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/25/2019	8/23/2019	Approved	5035 W Slauson Avenue, Los Angeles CA 90056	4201003058	TI and establish restaurants and retail	2	BALDWIN HILLS	C-3	NULL
2019-001330	RPPL2019002508	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/25/2019	8/23/2019	Approved	5035 W Slauson Avenue, Los Angeles CA 90056	NULL	TI and establish restaurants and retail	2	BALDWIN HILLS	C-3	NULL

2019-002632	RPPL2019004713	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/8/2019	NULL	Hold	5555 Senford Avenue, Los Angeles CA 90056	4201022008	Convert existing garage space into ADU (356SF)	2	BALDWIN HILLS	R-1	Accessory - Second units
2019-002668	RPPL2019004773	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/13/2019	1/23/2020	Approved	6002 S Croft Avenue, Los Angeles CA 90056	4001007022	ADU	2	BALDWIN HILLS	R-1	Accessory - Accessory Dwelling Unit
2019-002965	RPPL2019005223	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/4/2019	2/12/2020	Approved	5929 S Sherbourne Drive, Los Angeles CA 90056	4101002022	remodeling and addition to an existing single-family single-story dwelling. Applicant indicated that the second office with a door to the backyard will be converted to a bedroom. Staff okayed.	2	BALDWIN HILLS	R-1	Residential - Single-family residences
2019-003566	RPPL2019006307	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/24/2019	2/13/2020	Approved	6742 Bedford Avenue, Los Angeles CA 90056	4102013030	850.33 sq. ft ADU (Attic conversion)	2	BALDWIN HILLS	R-1	Accessory - Accessory Dwelling Unit
2019-003647	RPPL2019006439	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/31/2019	2/17/2020	Approved	5035 W Goldleaf Circle, Los Angeles CA 90056	4201003058	TI and Establish Restaurant	2	BALDWIN HILLS	C-3	Blank
2019-003734	RPPL2019006626	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/12/2019	12/23/2019	Approved	5640 S Fairfax Avenue, Los Angeles CA 90056	5009004019	CSD / 2020 Drilling, Re-drilling, well Abandonment and well pad restoration Plan 2020 Annual Drilling Plan to permit 10 potential locations for drilling and re-drilling wells.	2	BALDWIN HILLS	A-2	Blank
2020-000622	RPPL2020001030	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/25/2020	NULL	New	5227 S Holt Avenue, Los Angeles CA 90056	4201015011	JOB DESCRIPTION: REMODEL 2nd FLOOR INTERIOR THROUGHOUT, 2nd STORY 85 sf ADDITION TO EXISTING BEDROOM, INSTALL NEW FULL BATHROOM, NEW 275 sf BALCONY/DECK WITH EXTERIOR STAIRWAY ACCESS AT NORTH SIDE YARD, AND NEW 400 sf SWIMMING POOL REPLACE WINDOWS THROUGHOUT.	2	BALDWIN HILLS	R-1	Blank
97129	RPPL2018003647	DRP - Revised Exhibit "A"	Permits & Reviews	7/18/2018	10/17/2018	Approved	5005 S La Brea Avenue, Los Angeles CA 90056	5009006011	modification to existing Sprint PCS wireless facility: remove 6 panel antennas install 6 panel antennas remove 3 RRHs install 3 RRHs install. No expansion to the lease area. Adding slats to chain-linked fence for additional coverage.	2	BALDWIN HILLS	C-1	NULL
R2010-00591	RPPL2017005604	DRP - Revised Exhibit "A"	Permits & Reviews	1/17/2017	2/21/2017	Approved	5100 W Gold Leaf Street, Los Angeles CA 90056	4201003057	Replacement of 12 four foot ATT panel antennas with 6 foot panel antennas, installation of two RRU's t per antenna and installation of related equipment within new 19 inch rack located within existing equipment area located in the C-3 & A-2 zone and W SA. GB, LID, DT & CEQA (C1) exempt.	2	BALDWIN HILLS	C-3	NULL
R2013-02059	RPPL2017011127	DRP - Revised Exhibit "A"	Permits & Reviews	12/28/2017	1/31/2018	Approved	5707 Shenandoah Avenue, Los Angeles CA 90056	4201023008	Modification to (e) WTF. remove and replace (3) panel antennas, remove (3) RRU's, Install (2) B5-B14, Install (9) RRU's, Remove GSM Cabinet, Remove GSM diplexers, TMAs, UMTs and 2V batteries. Install battery rack, (16) batteries, remove power plant, install new power plant, install (9) rectifiers, install (3) converters, remove (2) DUSHI, install (2) 5216 and install (1) XMU RENEWAL OF CUP 03-186 TO INSTALL, OPERATE AND MAINTAIN A WIRELESS TELECOMMUNICATIONS FACILITY THAT WILL CONSIST OF SIX ANTENNAS LOCATED IN AN EXISTING CHURCH BELL TOWER. OTHER COMPONENTS INCLUDE SIX REMOTE RADIO UNITS, GPS ANTENNA AND EQUIPMENT LOCATED AT AN INTERIOR SPACE. ALL MAJOR COMPONENTS OF THE FACILITY WILL BE HIDDEN FROM PUBLIC VIEW.	2	BALDWIN HILLS	R-1	NULL

R2013-02059	RPPL2017011127	DRP - Revised Exhibit "A"	Permits & Reviews	12/28/2017	1/31/2018	Approved	5707 Shenandoah Avenue, Los Angeles CA 90056	4201023008	Modification to (e) WTF. remove and replace (3) panel antennas, remove (3) RRU's, Install (2) B5-B14, Install (9) RRU's, Remove GSM Cabinet, Remove GSM diplexers, TMAs, UMTs and 2V batteries. Install battery rack, (16) batteries, remove power plant, install new power plant, install (9) rectifiers, install (3) converters, remove (2) DUSHI, install (2) 5216 and install (1) XMU RENEWAL OF CUP 03-186 TO INSTALL, OPERATE AND MAINTAIN A WIRELESS TELECOMMUNICATIONS FACILITY THAT WILL CONSIST OF SIX ANTENNAS LOCATED IN AN EXISTING CHURCH BELL TOWER. OTHER COMPONENTS INCLUDE SIX REMOTE RADIO UNITS, GPS ANTENNA AND EQUIPMENT LOCATED AT AN INTERIOR SPACE. ALL MAJOR COMPONENTS OF THE FACILITY WILL BE HIDDEN FROM PUBLIC VIEW.	2	BALDWIN HILLS	R-3	NULL

R2014-03206	RPPL2017006384	DRP - Revised Exhibit "A"	Permits & Reviews	3/15/2017	5/4/2017	Approved	4950 W Slauson Avenue, Los Angeles CA 90056	4001001010	install 6 antennas, 9 RRU's, 9 diplexers	2	BALDWIN HILLS	C-3	NULL
R2014-03206	RPPL2018004418	DRP - Revised Exhibit "A"	Permits & Reviews	8/30/2018	9/10/2018	Approved	4950 W Slauson Avenue, Los Angeles CA 90056	4001001010	Verizon proposes to remove three existing RRUS 11 W/AA, relocate 12 existing panel antennas onto new dual panel mounts, install 6 proposed RRUS, rescript three existing RRUS from B4 to B4, B66, and install six dual panel brackets from beamforming purposes.	2	BALDWIN HILLS	C-3	NULL
R2014-03206	RPPL2018005969	DRP - Revised Exhibit "A"	Permits & Reviews	11/14/2018	1/22/2019	Approved	4950 W Slauson Avenue, Los Angeles CA 90056	4001001010	Sprint proposes to swap out 3 existing antennas with 3 new antennas. Install 1 9712 cabinet, top hat and 1 new hybrid cable.	2	BALDWIN HILLS	C-3	NULL
2017-003157	RPPL2017005573	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/12/2017	4/13/2017	Approved	4861 W 112th Street, Inglewood CA 90304	4039017062	LEGALIZE 663 SQ FT ADD TO (E) SFR	2	LENNOX	R-2	NULL
2017-003429	RPPL2017005877	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/8/2017	6/14/2017	Approved	10218 S Mansel Avenue, Inglewood CA 90304	4036011010	1834 sq ft 2ND DWELLING with attached garage	2	LENNOX	R-2	NULL
2017-003488	RPPL2017005951	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/14/2017	10/12/2017	Approved	11017 S Grevillea Avenue, Inglewood CA 90304	4037012015	Convert Duplex into SFR and legalize storage	2	LENNOX	R-2	NULL
2017-003718	RPPL2017006221	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/7/2017	8/11/2017	Approved	4216 W 107th Street, Inglewood CA 90304	4034031010	Legalize garage conversion and new 4-car carport	2	LENNOX	R-2	NULL
2017-003972	RPPL2017006538	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/28/2017	8/9/2017	Approved	10131 S Mansel Avenue, Inglewood CA 90304	4036008020	LEGALIZE 884 SQ. FT. ADU	2	LENNOX	R-2	NULL
2017-004007	RPPL2017006579	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/30/2017	1/9/2018	Approved	11019 Dalerose Avenue, Inglewood CA 90304	4037002012	396 SQ FT ADU	2	LENNOX	R-2	NULL
2017-004120	RPPL2017006723	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/6/2017	9/5/2017	Approved	11020 S Freeman Avenue, Inglewood CA 90304	4035010016	Accessory Dwelling Unit (489 sqft) and 2 car garage (490 sqft).	2	LENNOX	R-2	NULL
2017-004442	RPPL2017007115	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/1/2017	7/25/2017	Approved	4416 W 104th Street, Inglewood CA 90304	4036016005	1193 SF ADU	2	LENNOX	R-3-P	NULL
2017-004481	RPPL2017007161	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/3/2017	9/5/2017	Approved	4122 W 105th Street, Inglewood CA 90304	4034022013	GARAGE CONVERSION COC	2	LENNOX	R-2	NULL
2017-004622	RPPL2017007346	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/15/2017	6/5/2017	Approved	11117 S Osage Avenue, Inglewood CA 90304	4035021037	NEW 2 STORY ATTACHED DUPLEX	2	LENNOX	R-2	NULL
2017-004674	RPPL2017007404	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/17/2017	8/21/2017	Approved	4915 W 112th Street, Inglewood CA 90304	4039017071	NEW 266 SQ.FT ACCESORY UNIT WITH A NEW 266 SQ.FT CARPORT	2	LENNOX	R-2	NULL
2017-004874	RPPL2017007652	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/5/2017	1/23/2019	Approved	4335 W 105th Street, Inglewood CA 90304	4034017028	800 SQ. FT ADU	2	LENNOX	R-2	NULL
2017-005320	RPPL2017008233	DRP - Conditional Use Permit	Permits & Reviews	7/11/2017	9/4/2018	Withdrawn	5156 W Century Boulevard, Inglewood CA 90304	4038002005	A new alcohol CUP Type 20 license for off-site beer & wine consumption in (e) 2,063 convenience store (10.5% of total display area) at Chevron gas station consisting of 6, pump stations, canopy, landscaping, 10 parking spaces, including 1 van accessible.	2	LENNOX	C-2	NULL
2017-005600	RPPL2017008568	DRP - Minor Conditional Use Permit	Permits & Reviews	8/1/2017	NULL	Waiting for Applicant	10322 S Inglewood Avenue, Inglewood CA 90304	4036002021	A request to continued the operation, use, and maintenance of a 6-unit, 3,095 sq. ft. apartment house in the C-2 zone. Residences established 50+ year ago.	2	LENNOX	C-2	NULL
2017-005758	RPPL2017008793	DRP - Minor Conditional Use Permit	Permits & Reviews	8/10/2017	4/3/2018	Approved	10922 S Inglewood Avenue, Inglewood CA 90304	4037001026	MCUP for the continued use of an existing 5-unit apartment building in the C-2 zone in Lennox.	2	LENNOX	C-2	Residential - Multi-family Residences (Apartments)
2017-006630	RPPL2017009940	DRP - Conditional Use Permit	Permits & Reviews	10/19/2017	NULL	Waiting for Applicant	10907 S Inglewood Avenue, Inglewood CA 90304	4039031004	CUP request to convert an (e) commercial structure into a 4 (n) residential units with 10 parking spaces in the C-2 zone in the community of Lennox.	2	LENNOX	C-2	NULL
2017-006757	RPPL2017010138	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/1/2017	4/18/2018	Approved	11010 S Firmona Avenue, Inglewood CA 90304	4037010006	625 sq ft ADU and legalize 144 sq. ft. addition	NULL	LENNOX	R-2	NULL
2017-006771	RPPL2017010158	DRP - Conditional Use Permit	Permits & Reviews	11/1/2017	4/17/2018	Approved	10914 S Buford Avenue, Inglewood CA 90304	4039021900	A request for a Conditional Use Permit to authorize a small cell wireless facility with 1 node: LA90XSFP3A: This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 31'; a (3) New Pole Height with Antenna of 33' 3"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan.	2	LENNOX	R-2	NULL

2017-006771	RPPL201701015 8	DRP - Conditional Use Permit	Permits & Reviews	11/1/2017	4/17/2018	Approved	10914 S Buford Avenue, Inglewood CA 90304	4039021900	A request for a Conditional Use Permit to authorize a small cell wireless facility with 1 node: LA90XSFP3A: This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 31’; a (3) New Pole Height with Antenna of 33’ 3”; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan.	2	LENNOX	R-3	NULL
2017-006852	RPPL201701028 7	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/9/2017	3/6/2018	Approved	4253 W 105th Street, Inglewood CA 90304	4034018021	499 sq ft ADU	NULL	LENNOX	R-2	NULL
2017-007196	RPPL201701079 4	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/12/2017	6/26/2018	Approved	4040 W 111th Street, Inglewood CA 90304	4035019020	595 sq ft ADU	NULL	LENNOX	A-2-2	NULL
2017-007196	RPPL201701079 4	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/12/2017	6/26/2018	Approved	4040 W 111th Street, Inglewood CA 90304	4035019020	595 sq ft ADU	NULL	LENNOX	R-3-P	NULL
2017-007287	RPPL201701094 5	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/20/2017	6/12/2018	Approved	11022 Dalerose Avenue, Inglewood CA 90304	4037004016	New ADU of 1,182 sq. ft. attached to (e) two car garage.	NULL	LENNOX	R-2	NULL
2017-007326	RPPL201701101 0	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/21/2017	4/10/2019	Approved	10508 S Felton Avenue, Inglewood CA 90304	4038027014	638 sq. ft ADU and covered patio	NULL	LENNOX	R-2	NULL
2017-007360	RPPL201701110 4	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/27/2017	3/28/2018	Approved	4855 W 112th Street, Inglewood CA 90304	4039017061	Approved Amendment _Convert (E) SFR to ADU and construct new SFR with garage	NULL	LENNOX	R-2	NULL
2018-000026	RPPL201800003 6	DRP - Conditional Use Permit	Permits & Reviews	1/3/2018	1/31/2018	Withdrawn	10828 Condon Avenue, Inglewood CA 90304	NULL	This Conditional Use Permit Application has 2 nodes: (A) LA90XSCL2C This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 31’; a (3) New Pole Height with Antenna of 33’ 3”; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan. (B) LA90XSCL3C This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 31’; a (3) New Pole Height with Antenna of 33’ 3”; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan.	NULL	LENNOX	R-2	NULL
2018-000026	RPPL201800003 6	DRP - Conditional Use Permit	Permits & Reviews	1/3/2018	1/31/2018	Withdrawn	10828 Condon Avenue, Inglewood CA 90304	NULL	This Conditional Use Permit Application has 2 nodes: (A) LA90XSCL2C This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 31’; a (3) New Pole Height with Antenna of 33’ 3”; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan. (B) LA90XSCL3C This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 31’; a (3) New Pole Height with Antenna of 33’ 3”; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan.	NULL	LENNOX	R-3	NULL
2018-000026	RPPL201800003 6	DRP - Conditional Use Permit	Permits & Reviews	1/3/2018	1/31/2018	Withdrawn	10828 Condon Avenue, Inglewood CA 90304	4037005900	This Conditional Use Permit Application has 2 nodes: (A) LA90XSCL2C This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 31’; a (3) New Pole Height with Antenna of 33’ 3”; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan. (B) LA90XSCL3C This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 31’; a (3) New Pole Height with Antenna of 33’ 3”; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan.	NULL	LENNOX	R-2	NULL

2018-000026	RPPL2018000036	DRP - Conditional Use Permit	Permits & Reviews	1/3/2018	1/31/2018	Withdrawn	10828 Condon Avenue, Inglewood CA 90304	4037005900	This Conditional Use Permit Application has 2 nodes: (A) LA90XSCL2C This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 31'; a (3) New Pole Height with Antenna of 33' 3"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan. (B) LA90XSCL3C This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 31'; a (3) New Pole Height with Antenna of 33' 3"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan.	NULL	LENNOX	R-3	NULL
2018-000067	RPPL2018000147	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/8/2018	5/23/2018	Approved	10515 S Burl Avenue, Inglewood CA 90304	4038023022	673 sf ADU (Garage Conversion)	NULL	LENNOX	R-2	NULL
2018-000138	RPPL2018000255	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/11/2018	1/3/2019	Approved	10718 Condon Avenue, Inglewood CA 90304	4036027019	ADU	NULL	LENNOX	R-2	NULL
2018-000199	RPPL2018000339	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/18/2018	11/8/2018	Approved	4221 Lennox Boulevard, Inglewood CA 90304	4034031011	297 sq ft ADU	NULL	LENNOX	R-2	NULL
2018-000392	RPPL2018000603	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/1/2018	6/3/2019	Approved	10204 S Firmona Avenue, Inglewood CA 90304	4036009011	663.5 sq. ft. ADU (Rec Room Conversion)	2	LENNOX	R-2	NULL
2018-000499	RPPL2018001107	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/28/2018	3/20/2019	Approved	10703 S Truro Avenue, Inglewood CA 90304	4036027011	440 sq. ft. ADU with mechanical lift	2	LENNOX	R-2	NULL
2018-000513	RPPL2018000801	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/13/2018	10/31/2019	Denied	4639 Lennox Boulevard, Inglewood CA 90304	4036027021	340 sq ADU (Garage Conversion)	2	LENNOX	R-3	NULL
2018-000573	RPPL2018000905	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/20/2018	6/19/2018	Approved	10802 S Osage Avenue, Inglewood CA 90304	4035013001	1200 sq. ft ADU	2	LENNOX	R-3	NULL
2018-000766	RPPL2018001154	DRP - Housing Permit - Administrative	Permits & Reviews	3/1/2018	8/30/2018	Approved	10501 S Buford Avenue, Inglewood CA 90304	4038025005	SB35 case. Eleven attached townhouse units, with two units set aside for - Low income.	2	LENNOX	R-2	Residential - Multi-family Residences (Apartments)
2018-000766	RPPL2018001155	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/1/2018	8/30/2018	Approved	10501 S Buford Avenue, Inglewood CA 90304	4038025005	attached townhouse two units - Low income	2	LENNOX	R-2	Residential - Multi-family Residences (Apartments)
2018-000821	RPPL2018001227	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/7/2018	7/30/2018	Approved	10507 Hawthorne Boulevard u, Inglewood CA 90304	NULL	32 unit apt. complex, with 5 units set aside for Low Income tenancy	2	LENNOX	C-3	Residential - Multi-family Residences (Apartments)
2018-000821	RPPL2018001227	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/7/2018	7/30/2018	Approved	10507 Hawthorne Boulevard u, Inglewood CA 90304	4036016016	32 unit apt. complex, with 5 units set aside for Low Income tenancy	2	LENNOX	C-3	Residential - Multi-family Residences (Apartments)
2018-000821	RPPL2018001228	DRP - Housing Permit - Administrative	Permits & Reviews	3/7/2018	7/30/2018	Approved	10507 Hawthorne Boulevard u, Inglewood CA 90304	4036016016	SB35 case. 32 unit apt. complex, with 5 unit lower income set aside	2	LENNOX	C-3	NULL
2018-000821	RPPL2018001228	DRP - Housing Permit - Administrative	Permits & Reviews	3/7/2018	7/30/2018	Approved	10507 Hawthorne Boulevard u, Inglewood CA 90304	NULL	SB35 case. 32 unit apt. complex, with 5 unit lower income set aside	2	LENNOX	C-3	NULL
2018-000843	RPPL2018001266	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/12/2018	11/4/2019	Denied	10823 Dalerose Avenue, Inglewood CA 90304	4037001009	Convert Duplex into SFR	2	LENNOX	R-2	NULL
2018-000965	RPPL2018001440	DRP - Housing Permit - Administrative	Permits & Reviews	3/21/2018	12/10/2018	Approved	10609 S Inglewood Avenue, Inglewood CA 90304	4038022017	SB35 case. On-Menu Housing Application 12 units with 20% set-aside lower income. Application in conjunction with Site Plan Review (RPPL2018001441)/	2	LENNOX	C-2	NULL
2018-000965	RPPL2018001441	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/21/2018	12/10/2018	Approved	10609 S Inglewood Avenue, Inglewood CA 90304	4038022017	On-Menu Housing Application 12 units with 20% set-aside lower income. Project in combination with Administrative Housing Permit (RPPL2018001440).	2	LENNOX	C-2	NULL
2018-001046	RPPL2018001560	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/28/2018	8/30/2018	Approved	10308 S Firmona Avenue, Inglewood CA 90304	4036009005	1054.5 sq. ft detached ADU	2	LENNOX	R-2	NULL
2018-001268	RPPL2018001870	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/12/2018	7/3/2018	Approved	10812 Larch Avenue, Inglewood CA 90304	4035005020	800 sq. ft. ADU (Garage conversion)	2	LENNOX	R-2	NULL
2018-001324	RPPL2018001940	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/18/2018	8/15/2018	Approved	10517 S Grevillea Avenue, Inglewood CA 90304	4036020006	407 sq. f.t. ADU (Garage Conversion)	2	LENNOX	R-2	NULL
2018-001534	RPPL2018002230	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/7/2018	2/18/2019	Approved	4835 W 111th Place, Inglewood CA 90304	4039020021	890 sq. ft. ADU	2	LENNOX	R-2	NULL
2018-001783	RPPL2018002600	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/23/2018	9/25/2018	Approved	11014 S Firmona Avenue, Inglewood CA 90304	4037010012	Amendment approved reducing the size of the ADU and the laundry room. 988 Sq. Ft. ADU including conversion of (e) 294 sq. ft. garage and 553 sq. ft. unpermitted space plus addition. CofC Submitted.	2	LENNOX	R-2	NULL

2018-001790	RPPL2018003089	DRP - Conditional Use Permit	Permits & Reviews	6/19/2018	12/4/2018	Approved	10100 S Cienega Boulevard, Inglewood CA 90304	4038003034	T-Mobile is requesting a CUP (Renewal) for the continued use and operation of an existing collocated roof-mounted wireless telecommunications facility in a 288 sq ft lease area above an (E) public storage, previously approved under CUP2006-00161. Site #LA92436A	2	LENNOX	C-M	NULL
2018-001790	RPPL2018003089	DRP - Conditional Use Permit	Permits & Reviews	6/19/2018	12/4/2018	Approved	10100 S Cienega Boulevard, Inglewood CA 90304	4038003034	T-Mobile is requesting a CUP (Renewal) for the continued use and operation of an existing collocated roof-mounted wireless telecommunications facility in a 288 sq ft lease area above an (E) public storage, previously approved under CUP2006-00161. Site #LA92436A	2	LENNOX	C-3	NULL
2018-001804	RPPL2018002626	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/24/2018	11/15/2018	Approved	11016 S Freeman Avenue, Inglewood CA 90304	4035010026	1121 sq. ft. ADU	2	LENNOX	R-2	NULL
2018-002079	RPPL2018003060	DRP - Conditional Use Permit	Permits & Reviews	6/19/2018	3/14/2019	Approved	11222 S Cienega Boulevard, Inglewood CA 90304	4039004018	T-Mobile is requesting a CUP (Renewal) for the continued use and operation of an existing collocated Wireless Telecommunications Facility located on the rooftop of a commercial building within 150 sq ft lease area. Previously Approved under CUP200800007. Site #:LA92046A	2	LENNOX	C-M	NULL
2018-002207	RPPL2018003249	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/27/2018	2/22/2019	Approved	4963 W 110th Street, Inglewood CA 90304	4039025001	615 sq. ft. ADU (Garage conversion) plus amendment for attached carport	2	LENNOX	R-2	Accessory - Second units
2018-002329	RPPL2018003465	DRP - Housing Permit - Administrative	Permits & Reviews	7/10/2018	1/7/2020	Withdrawn	10928 S Inglewood Avenue, Inglewood CA 90304	4037002004	SB35 case. 10-Unit Affordable Housing Project with 80% Lower Income. Requesting 20% reduction of side yard, 10 ft. additional height limit and parking incentive.	2	LENNOX	C-2	NULL
2018-002329	RPPL2018003466	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/10/2018	NULL	Open	10928 S Inglewood Avenue, Inglewood CA 90304	4037002004	10-unit, 2 story apartment house in C-2 zone, with 10 ground level standard stalls, no CUP or parking required per SB35.	2	LENNOX	C-2	NULL
2018-002654	RPPL2018003969	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/7/2018	10/9/2018	Approved	10826 S Mansel Avenue, Inglewood CA 90304	4037011039	proposing ADU 1,198 sa.ft., and legalizing existing den. please not that the den was part of the plans we developed and permitted in 2005, and is noted on the permit site plan. if not needed please advise	2	LENNOX	R-2	Residential - Single-family residences
2018-002711	RPPL2018004108	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/14/2018	1/21/2019	Approved	10115 S Mansel Avenue, Inglewood CA 90304	4036008016	400 sq. ft ADU (Garage Conversion)	2	LENNOX	R-2	Accessory - Second units
2018-002754	RPPL2018004173	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/16/2018	2/18/2019	Approved	4228 W 107th Street, Inglewood CA 90304	4034031008	1055.75 sq. ft ADU (Garage conversion) and 522.26 sq. ft addition, 398.66 sq. ft. Attached covered patio	2	LENNOX	R-2	Accessory - Second units
2018-002837	RPPL2018004289	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/23/2018	12/17/2019	Approved	4842 W 111th Street, Inglewood CA 90304	4039020016	Legalize addition to existing garage	2	LENNOX	R-2	NULL
2018-002867	RPPL2018005302	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/10/2018	11/27/2018	Approved	4239 W 106th Street, Inglewood CA 90304	4034023014	Legalize garage and unpermitted addition to (e) SFR.	2	LENNOX	R-2	NULL
2018-002926	RPPL2018004452	DRP - Conditional Use Permit	Permits & Reviews	8/30/2018	NULL	Withdrawn	10100 S Cienega Boulevard, Inglewood CA 90304	4038003034	Verizon is requesting a CUP (Renewal) for the continued use and operation of an existing collocated roof-mounted wireless telecommunications facility on the roof of an (E) public storage, previously approved under RCUP200600161	2	LENNOX	C-M	NULL
2018-002926	RPPL2018004452	DRP - Conditional Use Permit	Permits & Reviews	8/30/2018	NULL	Withdrawn	10100 S Cienega Boulevard, Inglewood CA 90304	4038003034	Verizon is requesting a CUP (Renewal) for the continued use and operation of an existing collocated roof-mounted wireless telecommunications facility on the roof of an (E) public storage, previously approved under RCUP200600161	2	LENNOX	C-3	NULL
2018-003002	RPPL2018004573	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/10/2018	1/17/2019	Approved	4919 W 112th Street, Inglewood CA 90304	4039017073	900 sq ft ADU	2	LENNOX	R-2	Accessory - Second units
2018-003007	RPPL2018004584	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/11/2018	1/28/2019	Approved	10815 S Osage Avenue, Inglewood CA 90304	4035011018	495 sq. ft. ADU (Garage conversion)	2	LENNOX	R-2	Accessory - Second units

2018-003234	RPPL2018004937	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/27/2018	1/29/2019	Approved	4334 W 104th Street, Inglewood CA 90304	4034017013	300 sq. ft. detached ADU	2	LENNOX	R-3-P	Accessory - Second units
2018-003701	RPPL2019004343	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/22/2019	12/18/2019	Approved	10019 S Burl Avenue, Inglewood CA 90304	4038017007	ADU and addition to SFR	2	LENNOX	R-3-P	Accessory - Accessory Dwelling Unit
2018-003787	RPPL2018005930	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/13/2018	2/25/2019	Approved	4945 W 110th Street, Inglewood CA 90304	4039025004	609 sq. ft. ADU (Garage conversion and addition)	2	LENNOX	R-2	Accessory - Second units
2018-004125	RPPL2018006488	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/12/2018	3/18/2019	Approved	10314 S Buford Avenue, Inglewood CA 90304	4038018021	1200 sq ft ADU (Garage conversion and addition)	2	LENNOX	R-2	Accessory - Second units
2018-004178	RPPL2018006563	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/17/2018	4/19/2019	Approved	10930 S Acacia Avenue, Inglewood CA 90304	4035004023	1180 sq. ft. ADU	2	LENNOX	R-3	Accessory - Second units
2018-004298	RPPL2018006774	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/31/2018	7/30/2019	Approved	11151 Dalerose Avenue, Inglewood CA 90304	4037031900	2 houses each with 4 bedrooms and 3 bathroom for a total of 3272 sq ft	2	LENNOX	R-2	NULL
2018-004298	RPPL2018006774	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/31/2018	7/30/2019	Approved	11151 Dalerose Avenue, Inglewood CA 90304	NULL	2 houses each with 4 bedrooms and 3 bathroom for a total of 3272 sq ft	2	LENNOX	R-2	NULL
2019-000190	RPPL2019000333	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/22/2019	6/12/2019	Approved	10910 S Buford Avenue, Inglewood CA 90304	4039028010	927 sq. ft ADU	2	LENNOX	R-2	Accessory - Second units
2019-000294	RPPL2019000562	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/30/2019	NULL	Waiting for Applicant	11033 Condon Avenue, Inglewood CA 90304	4037004032	New SFR	2	LENNOX	R-2	NULL
2019-000869	RPPL2019001511	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/14/2019	NULL	Hold	10524 S La Cienega Boulevard #Need Parking Permit, Inglewood CA 90304	4038006004	office building Lift Parking stalls/	2	LENNOX	NULL	NULL
2019-000926	RPPL2019001617	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/20/2019	7/9/2019	Approved	11017 S Grevillea Avenue, Inglewood CA 90304	4037012015	1134.42 sq. ft. ADU	2	LENNOX	R-2	Accessory - Second units
2019-001098	RPPL2019002122	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/4/2019	1/8/2020	Approved	10619 S Felton Avenue, Inglewood CA 90304	4038007005	3518 sq. ft. Duplex	2	LENNOX	R-2	Residential - Multi-family Residences (Two-family)
2019-001148	RPPL2019002223	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/9/2019	NULL	Hold	10611 Condon Avenue, Inglewood CA 90304	4036029014	New ADU (check P drive LDCC for electronic copy)	2	LENNOX	R-2	Accessory - Second units
2019-001380	RPPL2019002589	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/30/2019	11/12/2019	Approved	10504 S Freeman Avenue, Inglewood CA 90304	4034022003	520 sq ft ADU (garage conversion)	2	LENNOX	R-2	Accessory - Second units
2019-001392	RPPL2019002617	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/1/2019	9/17/2019	Approved	10623 S Truro Avenue, Inglewood CA 90304	4036027007	366 sq. ft ADU (Garage Conversion)	2	LENNOX	R-2	Accessory - Second units
2019-001659	RPPL2019003064	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/23/2019	9/2/2019	Approved	4623 Lennox Boulevard, Inglewood CA 90304	4036025007	562 sq. ft ADU above a 480 sq. ft two car tandem garage	2	LENNOX	R-3	Accessory - Second units
2019-001760	RPPL2019003297	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/29/2019	9/3/2019	Approved	10929 Condon Avenue, Inglewood CA 90304	4037004026	1151 sq. ft ADU	2	LENNOX	R-2	Accessory - Second units
2019-001803	RPPL2019003291	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/30/2019	12/5/2019	Approved	11151 S Redfern Avenue, Inglewood CA 90304	4039017087	Addition and garage conversion to attached ADU	2	LENNOX	R-3	Accessory - Second units
2019-001862	RPPL2019003379	DRP - Parking Permit	Permits & Reviews	6/4/2019	NULL	Review	10524 S La Cienega Boulevard, Inglewood CA 90304	4038006004	New two story office building addition to an existing two story Industrial and office building.	2	LENNOX	NULL	Blank
2019-002399	RPPL2019004269	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/18/2019	NULL	Withdrawn	4232 W 104th Street, Inglewood CA 90304	4034018012	247 sq. ft ADU	2	LENNOX	R-2	Blank
2019-002446	RPPL2019004360	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/23/2019	10/30/2019	Approved	11029 Dalerose Avenue, Inglewood CA 90304	4037002017	1200 sq. ft ADU	2	LENNOX	R-2	Accessory - Second units
2019-002725	RPPL2019004640	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/30/2019	NULL	Hold	10536 Condon Avenue, Inglewood CA 90304	4036026028	New detached 486 Recreation Room	2	LENNOX	R-2	Blank
2019-002743	RPPL2019004884	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/19/2019	11/20/2019	Approved	10907 S Burin Avenue, Inglewood CA 90304	4037013016	Additions to (e) (4) units	2	LENNOX	R-3	Blank
2019-003039	RPPL2019005337	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/10/2019	9/17/2019	Approved	11128 S Osage Avenue, Inglewood CA 90304	4035019025	An addition and alteration on an existing affordable multi-family apartments. Renovating the existing manager's office into a staff only storage and restroom. Addition New manager's office adjacent to the manager's unit.	2	LENNOX	R-3	Residential - Multi-family Residences (Apartments)
2019-003039	RPPL2019005337	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/10/2019	9/17/2019	Approved	11128 S Osage Avenue, Inglewood CA 90304	4035019025	An addition and alteration on an existing affordable multi-family apartments. Renovating the existing manager's office into a staff only storage and restroom. Addition New manager's office adjacent to the manager's unit.	2	LENNOX	R-3-P	Residential - Multi-family Residences (Apartments)
2019-003528	RPPL2019006230	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/23/2019	2/25/2020	Approved	10535 S Mansel Avenue, Inglewood CA 90304	4036022020	1135 sq. ft 2-story Duplex with attached 1132 sq. ft garage	2	LENNOX	R-2	Residential - Multi-family Residences (Two-family)
2019-003789	RPPL2019006720	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/14/2019	2/26/2020	Approved	4849 W 111th Street, Inglewood CA 90304	4039027002	ADU - 320 sq. ft.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
2019-003839	RPPL2019006852	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/20/2019	2/12/2020	Approved	4512 W 104th Street, Inglewood CA 90304	4036020019	new 2nd unit	2	LENNOX	R-2	Residential - Multi-family Residences (Two-family)

2019-003920	RPPL2019007009	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/27/2019	NULL	Hold	4845 Lennox Boulevard, Inglewood CA 90304	4038024026	Conversion of existing garage to ADU	2	LENNOX	R-3	Accessory - Accessory Dwelling Unit
2019-003956	RPPL2019005601	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/23/2019	12/2/2019	Approved	4334 W 104th Street, Inglewood CA 90304	4034017013	New bedroom and bathroom addition to front unit	2	LENNOX	R-3-P	Residential - Single-family residences
2019-003956	RPPL2020000392	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/23/2020	NULL	Void	4334 W 104th Street, Inglewood CA 90304	4034017013	Site Plan Amendment	2	LENNOX	R-3-P	Residential - Single-family residences
2019-004125	RPPL2019007336	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/12/2019	1/16/2020	Approved	10300 S Inglewood Avenue, Inglewood CA 90304	4036002015	Auto Rental and Sales (Monday thru Saturday 9am to 5pm)	2	LENNOX	C-2	Vehicle - Automobile rental and leasing agencies
2019-004125	RPPL2019007336	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/12/2019	1/16/2020	Approved	10300 S Inglewood Avenue, Inglewood CA 90304	4036002015	Auto Rental and Sales (Monday thru Saturday 9am to 5pm)	2	LENNOX	M-1	Vehicle - Automobile rental and leasing agencies
2019-004146	RPPL2019007370	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/16/2019	2/17/2020	Approved	10307 S Mansel Avenue, Inglewood CA 90304	4036009021	594 sq ft ADU	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
2019-004189	RPPL2019007447	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/18/2019	2/17/2020	Approved	4639 Lennox Boulevard, Inglewood CA 90304	4036027021	1198 sq. ft ADU with attached 47 sq. ft porch	2	LENNOX	R-3	Accessory - Accessory Dwelling Unit
2019-004217	RPPL2019007490	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/19/2019	2/17/2020	Approved	4032 W 106th Street, Inglewood CA 90304	4034028019	ADU 1,197 sq ft and 2 Car Garage Attached to ADU	2	LENNOX	R-3	Accessory - Accessory Dwelling Unit
2019-004292	RPPL2019007610	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/31/2019	2/17/2020	Approved	10423 S Grevillea Avenue, Inglewood CA 90304	4036020014	New 1850 sq. ft SFR and Coversion of SFR into ADU	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
2020-000045	RPPL2020000067	DRP - Zoning Conformance Review – Small Cell Wireless	Referrals & Letters	1/7/2020	1/9/2020	Approved	10804 S Inglewood Avenue, Inglewood CA 90304	4037001005	SCL HTHRN 19 (AT&T) The project consists of the installation and operation of antennas and associated equipment for AT&T Mobility's wireless telecommunications network. • AT&T Mobility contractor to replace (E) 30'-0" (24'-0" AGL) wood pole (ID #513292H) with a new 40'-0" (34'-0" AGL) class (1) wood pole (ID #50547LAC) 1' west of old pole. • AT&T Mobility contractor to place (1) – Galtronics antenna, (2) – 2203 RRU radios, (1) – 2205 RRU radio (3 now & 1 future) and (1) – Raycap surge protector on new double 6' cross arms on site pole. • AT&T Mobility contractor to place (1) – SCE un-metered fuse panel, (1) – AT&T Mobility disconnect with fuses & (1) – Fiber distribution box on new aluminum channel on site pole.	2	LENNOX	C-2	Public - Radio & TV stations, studios, & towers
2020-000067	RPPL2020000096	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/8/2020	NULL	New	10405 S Truro Avenue, Inglewood CA 90304	4036026003	New 3,820 sq. ft. duplex with 3-car garage.	2	LENNOX	R-2	Residential - Multi-family Residences (Two-family)
2020-000217	RPPL2020000369	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/23/2020	NULL	New	4742 W 111th Street, Inglewood CA 90304	4037031002	Garage conversion ADU	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
2020-000588	RPPL2020000987	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/24/2020	NULL	New	10928 S Burl Avenue, Inglewood CA 90304	4039031015	499 sq. ft ADU (Garage conversion)	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
91089	RPPL2017006810	DRP - Revised Exhibit "A"	Permits & Reviews	4/12/2017	5/11/2017	Approved	NULL	NULL	removing & replacing 6 panel antennas	2	LENNOX	NULL	NULL
91089	RPPL2018000139	DRP - Revised Exhibit "A"	Permits & Reviews	1/4/2018	2/6/2018	Approved	11102 S Cienega Boulevard, Inglewood CA 90304	4039003024	Modification to an existing Verizon Cell Site located @ 11112 S. La Cienega Blvd, Los Angeles, CA 90045	NULL	LENNOX	M-1-IP	NULL
R2006-00464	RPPL2017006884	DRP - Revised Exhibit "A"	Permits & Reviews	4/18/2017	5/16/2017	Approved	10100 S La Cienega Boulevard, INGLEWOOD CA 90304	4038003034	REA: INSTALL THREE (3) NEW PANEL ANTENNAS IN ADDITION TO ITS SIX (6) EXISTING PANEL ANTENNAS FOR A TOTAL OF NINE(9) PANEL ANTENNAS (T-MOBILE). Original CUP RCUP200600161 set to expire 09/02/2018. Prior REAs: REA201200290 and RPPL2016002782	2	LENNOX	C-M	NULL
R2006-00464	RPPL2017006884	DRP - Revised Exhibit "A"	Permits & Reviews	4/18/2017	5/16/2017	Approved	10100 S La Cienega Boulevard, INGLEWOOD CA 90304	4038003034	REA: INSTALL THREE (3) NEW PANEL ANTENNAS IN ADDITION TO ITS SIX (6) EXISTING PANEL ANTENNAS FOR A TOTAL OF NINE(9) PANEL ANTENNAS (T-MOBILE). Original CUP RCUP200600161 set to expire 09/02/2018. Prior REAs: REA201200290 and RPPL2016002782	2	LENNOX	C-3	NULL
R2007-00718	RPPL2017007433	DRP - Revised Exhibit "A"	Permits & Reviews	5/17/2017	6/8/2017	Approved	11222 S La Cienega Boulevard, Los Angeles CA 90045	4039004018	T-MOBILE PROPOSES TO INSTALL THREE NEW PANEL ANTENNAS IN ADDITION TO ITS THREE EXISTING PANEL NATENNAS FOR A TOTAL OF 6 ANTENNAS.	2	LENNOX	C-M	NULL

R2008-00096	RPPL2017010515	DRP - Revised Exhibit "A"	Permits & Reviews	11/22/2017	1/16/2018	Approved	11222 S Cienega Boulevard, Inglewood CA 90304	4039004018	Modification to an existing AT&T wireless facility. Swapping out existing antennas and RRUs.	NULL	LENNOX	C-M	NULL
R2010-00517	RPPL2019003319	DRP - Revised Exhibit "A"	Permits & Reviews	5/30/2019	7/2/2019	Approved	11102 S Cienega Boulevard, Inglewood CA 90304	4039003024	Sprint minor mod: replace (3) panel antennas and remove (3) radios with associated wiring; no changes to the height or expansions to Sprint's lease area. CUP 201000049; EXP 02/21/2022	2	LENNOX	M-1-IP	Blank
R2012-02327	RPPL2019004345	DRP - Revised Exhibit "A"	Permits & Reviews	7/22/2019	9/10/2019	Approved	11102 S Cienega Boulevard, Inglewood CA 90304	4039003024	T-Mobile is proposing to modify an existing wireless telecommunications rooftop site in the City of Los Angeles. Modification of this site includes replacing and removing (3) antennas (1) per sector and associated equipment (Cables and Radios). CUP RPPL201200137	2	LENNOX	M-1-IP	Blank
R2013-03556	RPPL2019000365	DRP - Revised Exhibit "A"	Permits & Reviews	1/22/2019	2/28/2019	Approved	10100 S Cienega Boulevard, Inglewood CA 90304	4038003034	Revised Exhibit A Application - for AT&T AT&T is proposing a like-for-like antenna swap with additional equipment added behind the antennas and in the existing lease area.	2	LENNOX	C-M	NULL
R2013-03556	RPPL2019000365	DRP - Revised Exhibit "A"	Permits & Reviews	1/22/2019	2/28/2019	Approved	10100 S Cienega Boulevard, Inglewood CA 90304	4038003034	Revised Exhibit A Application - for AT&T AT&T is proposing a like-for-like antenna swap with additional equipment added behind the antennas and in the existing lease area.	2	LENNOX	C-3	NULL
R2014-01125	RPPL2019000792	DRP - Revised Exhibit "A"	Permits & Reviews	2/11/2019	3/5/2019	Approved	10100 S Cienega Boulevard, Inglewood CA 90304	4038003034	Revised Exhibit A	2	LENNOX	C-3	NULL
R2014-01125	RPPL2019000792	DRP - Revised Exhibit "A"	Permits & Reviews	2/11/2019	3/5/2019	Approved	10100 S Cienega Boulevard, Inglewood CA 90304	4038003034	Revised Exhibit A	2	LENNOX	C-M	NULL
R2014-01165	RPPL2017010846	DRP - Parking Deviation - Minor	Permits & Reviews	12/14/2017	NULL	New	4811 Lennox Boulevard, INGLEWOOD CA 90304	NULL	Minor Parking Deviation to convert bakery to church with less than 30% parking This Plot Plan approves the following for the above referenced project: - New Church with occupancy load of 70 people. A total of 14 parking spaces are required for the church. Re-stripe parking spaces to and relocate trash enclosure. Special Notes: - Junk and salvage is not allowed on the subject property at any time. All personal items must be stored inside an enclosed structure. - Green Building and Lid requirements may be applicable to the satisfaction of the Department of Public Works This approval is found to be in substantial compliance with the Los Angeles County Title 22 code requirements. Changes to this approval require additional DRP review and fees, and may be subject to the Green Building Program. Obtain any necessary approvals from Los Angeles County Department of Public Works. Approvals from other County Departments may be needed prior to the issuance of a Building Permit. Project No: R2014-01165 RPP201400434 Date: 11/17/15 EXPIRES: 1/17/17 Address: 4811 Lennox Blvd	2	LENNOX	C-2	NULL

R2014-01165	RPPL2017010846	DRP - Parking Deviation - Minor	Permits & Reviews	12/14/2017	NULL	New	4811 Lennox Boulevard, INGLEWOOD CA 90304	4038022029	Minor Parking Deviation to convert bakery to church with less than 30% parking This Plot Plan approves the following for the above referenced project: - New Church with occupancy load of 70 people. A total of 14 parking spaces are required for the church. Re-stripe parking spaces to and relocate trash enclosure. Special Notes: - Junk and salvage is not allowed on the subject property at any time. All personal items must be stored inside an enclosed structure. - Green Building and Lid requirements may be applicable to the satisfaction of the Department of Public Works This approval is found to be in substantial compliance with the Los Angeles County Title 22 code requirements. Changes to this approval require additional DRP review and fees, and may be subject to the Green Building Program. Obtain any necessary approvals from Los Angeles County Department of Public Works. Approvals from other County Departments may be needed prior to the issuance of a Building Permit. Project No: R2014-01165 RPP201400434 Date: 11/17/15 EXPIRES: 1/17/17 Address: 4811 Lennox Blvd	2	LENNOX	C-2	NULL
R2014-02103	RPPL2018003900	DRP - Revised Exhibit "A"	Permits & Reviews	8/1/2018	NULL	New	NULL	NULL	Revised Exhibit A application for the request to upgrade the existing mono eucalyptus wireless facility consisting of remove and replace 9 existing remote radio units with 9 new RRU's mounted to existing sector mounts within the faux branches of the tree. Also remounting of existing 12 panel antennas, 4 per sector, into dual antenna mount configurations. All replaced equipment will be at the existing height and mounted to existing sector mounts. No changes will occur to the height, width or scope of the originally entitled installation per Project No. R2014-02103-(2) CUP No. 201400092.	2	LENNOX	C-2	NULL
NULL	RPPL2019004901	DRP - Zoning Conformance Review – Small Cell Wireless	Referrals & Letters	8/19/2019	NULL	Void	3829 Crestway Place, Los Angeles CA 90043	5012025017	Installation of new Small Wireless Facility in PROW on replacement concrete streetlight. 4.4 cu. ft. Installation to consist of 1 canister antenna and 4 RRUs w/ PSU inside concealment shroud, and fiber/SCE power handholes. No meter pedestal proposed.	2	VIEW PARK	R-1	Public - Radio & TV stations, studios, & towers
2017-003347	RPPL2017005786	DRP - Conditional Use Permit	Permits & Reviews	2/1/2017	1/2/2018	Approved	5300 Angeles Vista Boulevard, Los Angeles CA 90043	5007010010	CUP renewal for a rooftop wireless facility at the Junior Blind for America (View Park) - The applicant is adding (6) antennas for a total of (12) antennas.	2	VIEW PARK	R-1	NULL
2017-003347	RPPL2019000356	DRP - Revised Exhibit "A"	Permits & Reviews	1/22/2019	2/6/2019	Approved	5300 Angeles Vista Boulevard, Los Angeles CA 90043	5007010010	Rooftop wireless telecommunication facility	2	VIEW PARK	R-1	NULL
2017-003618	RPPL2017006100	DRP - Mills Act	Permits & Reviews	2/27/2017	12/21/2017	Recorded	3664 Fairland Boulevard, Los Angeles CA 90043	5012009030	SFR View Park	2	VIEW PARK	R-1	NULL
2017-003664	RPPL2017006154	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/1/2017	4/11/2017	Approved	3632 Aureola Boulevard, Los Angeles CA 90008	5012007025	2ND FL ADDITION	2	VIEW PARK	R-1	NULL
2017-003894	RPPL2017006445	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/20/2017	10/30/2017	Approved	5825 S La Brea Avenue, Los Angeles CA 90056	4019018021	New ADU and 526 sq ft garage	2	VIEW PARK	R-1	NULL
2017-004036	RPPL2017006625	DRP - Site Plan Review - Discretionary	Permits & Reviews	4/3/2017	7/19/2017	Approved	3752 Lorado Way, Los Angeles CA 90043	5012028002	Yard Mod (re-file) Overheight fence/retaining wall	2	VIEW PARK	R-1	NULL
2017-004316	RPPL2017006973	DRP - Mills Act	Permits & Reviews	4/20/2017	NULL	Void	3695 Fairway Boulevard, Los Angeles CA 90043	5012008024	Mils Act for National Register Single Family Home - Filed on Behalf of Dean Edwards	2	VIEW PARK	R-1	NULL

2017-004383	RPPL2017007049	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/26/2017	6/25/2018	Denied	5353 S Mullen Avenue, Los Angeles CA 90043	5007006001	CHARTER MIDDLE SCHOOL	2	VIEW PARK	C-2	NULL
2017-004383	RPPL2017007049	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/26/2017	6/25/2018	Denied	5353 S Mullen Avenue, Los Angeles CA 90043	NULL	CHARTER MIDDLE SCHOOL	2	VIEW PARK	C-2	NULL
2017-004418	RPPL2017007087	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/27/2017	5/16/2017	Approved	5533 Onacrest Drive, Los Angeles CA 90043	5009003055	449 sq ft basement conversion and 72 sq ft addition, legalize family room	2	VIEW PARK	R-1	NULL
2017-004484	RPPL2017007165	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/3/2017	8/11/2017	Approved	4688 Northridge Drive, Los Angeles CA 90043	5009009074	524 sqft ADU	2	VIEW PARK	R-1	NULL
2017-004848	RPPL2017007620	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/31/2017	2/22/2018	Approved	3816 W 54th Street, Los Angeles CA 90043	5007014003	New 2nd floor office space 1,196 sq. ft. addition to existing 1,226 sq. ft. child care center	2	VIEW PARK	C-2	NULL
2017-004848	RPPL2017007620	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/31/2017	2/22/2018	Approved	3816 W 54th Street, Los Angeles CA 90043	NULL	New 2nd floor office space 1,196 sq. ft. addition to existing 1,226 sq. ft. child care center	2	VIEW PARK	C-2	NULL
2017-004863	RPPL2017007636	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/1/2017	8/17/2017	Approved	5303 Marburn Avenue, Los Angeles CA 90043	5008012044	710 SF. addition to SFR &158 sq. ft amendment bedroom in crawl space.	2	VIEW PARK	R-1	NULL
2017-004898	RPPL2017007682	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/6/2017	NULL	Void	4965 Vista De Oro Avenue, Los Angeles CA 90043	5011015018	1324 sq. ft 2nd floor add	2	VIEW PARK	R-1	NULL
2017-004905	RPPL2017007690	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/6/2017	10/12/2017	Approved	4604 S Victoria Avenue, Los Angeles CA 90043	5013015017	Convert (e) 576 sq. ft. detached garage into accessory dwelling unit; two uncovered parking spaces will be provided in driveway to replace garage parking for (e) Single Family Residence	2	VIEW PARK	R-1	NULL
2017-004976	RPPL2017007788	DRP - Mills Act	Permits & Reviews	6/12/2017	10/12/2017	Denied	4179 Angeles Vista Boulevard, Los Angeles CA 90008	5024002017	Denied due to lack of information. 4-plex View Park	2	VIEW PARK	R-3	NULL
2017-005081	RPPL2017007916	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/20/2017	6/29/2018	Approved	4965 Vista De Oro Avenue, Los Angeles CA 90043	5011015018	(n) 1,312 sq. ft. 2nd story addition to (e) 2,126 sq. ft. single family residence	2	VIEW PARK	R-1	NULL
2017-005139	RPPL2017008348	DRP - Site Plan Review - Discretionary	Permits & Reviews	7/18/2017	10/19/2017	Approved	4929 Onaknoll Avenue, Los Angeles CA 90043	5011027010	Yard Mod 367 SQ FT BASEMENT CONVERSION	2	VIEW PARK	R-1	NULL
2017-005274	RPPL2017008167	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/5/2017	4/11/2018	Approved	4667 Northridge Drive, Los Angeles CA 90043	5009012021	469 sq. ft. 1- and 2-story addition to (e) single family residence. New master bedroom, bathroom, relocate kitchen & laundry, 1-carport, 353 sq. ft. new deck, and 304 sq. ft. patio. Project requires DPW review of new proposed curb cut for driveway.	2	VIEW PARK	R-1	NULL
2017-005284	RPPL2017008179	DRP - Mills Act	Permits & Reviews	7/6/2017	12/21/2017	Recorded	4621 Brynhurst Avenue, Los Angeles CA 90043	5013012012	SFR View Park	2	VIEW PARK	R-1	NULL
2017-005291	RPPL2017008197	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/10/2017	12/19/2017	Approved	4436 Northridge Drive, Los Angeles CA 90043	5008002024	856 sq. ft ADU	2	VIEW PARK	R-1	NULL
2017-005543	RPPL2017008501	DRP - Mills Act	Permits & Reviews	7/27/2017	12/21/2017	Recorded	4607 Angeles Vista Boulevard, Los Angeles CA 90043	5012010016	SFR View Park	2	VIEW PARK	R-1	NULL
2017-005663	RPPL2017008649	DRP - Conditional Use Permit	Permits & Reviews	8/3/2017	NULL	Waiting for Applicant	4130 Stocker 34.0045781, -118.3472312 Street	5011002900	A request for a CUP to authorize the continued operation, use, and maintenance of an existing small cell wireless telecommunication facility (WTF) located in the public right-of-way. Existing meter pedestal and underground equipment cabinet. Project also includes addition of a small pole-mounted box.	2	VIEW PARK	RPD-1-4U	NULL
2017-006285	RPPL2017009481	DRP - Conditional Use Permit	Permits & Reviews	9/25/2017	NULL	Withdrawn	4407 Presidio Drive, Los Angeles CA 90008	5011001022	This Conditional Use Permit Application has 1 node: LA90XSFG1D This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 29'; a (3) New Pole Height with Antenna of 26' 8"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan.	2	VIEW PARK	R-3	NULL

2017-006491	RPPL2017009763	DRP - Conditional Use Permit	Permits & Reviews	10/11/2017	1/16/2019	Withdrawn	NULL	NULL	A request for a CUP to authorize the operation, use, and maintenance of a small cell wireless facility on an (e) 45-ft wood utility pole within the public right-of-way in front of 5010-001-902. Facility will include: 8-ft cross arms, (2) 24-in antennas, (2) RRUs, (1) fused split box, and (1) fused service switch box on (e) utility pole. Fiber pull box will also be installed under sidewalk.	2	VIEW PARK	RPD-1-4U	NULL
2017-006774	RPPL2017010161	DRP - Conditional Use Permit	Permits & Reviews	11/1/2017	1/31/2018	Withdrawn	5625 S Verdun Avenue, Los Angeles CA 90043	NULL	A request for a Conditional Use Permit to authorize a small cell wireless facility with 2 nodes: (A) LA90XSCH6C: This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 25'; a (3) New Pole Height with Antenna of 26' 8"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan. (B) LA90XSGA7C: This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 25'; a (3) New Pole Height with Antenna of 33' 3"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan.	NULL	VIEW PARK	R-1	NULL
2017-006774	RPPL2017010161	DRP - Conditional Use Permit	Permits & Reviews	11/1/2017	1/31/2018	Withdrawn	5625 S Verdun Avenue, Los Angeles CA 90043	5008009001	A request for a Conditional Use Permit to authorize a small cell wireless facility with 2 nodes: (A) LA90XSCH6C: This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 25'; a (3) New Pole Height with Antenna of 26' 8"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan. (B) LA90XSGA7C: This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 25'; a (3) New Pole Height with Antenna of 33' 3"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan.	NULL	VIEW PARK	R-1	NULL
2017-006919	RPPL2017010371	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/14/2017	2/14/2018	Approved	3815 Floresta Way, Los Angeles CA 90043	5012025003	ADU to added over garage	NULL	VIEW PARK	R-1	NULL
2017-006937	RPPL2017010397	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/15/2017	2/20/2018	Approved	3975 Kenway Avenue, Los Angeles CA 90008	5011001018	Renovation and Expansion of (E) SFR	NULL	VIEW PARK	R-1	NULL
2017-007005	RPPL2017010516	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/22/2017	11/26/2019	Denied	4517 S Mullen Avenue, Los Angeles CA 90043	5012017007	Proposed 618 sq ft, 2 story ADU conversion of (e) garage	NULL	VIEW PARK	R-1	NULL
2017-007212	RPPL2017011004	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/21/2017	6/27/2018	Approved	5607 Deane Avenue, Los Angeles CA 90043	5007016017	ADU	NULL	VIEW PARK	R-2	NULL
2017-007313	RPPL2017010987	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/21/2017	5/22/2018	Approved	5729 S Harcourt Avenue, Los Angeles CA 90043	5007028015	convert existing 448 sf rec room into living space ADU and Add 382 sf 172 sf one story 210 sqft 2nd story	NULL	VIEW PARK	R-2	NULL
2018-000497	RPPL2018000776	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/12/2018	3/13/2018	Approved	4929 Onaknoll Avenue, Los Angeles CA 90043	5011027010	568 sq. ft ADU	2	VIEW PARK	R-1	NULL
2018-000695	RPPL2018001060	DRP - Zone Change	Permits & Reviews	2/27/2018	NULL	New	NULL	NULL	Zone change request from C-2 to C-3 to establish a 2,400 sq ft automatic car wash with 20 parking/vacuum stations, office, vending and computer room. See linked records for CUP development program and site plan. 589 sq ft (e) office building to be demolished. Previously denied car wash CP01-105.	2	VIEW PARK	C-2	NULL

2018-000695	RPPL2018001066	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/27/2018	NULL	New	NULL	NULL	Site plan to establish a 2,400 sq ft automatic car wash with 20 parking/vacuum stations, office, vending and computer room. See linked records for CUP development program and Zone change request from C-2 to C-3. 589 sq ft (e) office building to be demolished. Previously denied car wash CP01-105.	2	VIEW PARK	C-2	NULL
2018-000695	RPPL2018001068	DRP - Conditional Use Permit	Permits & Reviews	2/27/2018	NULL	New	NULL	NULL	Zone change request from C-2 to C-3 to establish a 2,400 sq ft automatic car wash with 20 parking/vacuum stations, office, vending and computer room. See linked records for CUP development program and site plan. 589 sq ft (e) office building to be demolished. Previously denied car wash CP01-105.	2	VIEW PARK	C-2	NULL
2018-000873	RPPL2018001308	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/13/2018	7/17/2018	Approved	4318 S Victoria Avenue, Los Angeles CA 90008	5024006023	851 sq. ft ADU over garage	2	VIEW PARK	R-1	NULL
2018-001001	RPPL2018001490	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/22/2018	6/19/2018	Approved	6001 Ladera Park Avenue, Los Angeles CA 90056	4019019900	Ladera Park Stromwater Capture Project - County Project	2	VIEW PARK	R-4	NULL
2018-001138	RPPL2018001693	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/3/2018	1/28/2019	Approved	4423 W Slauson Avenue, Los Angeles CA 90043	5008015042	change of use from retail to restaurant parking provided offsite at adjacent lot APN #5008-015-047	2	VIEW PARK	C-2	NULL
2018-001263	RPPL2018001862	DRP - Mills Act	Permits & Reviews	4/12/2018	12/12/2018	Recorded	4012 Fairway Boulevard, Los Angeles CA 90043	5011009016		2	VIEW PARK	R-1	NULL
2018-001275	RPPL2018001879	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/17/2018	11/21/2018	Approved	4937 Hillcrest Drive, Los Angeles CA 90043	5013002034	2 STY New SFR- Okay to approve per Mark Herwick and Dean. As a contributor to the View Park National Historic District, the applicant does not meet the Secretary of the Interior's Standards for Rehabilitation of Historic Properties.	2	VIEW PARK	R-1	NULL
2018-001554	RPPL2018002250	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/7/2018	6/3/2019	Approved	5307 Inadale Avenue, Los Angeles CA 90043	5010014051	add to the front and rear of 2nd floor to enlarge and remodel kitchen, dining, living to the front. rear will include enlaizing existing bedrooms new 21/2 bathrooms	2	VIEW PARK	R-1	Residential - Single-family residences
2018-001575	RPPL2018002275	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/8/2018	9/21/2018	Approved	6126 Condon Avenue, Los Angeles CA 90056	4019020001	remodel existing permitted building 340 sq ft ADU add retaining wall.	2	VIEW PARK	R-1	NULL
2018-001861	RPPL2018002721	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/31/2018	11/29/2018	Approved	3859 Lorado Way, Los Angeles CA 90043	5012030001	1200 sq. ft. detached ADU	2	VIEW PARK	R-1	Accessory - Second units
2018-002225	RPPL2018003281	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/27/2018	11/15/2018	Approved	5208 Valley Ridge Avenue, Los Angeles CA 90043	5011017017	ADU (577 sqft) and legalize (80 sqft) Den space area on the lower level of the house that was previously used as storage and has been used for 15 years. Total addition of 677sqft.	2	VIEW PARK	R-1	NULL

2018-002375	RPPL2018003532	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/12/2018	4/8/2019	Approved	4435 W Slauson Avenue, Los Angeles CA 90043	5008015042	Change of use from office to restaurant with accessory special events. Parking provided off site at adjacent lot APN 5008-015-047 This Plot Plan approves the following for the above referenced project: • Tenant improvement to combine existing office space (3,214 sq. ft. located on the 2nd floor with existing retail on the 1st floor to establish a new 8,214 sq. ft. restaurant with occupancy load of 244. Parking is shared with rear property (APN5008-015-47) through Parking privilege agreement dated October 28, 1941. There are 215 parking stalls through the agreement with neighboring properties. This approval utilizes all available 215 parking spaces, therefore any new establishment or expansion of this restaurant with an increase of occupancy load determination that would require additional parking spaces will require a parking deviation or parking permit. See RPPL2018001693 attachments for parking agreement.	2	VIEW PARK	C-2	NULL
2018-002411	RPPL2018003589	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/16/2018	8/22/2018	Approved	5311 Angeles Vista Boulevard, Los Angeles CA 90043	5011017002	Propose (n) two-story 1,169.31 sq. ft. ADU attached to and above (e) garage of SFD.	2	VIEW PARK	R-1	NULL
2018-002483	RPPL2018003706	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/23/2018	11/20/2018	Approved	5103 Marvale Drive, Los Angeles CA 90043	5008001043	SFR Addition	2	VIEW PARK	R-1	NULL
2018-002510	RPPL2018003746	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/25/2018	4/24/2019	Approved	5715 S Rimpau Boulevard, Los Angeles CA 90043	5007027011	1123 sqft ADU attached to existing garage and 123 sq. ft add.	2	VIEW PARK	R-2	NULL
2018-002539	RPPL2018003781	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/26/2018	4/24/2019	Approved	4603 Angeles Vista Boulevard, Los Angeles CA 90043	5012010017	400 sq ft ADU (Above garage)	2	VIEW PARK	R-1	NULL
2018-002705	RPPL2018004097	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/13/2018	12/6/2018	Approved	4473 W 61st Street, Los Angeles CA 90043	4003011014	first floor add 802 sf and new second floor 1982sf	2	VIEW PARK	R-1	NULL
2018-002785	RPPL2018004221	DRP - Site Plan Review - Discretionary	Permits & Reviews	8/20/2018	11/21/2018	Approved	5271 Angeles Vista Boulevard, Los Angeles CA 90043	5012029004	YARD MODIFICATION - Restore Two story 19808 sf SFD observing a 13')" front yard setback and a side yard setback of 3-" This Plot Plan approves the following for the above referenced project: • New Two (2) story 1,908 sq. ft. single family dwelling and attached three (3) car garage to be constructed above the existing foundation. A Yard Modification was approved for a reduction of up to 8 feet to the required 20-foot front yard setback at certain points.	2	VIEW PARK	R-1	NULL
2018-003101	RPPL2018004722	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/17/2018	NULL	Hold	3852 W Mount Vernon Drive, Los Angeles CA 90008	5012015010	Construct new concrete spa deck and rec room	2	VIEW PARK	R-1	NULL
2018-003305	RPPL2018005140	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/3/2018	4/22/2019	Withdrawn	5023 Presidio Drive, Los Angeles CA 90043	5011015001	2nd Story Addition of 1,236 SF; 1st story addition of 144 SF	2	VIEW PARK	R-1	NULL
2018-003329	RPPL2018005181	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/4/2018	11/14/2018	Approved	5604 Heatherdale Drive, Los Angeles CA 90043	5009010038	SITE PLAN REVIEW APPLICATION, NEW CONSTRUCTION OF SINGLE FAMILY RESIDENCE ON VACANT LOT.	2	VIEW PARK	R-1	NULL
2018-003377	RPPL2018005272	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/9/2018	NULL	Hold	6118 S Mansfield Avenue, Los Angeles CA 90043	4019015005	ADU	2	VIEW PARK	R-1	Accessory - Second units
2018-003569	RPPL2018005578	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/25/2018	5/13/2019	Approved	4620 Northridge Drive, Los Angeles CA 90043	5009010023	925 sq. ft ADU (Garage conversion)	2	VIEW PARK	R-2	Accessory - Second units
2018-003569	RPPL2018005578	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/25/2018	5/13/2019	Approved	4620 Northridge Drive, Los Angeles CA 90043	5009010023	925 sq. ft ADU (Garage conversion)	2	VIEW PARK	R-1	Accessory - Second units
2018-003889	RPPL2018006126	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/21/2018	3/19/2019	Approved	5722 Eileen Avenue, Los Angeles CA 90043	5007029005	Convert existing garage into ADU 318 SF	2	VIEW PARK	R-1	NULL
2018-004003	RPPL2018006288	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/3/2018	3/18/2019	Approved	5613 S Rimpau Boulevard, Los Angeles CA 90043	5007014016	400 sq ft ADU (Garage Conversion)	2	VIEW PARK	R-2	Accessory - Second units
2018-004063	RPPL2018006386	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/6/2018	NULL	Hold	5127 S Verdun Avenue, Los Angeles CA 90043	5008008039	ADU- Land Use Application	2	VIEW PARK	R-1	NULL

2018-004102	RPPL2018006452	DRP - Conditional Use Permit	Permits & Reviews	12/11/2018	NULL	Withdrawn	5301 Overdale Drive, Los Angeles CA 90043	5008001031	Case Withdrawn by applicant AT&T Requests WTF in public right of way on Northridge Dr. and Overhill Dr. Replacing (e) 30 ft. tall wood pole with (n) 35 ft. pole.	2	VIEW PARK	R-1	NULL
2018-004121	RPPL2018006483	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/12/2018	1/18/2019	Approved	5126 Brea Crest Drive, Los Angeles 90043	5009008034	2nd floor addition of 911 sq. ft. 1st story addition of 56 sq. ft. (move existing exterior wall to edge of existing covered patio) and interior remodel.	2	VIEW PARK	R-1	NULL
2018-004240	RPPL2018006664	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/20/2018	NULL	Denied	4725 S Victoria Avenue, Los Angeles CA 90043	5013014001	360 sq. ft ADU (garage conversion)	2	VIEW PARK	R-1	Accessory - Second units
2019-000042	RPPL2019000096	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/7/2019	4/10/2019	Approved	4925 Chesley Avenue, Los Angeles CA 90043	5013004015	(E) 498 sq. ft. Garage to be converted into ADU	2	VIEW PARK	R-1	Accessory - Second units
2019-000051	RPPL2019000108	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/8/2019	4/3/2019	Approved	5745 Alviso Avenue, Los Angeles CA 90043	5008006035	802 sq. ft ADU (Garage conversion)	2	VIEW PARK	R-1	Accessory - Second units
2019-000061	RPPL2019000122	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/8/2019	NULL	Hold	5124 S Mullen Avenue, Los Angeles CA 90043	5013001015	ADU, new 462 sq ft master b/ 45 sq ft front entrance/ new deck/ convert 340 sq ft detached 2 car garage / ADU	2	VIEW PARK	R-2	Accessory - Second units
2019-000272	RPPL2017007375	DRP - Conditional Use Permit	Permits & Reviews	5/16/2017	NULL	Review	0 No Address Street CA 0	NULL	NEW 32-UNIT APT BUILDING, in complex A,B,C. 57 covered, 8 uncovered, parking spaces, 15 uncovered guest parking, in Hillside 25% or greater, total cut 5,472 cu yds. Total Fill 4,718 cu yds. 3 retaining walls 10 feet tall max, tiered. HMA CUP required due to development on 3 contiguous lots. DPW Land Dev concept approval 12/14/16.	2	VIEW PARK	R-3	NULL
2019-000272	RPPL2017007375	DRP - Conditional Use Permit	Permits & Reviews	5/16/2017	NULL	Review	0 No Address Street CA 0	5009009084	NEW 32-UNIT APT BUILDING, in complex A,B,C. 57 covered, 8 uncovered, parking spaces, 15 uncovered guest parking, in Hillside 25% or greater, total cut 5,472 cu yds. Total Fill 4,718 cu yds. 3 retaining walls 10 feet tall max, tiered. HMA CUP required due to development on 3 contiguous lots. DPW Land Dev concept approval 12/14/16.	2	VIEW PARK	R-3	NULL
2019-000272	RPPL2019000510	DRP - Tentative Map - Tract	Land Division	1/29/2019	NULL	Hold	5538 S La Brea Avenue, Los Angeles CA 90043	NULL	To create 3 multi-family residence lots developed with 31 townhouse-style residential condominium units within Zone R-3 on 2.78 acres.	2	VIEW PARK	R-3	Residential - Multi-family Residences (Townhouses)
2019-000272	RPPL2019000510	DRP - Tentative Map - Tract	Land Division	1/29/2019	NULL	Hold	5538 S La Brea Avenue, Los Angeles CA 90043	5009009083	To create 3 multi-family residence lots developed with 31 townhouse-style residential condominium units within Zone R-3 on 2.78 acres.	2	VIEW PARK	R-3	Residential - Multi-family Residences (Townhouses)
2019-000535	RPPL2019000980	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/20/2019	4/10/2019	Approved	5023 Presidio Drive, Los Angeles CA 90043	5011015001	Yard mod for new addtion	2	VIEW PARK	R-1	NULL
2019-000602	RPPL2019001084	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/26/2019	6/19/2019	Approved	3734 W Slauson Avenue, Los Angeles CA 90043	4004003008	New 2nd story 997 SF addition to existing office/commercial building	2	VIEW PARK	C-2	NULL
2019-000668	RPPL2019002035	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/2/2019	8/6/2019	Approved	3512 Knoll Crest Avenue, Los Angeles CA 90043	5013010019	2nd story expansion and interior remodel of (e) SFR, construction of a (n) second story addition, and conversion of (e) garage into Accessory Dwelling Unit (ADU)	2	VIEW PARK	R-1	NULL
2019-000881	RPPL2019001540	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/18/2019	8/26/2019	Approved	5172 Angeles Vista Boulevard, Los Angeles CA 90043	5007007020	412 sq. ft ADU (Garage conversion)	2	VIEW PARK	R-1	Accessory - Second units
2019-000909	RPPL2019001592	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/20/2019	7/23/2019	Approved	5646 Valley Glen Way, Los Angeles CA 90043	5008010020	360 sq ft ADU (Garage Conversion)	2	VIEW PARK	R-1	Accessory - Second units
2019-000918	RPPL2019001605	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/20/2019	6/12/2019	Approved	4817 Orinda Avenue, Los Angeles CA 90043	5011013011	Addition to existing 2-story single family home	2	VIEW PARK	R-1	Residential - Single-family residences
2019-001336	RPPL2019002515	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/25/2019	9/17/2019	Approved	6101 S Mansfield Avenue, Los Angeles CA 90043	4019016012	374 sqft ADU and 185.6 sq. ft add to (e) SFR	2	VIEW PARK	R-1	Accessory - Second units
2019-001417	RPPL2019002662	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/2/2019	12/17/2019	Approved	5418 Deane Avenue, Los Angeles CA 90043	5007017012	ADU	2	VIEW PARK	R-2	Accessory - Second units
2019-001558	RPPL2019002892	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/15/2019	9/2/2019	Approved	4929 Orinda Avenue, Los Angeles CA 90043	5011012017	419 sq ft ADU and 220 sq ft additionto (e) SFR	2	VIEW PARK	R-1	NULL
2019-001560	RPPL2019002894	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/15/2019	9/23/2019	Approved	5166 Onacrest Drive, Los Angeles CA 90043	5009007020	1291 sq ft add to (e) SFR	2	VIEW PARK	R-1	NULL

2019-001625	RPPL2019003020	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/21/2019	NULL	Hold	5000 Angeles Vista Boulevard, Los Angeles CA 90043	5013002001	Convert garage to ADU	2	VIEW PARK	R-1	Accessory - Second units
2019-001650	RPPL2019003052	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/22/2019	8/15/2019	Approved	5340 S Rimpau Boulevard, Los Angeles CA 90043	5007006029	ADU	2	VIEW PARK	R-2	Residential - Single-family residences
2019-001655	RPPL2019003059	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/22/2019	6/3/2019	Approved	4965 Vista De Oro Avenue, Los Angeles CA 90043	5011015018	490 SF Residential Addition Interior Alterations Kitchen and Bath Remodel	2	VIEW PARK	R-1	Residential - Single-family residences
2019-001749	RPPL2019003185	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/29/2019	9/3/2019	Approved	5628 Marburn Avenue, Los Angeles CA 90043	5008009014	451 sq ft ADU and 81 sq. ft add to (e) SFR	2	VIEW PARK	R-1	Accessory - Second units
2019-001773	RPPL2019003250	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/29/2019	NULL	Hold	5908 Ladera Park Avenue, Los Angeles CA 90056	4019018011	new ADU	2	VIEW PARK	R-1	Accessory - Second units
2019-001808	RPPL2019003298	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/30/2019	1/6/2020	Approved	5312 S Harcourt Avenue, Los Angeles CA 90043	5007007022	989 sq ft ADU	2	VIEW PARK	R-1	Accessory - Second units
2019-001834	RPPL2019003335	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/30/2019	12/9/2019	Approved	4191 Angeles Vista Boulevard, Los Angeles CA 90008	5024002016	445 sq ft ADU	2	VIEW PARK	R-1	Accessory - Second units
2019-001973	RPPL2019003371	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/3/2019	6/13/2019	Approved	4900 S Verdun Avenue, Los Angeles CA 90043	5010017030	Water pumping station. Requires CUP per R-1 zone, Code Section 22.20.100 (TF) The existing Mt. Vernon Booster Pump Station (BPS) is owned and operated by California American water Company and consists of three booster pumps, a 3,000-gallon hydropneumatic tank, piping, and associated electrical equipment. The mechanical and electrical equipment has reached the end of useful life and requires replacement. This project will replace and upgrade the BPS' pumps, piping and appurtenances, and electrical systems as well as replace some structural elements including a new access door and roof. No other work is required for this project. All construction and staging will occur on the property. The BPS is remotely monitored and operated; when necessary, only two employees at most are required for routine maintenance and inspections.	2	VIEW PARK	R-1	Blank
2019-002203	RPPL2019003945	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/1/2019	11/21/2019	Approved	4439 W 61st Street, Los Angeles CA 90043	4003011007	(N) 338 SQ FT ADU CONVERSION	2	VIEW PARK	R-1	Accessory - Second units
2019-002315	RPPL2019004138	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/11/2019	2/5/2020	Approved	5733 Eileen Avenue, Los Angeles CA 90043	5007030017	Converting Garage to ADU	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
2019-002331	RPPL2019004159	DRP - Mills Act	Permits & Reviews	7/11/2019	12/30/2019	Recorded	5016 S Victoria Avenue, Los Angeles CA 90043	5013017007	Mills Act Application	2	VIEW PARK	R-1	Residential - Single-family residences
2019-002453	RPPL2019004378	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/24/2019	11/8/2019	Approved	5329 Marburn Avenue, Los Angeles CA 90043	5008012049	339 sq. ft ADU and additions to (e) SFR	2	VIEW PARK	R-1	Accessory - Second units
2019-002477	RPPL2019004423	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/25/2019	NULL	Hold	4180 W Mount Vernon Drive, Los Angeles CA 90008	5011007012	NEW ADU 622 SQ.FT. NEW POOL 785 SQ.FT. NEW SPA 64 SQ.FT	2	VIEW PARK	R-1	Accessory - Second units
2019-002763	RPPL2019004917	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/20/2019	NULL	Hold	5209 Inadale Avenue, Los Angeles CA 90043	5010014043	ADU 776 sq. ft. and Existing SFD 247 sq. ft.	2	VIEW PARK	R-1	Accessory - Second units
2019-002808	RPPL2019004984	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/22/2019	11/4/2019	Approved	4957 Vista De Oro Avenue, Los Angeles CA 90043	5011015017	527 sq. ft ADU (Basement conversion) and 180 sq. ft Covered patio/deck	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
2019-002883	RPPL2019005080	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/27/2019	8/27/2019	Approved	3465 Knoll Crest Avenue, Los Angeles CA 90043	5013011007	Single Family small side and front addition. Include new roof with pitch. 216 S.F. Addition & 60S.F. Porch. All work within set backs.	2	VIEW PARK	R-1	Residential - Single-family residences
2019-003160	RPPL2019005539	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/19/2019	11/22/2019	Approved	5721 S Harcourt Avenue, Los Angeles CA 90043	5007028014	1167.50 sq. ft detached ADU	2	VIEW PARK	R-2	Accessory - Second units
2019-003334	RPPL2019005879	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/7/2019	12/12/2019	Approved	3768 Olympiad Drive, Los Angeles CA 90043	5012018001		2	VIEW PARK	R-1	Blank
2019-003483	RPPL2019006137	DRP - Conditional Use Permit	Permits & Reviews	10/17/2019	NULL	Review	4423 W Slauson Avenue 1/2, Los Angeles CA 90043	5008015042	ABC-CUP application for the sale of beer and wine in a restaurant (Giti Thai)	2	VIEW PARK	C-2	Blank
2019-003821	RPPL2019006813	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/19/2019	2/7/2020	Approved	5507 S Rimpau Boulevard, Los Angeles CA 90043	5007014010	New 2-Story ADU (1189 sq. ft.)	2	VIEW PARK	R-2	Accessory - Accessory Dwelling Unit
2019-003906	RPPL2019006988	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/26/2019	2/6/2020	Approved	5522 S Rimpau Boulevard, Los Angeles CA 90043	5007015025	new deck and 55 SF addition	2	VIEW PARK	R-2	Blank
2019-003913	RPPL2019004567	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/1/2019	12/10/2019	Approved	4832 Vista De Oro Avenue, Los Angeles CA 90043	5011013003	-(N) 406 SQ FT SECOND FLOOR ADDITION - (N) 106 SQ FT FIRST FLOOR ADDITION	2	VIEW PARK	R-1	Residential - Single-family residences

2019-003937	RPPL2019007044	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/2/2019	2/3/2020	Approved	4907 Maymont Drive, Los Angeles CA 90043	5010002025	885 sq. ft ADU (Garage conversion and existing)	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
2019-004039	RPPL2019007184	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/5/2019	2/7/2020	Approved	4584 Orchid Drive, Los Angeles CA 90043	4019011025	522 sq. ft ADU	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
2019-004103	RPPL2019007303	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/11/2019	2/25/2020	Approved	5317 Deane Avenue, Los Angeles CA 90043	5007005014	remodel of 1,062 sf sfr with a 850 sf addition, a 120 sf addition to the existing garage creating an ADU	2	VIEW PARK	R-2	Residential - Single-family residences
2019-004258	RPPL2019007553	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/26/2019	NULL	Hold	NULL	NULL	New SFR	2	VIEW PARK	R-1	Residential - Single-family residences
2020-000034	RPPL2019006982	DRP - Zoning Conformance Review – Small Cell Wireless	Referrals & Letters	11/26/2019	12/4/2019	Approved	4191 W Mount Vernon Drive, Los Angeles CA 90008	5010008032	SCL Crenshaw 44 - Installation of new Small Wireless Facility in the PROW on replacement concrete streetlight. Installation to consist of 1 canister antenna and 4 RRUs with PSUs inside concealment shroud, 4 diplexers, and fiber and SCE power handholes. No meter pedestal proposed.	2	VIEW PARK	R-1	Public - Radio & TV stations, studios, & towers
2020-000359	RPPL2020000642	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/5/2020	NULL	Hold	5907 S Mansfield Avenue, Los Angeles CA 90043	4019017025	514 sq. ft ADU (within existing SFR)	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
2020-000372	RPPL2020000668	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/6/2020	NULL	New	5333 Overdale Drive, Los Angeles CA 90043	5008001026	556.56 sq. ft detached ADU	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
2020-000392	RPPL2020000688	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/6/2020	NULL	Hold	4519 Presidio Drive, Los Angeles CA 90008	5011001004	Existing attach 2 car garage to convert ADU 604 sf	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
2020-000462	RPPL2020000801	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/12/2020	NULL	New	5625 Harcross Drive, Los Angeles CA 90043	5008016034	New 1,087 sf, 2 story ADU and 227 sf attached one car garage.	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
2020-000519	RPPL2020000390	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/23/2020	NULL	Hold	3842 Monteith Drive, Los Angeles CA 90043	5012021011	legalize garage conversion addition and new carport	2	VIEW PARK	R-1	Blank
2020-000621	RPPL2020001028	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/25/2020	NULL	New	4920 Escalon Avenue, Los Angeles CA 90043	5011014005	806 sf 1 story Addition to existing rear bedroom creating a full master suite with walk in closet, sitting area, and master bathroom, demolish existing enclosed patio, add bedroom and office, and Interior remodel to include widen openings across rear exterior walls, replace all windows and exterior doors throughout.	2	VIEW PARK	R-1	Blank
97123	RPPL2017008268	DRP - Site Plan Review - Discretionary	Permits & Reviews	7/12/2017	8/7/2017	Approved	4834 W Slauson Avenue, Los Angeles CA 90056	4019020030	Grant Extension for CUP 97123 - CUP for Alcohol Sales	2	VIEW PARK	C-2	NULL
R2006-00492	RPPL2019003142	DRP - Conditional Use Permit	Permits & Reviews	5/28/2019	NULL	Withdrawn	5300 Angeles Vista Boulevard, Los Angeles CA 90043	5007010009	CUP Renewal and removal/replacement of existing antennas on Sprint wireless facility on screened rooftop.	2	VIEW PARK	R-1	Public - Radio & TV stations, studios, & towers
R2006-00492	RPPL2019004526	DRP - Revised Exhibit "A"	Permits & Reviews	7/31/2019	8/8/2019	Approved	5300 Angeles Vista Boulevard, Los Angeles CA 90043	5007010009	REA for a Sprint operated WCF to remove 3 existing antennas and 3 existing RRUS, and install 9 new antennas and 9 new RRHs on a rooftop with parapet screening. CUP 2016005296	2	VIEW PARK	R-1	Public - Radio & TV stations, studios, & towers
R2006-00492	RPPL2019004526	DRP - Revised Exhibit "A"	Permits & Reviews	7/31/2019	8/8/2019	Approved	5300 Angeles Vista Boulevard, Los Angeles CA 90043	NULL	REA for a Sprint operated WCF to remove 3 existing antennas and 3 existing RRUS, and install 9 new antennas and 9 new RRHs on a rooftop with parapet screening. CUP 2016005296	2	VIEW PARK	R-1	Public - Radio & TV stations, studios, & towers
R2015-03701	RPPL2018002674	DRP - Certificate of Appropriateness - Administrative	Permits & Reviews	5/29/2018	NULL	New	4918 Angeles Vista Boulevard, Los Angeles CA 90043	5013004004	Replace 12 windows.	2	VIEW PARK	R-1	NULL
88323	RPPL2017009571	DRP - Revised Exhibit "A"	Permits & Reviews	9/28/2017	10/23/2017	Approved	1450 W Imperial Highway, Los Angeles CA 90047	6079003016	WTF REA: removal and replacement of antennas and RRUs. No change in height or to structure. CUP does not have a grant term expiration date.	2	W ATHENS WESTMONT	A-1	NULL
R2012-00779	RPPL2017010961	DRP - Revised Exhibit "A"	Permits & Reviews	12/20/2017	2/8/2018	Approved	11711 S Western Avenue, Los Angeles CA 90047	4057027022	Modify existing wireless facility. Replace 3 panel antenna ; replace 3 remote radio head units (RRHs) add 3 RRHs ; add 1 power-fiber hybrid cable; replace 1 equipment cabinet; add 1 top hat to cabinet. No change in height of facility. no expansion of lease area.	2	W ATHENS WESTMONT	NULL	NULL
NULL	RPPL2019004565	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/1/2019	NULL	Hold	1337 W 97th Street, Los Angeles CA 90044	6056013030	600 Sq Ft ADU	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units

NULL	RPPL2019007153	DRP - Zoning Conformance Review – Small Cell Wireless	Referrals & Letters	12/4/2019	NULL	Review	1212 W 124th Street, Los Angeles CA 90044	6089018010	SCL Los Angeles 9 This project is a Verizon unmanned Telecommunication Wireless Facility consisting of the following: • Verizon contractor to utilize existing 45'-0" (38'-0" AGL) Class (NV) wood pole #1612595E. • Verizon contractor to place new 8' double brooks braceless antenna cross arms with (3) new 5G panel antennas. • Verizon contractor to place (1) new VZ disconnect switch, (1) new SCE un-metered fuse panel, and (1) new fiber distribution box on new equipment channel. • Verizon Wireless contractor to place 25'-0" of (1)- 2" SCH. 40 PVC conduit and (1) -17"x 30"x 18" (Fiber) pull box in grass parkway.	2	WEST ATHENS - WESTMONT	R-1	Public - Radio & TV stations, studios, & towers
03-038	RPPL2017009979	DRP - Revised Exhibit "A"	Permits & Reviews	10/24/2017	11/22/2017	Approved	1430 W Imperial Highway, Los Angeles CA 90047	NULL	Revised Exhibit A Application to modify existing T-Mobile wireless telecommunication facility. Relocation of existing antennas to different position on the antenna mount; install one new panel antenna; install one new HCS cable; install and connect (6) fiber jumpers for new panel antenna; remove and replace (3) antenna mounts; install (1) new PDU 01 04; install (2) new SPDs	2	WEST ATHENS - WESTMONT	A-1	NULL
03-038	RPPL2017009979	DRP - Revised Exhibit "A"	Permits & Reviews	10/24/2017	11/22/2017	Approved	1430 W Imperial Highway, Los Angeles CA 90047	6079003047	Revised Exhibit A Application to modify existing T-Mobile wireless telecommunication facility. Relocation of existing antennas to different position on the antenna mount; install one new panel antenna; install one new HCS cable; install and connect (6) fiber jumpers for new panel antenna; remove and replace (3) antenna mounts; install (1) new PDU 01 04; install (2) new SPDs	2	WEST ATHENS - WESTMONT	A-1	NULL
03-038	RPPL2019003920	DRP - Revised Exhibit "A"	Permits & Reviews	7/1/2019	7/10/2019	Approved	1440 W Imperial Highway, Los Angeles CA 90047	6079003047	REA for an (E) WCF to: Remove (6) antennas Remove (6) combiners install (6) antennas install new hybrid cables (Sprint) CP 03-038	2	WEST ATHENS - WESTMONT	A-1	Public - Radio & TV stations, studios, & towers
03-038	RPPL2019003920	DRP - Revised Exhibit "A"	Permits & Reviews	7/1/2019	7/10/2019	Approved	1440 W Imperial Highway, Los Angeles CA 90047	NULL	REA for an (E) WCF to: Remove (6) antennas Remove (6) combiners install (6) antennas install new hybrid cables (Sprint) CP 03-038	2	WEST ATHENS - WESTMONT	A-1	Public - Radio & TV stations, studios, & towers
2016-000201	RPPL2019006296	DRP - Revised Exhibit "A"	Permits & Reviews	10/24/2019	NULL	Void	1755 W Imperial Highway, Los Angeles CA 90047	6077011040	Project to be processed through an REA ZCR, not as a standard REA. This RPPL is being closed/voided and the REA ZCR is being processed through RPPL2019006298.	2	WEST ATHENS - WESTMONT	C-2	Residential - Multi-family Residences (Apartments)
2016-000201	RPPL2019006296	DRP - Revised Exhibit "A"	Permits & Reviews	10/24/2019	NULL	Void	1755 W Imperial Highway, Los Angeles CA 90047	6077011040	Project to be processed through an REA ZCR, not as a standard REA. This RPPL is being closed/voided and the REA ZCR is being processed through RPPL2019006298.	2	WEST ATHENS - WESTMONT	R-3-P	Residential - Multi-family Residences (Apartments)
2016-000983	RPPL2019006113	DRP - Conditional Use Permit	Permits & Reviews	10/16/2019	NULL	New	10527 S Vermont Avenue #1, Los Angeles CA 90044	6060018029	Conditional Use Permit to increase previously approved units from seven (7) to nine (9), and permit a new carport consisting of five (5) parking spaces.	2	WEST ATHENS - WESTMONT	C-3	Residential - Multi-family Residences (Apartments)
2016-002245	RPPL2019005965	DRP - Revised Exhibit "A"	Permits & Reviews	10/9/2019	10/31/2019	Approved	1713 W 108th Street, Los Angeles CA 90047	6077001018	824000 App 489617 T-Mobile	2	WEST ATHENS - WESTMONT	R-2	Public - Radio & TV stations, studios, & towers

2016-002930	RPPL2017010156	DRP - Non-Conforming Use - Buildings and Structures	Permits & Reviews	11/1/2017	11/20/2018	Approved	1209 W 121st Street, Los Angeles CA 90044	6089002014	NCR permit to authorize the continued use of a legal non-conforming six-unit apartment building that is located at 1209 West 121st Street in the unincorporated community of West Athens-Westmont in the R-1 (Single-Family Residence) Zone. This project is categorically exempt (Class 1 – Existing Facilities) pursuant to CEQA reporting requirements.	2	WEST ATHENS - WESTMONT	R-1	NULL
2017-003344	RPPL2017005784	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/1/2017	4/11/2017	Approved	1708 W 127th Street, Los Angeles CA 90047	6090001010	ROOM ADDITION	2	WEST ATHENS - WESTMONT	R-1	NULL
2017-003412	RPPL2017005857	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/7/2017	5/31/2017	Approved	11117 Raymond Avenue, Los Angeles CA 90044	6076018004	1205 sq ft 2nd flr attached unit with covered parking	2	WEST ATHENS - WESTMONT	R-2	NULL
2017-003472	RPPL2017005932	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/14/2017	4/11/2017	Approved	1311 W 121st Street, Los Angeles CA 90044	6089001026	484 sq ft two story add to (e) sfr, new two car garage and covered patio	2	WEST ATHENS - WESTMONT	R-1	NULL
2017-003731	RPPL2017006233	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/7/2017	11/4/2019	Denied	11034 S Western Avenue, Los Angeles CA 90047	6077010020	self-service laundromat coin laundry-demo 1056 of existing 2500 and add 3561 SF - current use market, new use laundromaT for a total 4983 SF	2	WEST ATHENS - WESTMONT	C-2	NULL
2017-003737	RPPL2017006238	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/8/2017	7/25/2017	Approved	11100 S Normandie Avenue, Los Angeles CA 90044	6076016017	803.94 sq ft addition to unit #1	2	WEST ATHENS - WESTMONT	R-2	NULL
2017-003747	RPPL2017006251	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/8/2017	7/2/2018	Denied	1406 W 121st Street, Los Angeles CA 90047	6090025010	297 SQ FT ADU (COC Required)	2	WEST ATHENS - WESTMONT	R-1	NULL
2017-004011	RPPL2017006587	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/30/2017	7/3/2017	Approved	1320 W 105th Street, Los Angeles CA 90044	6060011017	2114 SQ FT DUPLEX AND 540SQ FT CARPORT	2	WEST ATHENS - WESTMONT	R-2	NULL
2017-004130	RPPL2017006736	DRP - Parking Deviation - Minor	Permits & Reviews	4/6/2017	12/23/2017	Withdrawn	10823 S Vermont Avenue, Los Angeles CA 90044	6076004049	Request to reduce parking spaces by 25%, from required 16 spaces to 12 spaces for full service auto repair garage. Previous use of service bays as required parking stalls are being reconverted to full service bays, EXCEPT FOR ONE. New site plan review is required due to differences from previous approval of RPP 200801508 on 9/22/09.	2	WEST ATHENS - WESTMONT	C-3	NULL
2017-004189	RPPL2017006807	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/12/2017	4/12/2017	Approved	1046 W 126th Street, Los Angeles CA 90044	6089028026	CONVERT (E) GARAGE INTO LIVING SPACE (N) BEDROOM	2	WEST ATHENS - WESTMONT	R-1	NULL
2017-004243	RPPL2017006881	DRP - Conditional Use Permit	Permits & Reviews	4/18/2017	8/9/2017	Approved	1251 W 92nd 33.953268, -118.298088 Street, Los Angeles CA 90044	6047019018	Group 4-A: CUP for AT&T Small Cell WTF Sites on replacement wood utility pole in PRoW. West Athens Westmont. Node: 25	2	WEST ATHENS - WESTMONT	R-2	NULL
2017-004246	RPPL2017006885	DRP - Conditional Use Permit	Permits & Reviews	4/18/2017	9/13/2017	Approved	1757 W 122nd 33.922223, -118.308875 Street, Los Angeles CA 90047	6090022030	Group 2-A: CUP for AT&T Small Cell WTF Sites on replacement wood utility pole in PRoW. West Athens Westmont. Nodes: 15 and 22	2	WEST ATHENS - WESTMONT	R-1	NULL
2017-004246	RPPL2017006885	DRP - Conditional Use Permit	Permits & Reviews	4/18/2017	9/13/2017	Approved	1757 W 122nd 33.922223, -118.308875 Street, Los Angeles CA 90047	NULL	Group 2-A: CUP for AT&T Small Cell WTF Sites on replacement wood utility pole in PRoW. West Athens Westmont. Nodes: 15 and 22	2	WEST ATHENS - WESTMONT	R-1	NULL
2017-004249	RPPL2017006891	DRP - Conditional Use Permit	Permits & Reviews	4/18/2017	8/31/2017	Approved	11525 S Western 33.929029, -118.309227 Avenue, Los Angeles CA 90047	NULL	Group 1-A: CUP for AT&T Small Cell WTF Sites on replacement wood utility pole in PRoW. West Athens Westmont. Nodes: 14,19 and 26	2	WEST ATHENS - WESTMONT	R-3-P	NULL
2017-004249	RPPL2017006891	DRP - Conditional Use Permit	Permits & Reviews	4/18/2017	8/31/2017	Approved	11525 S Western 33.929029, -118.309227 Avenue, Los Angeles CA 90047	4057018029	Group 1-A: CUP for AT&T Small Cell WTF Sites on replacement wood utility pole in PRoW. West Athens Westmont. Nodes: 14,19 and 26	2	WEST ATHENS - WESTMONT	C-2	NULL
2017-004249	RPPL2017006891	DRP - Conditional Use Permit	Permits & Reviews	4/18/2017	8/31/2017	Approved	11525 S Western 33.929029, -118.309227 Avenue, Los Angeles CA 90047	4057018029	Group 1-A: CUP for AT&T Small Cell WTF Sites on replacement wood utility pole in PRoW. West Athens Westmont. Nodes: 14,19 and 26	2	WEST ATHENS - WESTMONT	R-3-P	NULL
2017-004249	RPPL2017006891	DRP - Conditional Use Permit	Permits & Reviews	4/18/2017	8/31/2017	Approved	11525 S Western 33.929029, -118.309227 Avenue, Los Angeles CA 90047	NULL	Group 1-A: CUP for AT&T Small Cell WTF Sites on replacement wood utility pole in PRoW. West Athens Westmont. Nodes: 14,19 and 26	2	WEST ATHENS - WESTMONT	C-2	NULL

2017-004252	RPPL2017006894	DRP - Conditional Use Permit	Permits & Reviews	4/18/2017	8/31/2017	Approved	1446 W 102nd 33.944044, -118.302014 Street, Los Angeles CA 90047	NULL	Group 3-A: CUP for AT&T Small Cell WTF Sites on replacement wood utility pole in PRoW. West Athens Westmont. Nodes: 21,23,27 and 28	2	WEST ATHENS - WESTMONT	R-2	NULL
2017-004252	RPPL2017006894	DRP - Conditional Use Permit	Permits & Reviews	4/18/2017	8/31/2017	Approved	1446 W 102nd 33.944044, -118.302014 Street, Los Angeles CA 90047	6059024009	Group 3-A: CUP for AT&T Small Cell WTF Sites on replacement wood utility pole in PRoW. West Athens Westmont. Nodes: 21,23,27 and 28	2	WEST ATHENS - WESTMONT	R-2	NULL
2017-004286	RPPL2017008045	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/27/2017	9/21/2017	Approved	1332 W 90th Street, Los Angeles CA 90044	6047013009	Convert (e) single family residence to duplex; (e) 879 sq. ft. to remain and (n) 1390 sq. ft. addition for unit #2; new 3 car garage and 1 uncovered parking space	2	WEST ATHENS - WESTMONT	R-2	NULL
2017-004929	RPPL2017007718	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/7/2017	9/7/2017	Approved	1040 W 88th Street, Los Angeles CA 90044	6047009008	1150 SQFT ADU	2	WEST ATHENS - WESTMONT	R-2	NULL
2017-004985	RPPL2017010498	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/22/2017	12/20/2017	Approved	1042 W 96th Street, Los Angeles CA 90044	6056014033	441 sf 2 car garage and 441 sf ADU above garage, Max height 23' CoC already recorded. Applicant to bring vicinity map to depict bus stop within 1/2 mi. Previous RPPL expired	2	WEST ATHENS - WESTMONT	R-2	NULL
2017-005422	RPPL2017008351	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/18/2017	1/25/2018	Approved	10522 S Budlong Avenue, Los Angeles CA 90044	6060017004	New 2017 sq ft SFR and 3084 sq ft duplex over garage	2	WEST ATHENS - WESTMONT	R-2	NULL
2017-005454	RPPL2017008393	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/19/2017	8/10/2017	Approved	11506 S Saint Andrews Place, Los Angeles CA 90047	4057018002	ADU in (e) recreation room and BATHROOM remodel IN MAIN HOUSE.	2	WEST ATHENS - WESTMONT	R-1	NULL
2017-005627	RPPL2017008604	DRP - Conditional Use Permit	Permits & Reviews	8/2/2017	NULL	Withdrawn	1004 W 121st Street, Los Angeles CA 90044	6089005048	Verizon is requesting a CUP for a (n) 38' top-mount WTF on wood pole in PROW, 2 RRUs, all other equipment located underground.	2	WEST ATHENS - WESTMONT	R-1	NULL
2017-005794	RPPL2017008839	DRP - Minor Conditional Use Permit	Permits & Reviews	8/15/2017	4/26/2018	Approved	11730 S New Hampshire Avenue, Los Angeles CA 90044	6079016048	The project is a request for a Minor Conditional Use Permit (MCUP) to authorize the continued use of a legally nonconforming 20-unit apartment building ("Project") on a property located at 11730 South New Hampshire Avenue in the unincorporated community of West- Athens Westmont ("Project Site") in the R-2 (Two-Family Residence) Zone. The apartment building was constructed in 1964, is 2-stories and provides 18 covered parking spaces accessible. No changes are proposed to (e) structures or parking, however, the applicant will be required to add landscaping, a surveillance camera and to paint the building. Note: This CUP includes 8 inspections over a period of 25 years, but has no expiration date.	2	WEST ATHENS - WESTMONT	R-2	NULL
2017-006421	RPPL2017009671	DRP - Conditional Use Permit	Permits & Reviews	10/5/2017	NULL	Ready for Hearing	10804 S Western Avenue, Los Angeles CA 90047	6077003001	A request for a Conditional Use Permit to allow the off-site sales of beer and wine within a newly remodel 2,400 sq. ft. market.	2	WEST ATHENS - WESTMONT	C-2	NULL
2017-006443	RPPL2017009703	DRP - Conditional Use Permit	Permits & Reviews	10/10/2017	NULL	Waiting for Applicant	12000 S Western Avenue, Los Angeles CA 90047	6090029026	A CUP request for a (n) 3 story, 35' tall, 23,868 sq. ft., 55 guest room hotel in C-2 zone, with 38 parking spaces per 22.52.1130, 2,540 sq. ft. of landscaping, keep (e) 6' block wall adjacent to residential. Demo (e) 7,500 sq. ft. lodge structure.	2	WEST ATHENS - WESTMONT	C-2	Lodging - Hotels (no banquet & restaurants)
2017-006443	RPPL2019001845	DRP - Environmental Plan (combined IS and EIR)	Environmental	3/28/2019	NULL	Waiting for Applicant	12000 S Western Avenue, Los Angeles CA 90047	6090029026	A CUP request for a (n) 3 story, 35' tall, 23,868 sq. ft., 55 guest room hotel in C-2 zone, with 38 parking spaces per 22.52.1130, 2,540 sq. ft. of landscaping, keep (e) 6' block wall adjacent to residential. Demo (e) 7,500 sq. ft. lodge structure.	2	WEST ATHENS - WESTMONT	C-2	Lodging - Hotels (no banquet & restaurants)
2017-006727	RPPL2017010088	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/30/2017	1/23/2019	Approved	1336 W 97th Street, Los Angeles CA 90044	6056016021	347 sq. ft. ADU	2	WEST ATHENS - WESTMONT	R-2	NULL

2017-006970	RPPL2017010465	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/20/2017	2/15/2018	Approved	1325 W 88th Street, Los Angeles CA 90044	6047006018	duplex	NULL	WEST ATHENS - WESTMONT	R-2	NULL
2017-007048	RPPL2017010750	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/7/2017	4/12/2018	Approved	1540 W 126th Street, Los Angeles CA 90047	6090006004	600 sq ft ADU	NULL	WEST ATHENS - WESTMONT	R-1	NULL
2017-007153	RPPL2017010720	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/6/2017	10/2/2018	Approved	1032 W 123rd Street, Los Angeles CA 90044	6089013006	1180 sq. ft ADU	NULL	WEST ATHENS - WESTMONT	R-1	NULL
2018-000023	RPPL2018000032	DRP - Conditional Use Permit	Permits & Reviews	1/2/2018	1/31/2018	Withdrawn	1619 Imperial Highway, Los Angeles CA 90047	6077015004	This Conditional Use Permit Application has 2 nodes: (A) LA90XSCJ3E This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 29'; a (3) New Pole Height with Antenna of 34' 8"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan. (B) LA90XSHK5D This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 31'; a (3) New Pole Height with Antenna of 34' 8"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan. Small Cell Site WTFs top mounted on light poles located on PROW -- Elsa	NULL	WEST ATHENS - WESTMONT	R-1	NULL
2018-000023	RPPL2018000032	DRP - Conditional Use Permit	Permits & Reviews	1/2/2018	1/31/2018	Withdrawn	1619 Imperial Highway, Los Angeles CA 90047	NULL	This Conditional Use Permit Application has 2 nodes: (A) LA90XSCJ3E This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 29'; a (3) New Pole Height with Antenna of 34' 8"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan. (B) LA90XSHK5D This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 31'; a (3) New Pole Height with Antenna of 34' 8"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan. Small Cell Site WTFs top mounted on light poles located on PROW -- Elsa	NULL	WEST ATHENS - WESTMONT	R-1	NULL
2018-000025	RPPL2018000035	DRP - Conditional Use Permit	Permits & Reviews	1/3/2018	1/31/2018	Withdrawn	1115 W 90th Street, Los Angeles CA 90044	6047010903	This Conditional Use Permit Application has 1 node: LA90XSGQ6C This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 30'; a (3) New Pole Height with Antenna of 33' 3"; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan.	NULL	WEST ATHENS - WESTMONT	R-2	NULL
2018-000102	RPPL2018000209	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/10/2018	5/23/2018	Approved	10312 S Budlong Avenue, Los Angeles CA 90044	6060021011	ADU	NULL	WEST ATHENS - WESTMONT	R-2	NULL
2018-000120	RPPL2018000235	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/11/2018	2/6/2019	Denied	1026 W 98th Street, Los Angeles CA 90044	6056018006	552 sq ft carport	NULL	WEST ATHENS - WESTMONT	R-2	NULL
2018-000222	RPPL2018000375	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/22/2018	12/17/2018	Approved	1227 W 94th Street, Los Angeles CA 90044	6056005018	new 3600 sq. ft. Duplex	NULL	WEST ATHENS - WESTMONT	R-2	NULL
2018-000226	RPPL2018000378	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/23/2018	1/8/2019	Approved	1933 Lohengrin Street, Los Angeles CA 90047	6078008021	(E)Garage to be Converted into New ADU And Propose New 1-Story Addition to (E)Dwelling	NULL	WEST ATHENS - WESTMONT	R-1	NULL
2018-000400	RPPL2018000617	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/1/2018	10/15/2018	Approved	1710 W 105th Street, Los Angeles CA 90047	6059011021	952 sq ft ADU and 1383 add to (e) SFR	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-000422	RPPL2018000656	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/5/2018	5/8/2018	Approved	2112 Thoreau Street, Los Angeles CA 90047	6078007001	360 sq ft detached ADU - garage conversion. Instructed applicant junk & salvage/ inop/ deck in pictures needs to be verified before approval.	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-000426	RPPL2018000669	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/6/2018	7/30/2018	Approved	1326 W 97th Street, Los Angeles CA 90044	6056016019	609 sq. ft ADU (Garage Conversion)	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-000548	RPPL2018000869	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/15/2018	6/19/2018	Approved	1547 W 122nd Street, Los Angeles CA 90047	6090024027	495 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-000837	RPPL2018001251	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/8/2018	4/11/2018	Approved	1235 W 97th Street, Los Angeles CA 90044	6056013051	ADU	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-000862	RPPL2018001294	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/13/2018	3/27/2018	Approved	1953 Lohengrin Street, Los Angeles CA 90047	6078008017	510 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-1	NULL

2018-000944	RPPL2018001413	DRP - Minor Conditional Use Permit	Permits & Reviews	3/20/2018	1/15/2020	Approved	11421 S New Hampshire Avenue, Los Angeles CA 90044	NULL	Legalize two (e) apartment buildings with 10 units and 8 uncovered parking spaces each in the C-2 Zone within the West-Athens Westmont Community Plan.	2	WEST ATHENS - WESTMONT	C-2	NULL
2018-000944	RPPL2018001413	DRP - Minor Conditional Use Permit	Permits & Reviews	3/20/2018	1/15/2020	Approved	11421 S New Hampshire Avenue, Los Angeles CA 90044	6079020036	Legalize two (e) apartment buildings with 10 units and 8 uncovered parking spaces each in the C-2 Zone within the West-Athens Westmont Community Plan.	2	WEST ATHENS - WESTMONT	C-2	NULL
2018-000976	RPPL2018001456	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/21/2018	9/11/2019	Approved	1038 W 120th Street, Los Angeles CA 90044	6089004006	838 sq. ft. ADU (Garage conversion and addition)	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-001085	RPPL2018001622	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/2/2018	6/29/2018	Approved	11125 Cimarron Street, Los Angeles CA 90047	6078028018	363.5 sq. ft ADU (Garage Conversion)	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-001125	RPPL2018001677	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/3/2018	8/20/2018	Approved	1412 W 102nd Street, Los Angeles CA 90047	6059024003	749 sq. ft ADU (Above garage)	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-001223	RPPL2018001802	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/10/2018	7/18/2018	Approved	11133 S Saint Andrews Place, Los Angeles CA 90047	6078024001	976 sq. ft. 2-story addition to (e) SFR	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-001226	RPPL2018001808	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/10/2018	10/3/2018	Approved	1420 W 121st Street, Los Angeles CA 90047	6090025007	Legalize 721 sq. ft. addition	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-001243	RPPL2018001833	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/11/2018	8/16/2018	Approved	11175 S Manhattan Place, Los Angeles CA 90047	6078022002	ADU 380 sq ft ADU gar conversion	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-001414	RPPL2018002057	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/24/2018	NULL	Void	1436 W 105th Street, Los Angeles CA 90047	6059018005	Convert (e) 288 Sq. ft. Garage into ADU	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-001444	RPPL2018002098	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/26/2018	5/24/2018	Approved	8619 S Vermont Avenue, Los Angeles CA 90044	6047003004	CDC CBR Projects	2	WEST ATHENS - WESTMONT	C-3	NULL
2018-001452	RPPL2018002101	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/26/2018	7/17/2018	Approved	1340 W 106th Street, Los Angeles CA 90044	6060013900	Woodcrest Library ADA Improvements and additional outdoor amenities and landscaping.	2	WEST ATHENS - WESTMONT	C-2	NULL
2018-001452	RPPL2018002101	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/26/2018	7/17/2018	Approved	1340 W 106th Street, Los Angeles CA 90044	6060013900	Woodcrest Library ADA Improvements and additional outdoor amenities and landscaping.	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-001627	RPPL2018002352	DRP - Conditional Use Permit	Permits & Reviews	5/10/2018	NULL	Withdrawn	11205 S Vermont Avenue, Los Angeles CA 90044	NULL	(n) roof mounted WTF to (e) church	2	WEST ATHENS - WESTMONT	C-2	NULL
2018-001627	RPPL2018002352	DRP - Conditional Use Permit	Permits & Reviews	5/10/2018	NULL	Withdrawn	11205 S Vermont Avenue, Los Angeles CA 90044	6076024016	(n) roof mounted WTF to (e) church	2	WEST ATHENS - WESTMONT	C-2	NULL
2018-001635	RPPL2018002363	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/14/2018	3/21/2019	Approved	1236 W 120th Street, Los Angeles CA 90044	6089002005	871 sq. ft ADU and addition to (e) SFR	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-001714	RPPL2018002489	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/17/2018	6/13/2018	Approved	11612 S Wilton Place, Los Angeles CA 90047	4057022015	garage ADU	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-001716	RPPL2018002491	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/17/2018	11/7/2018	Approved	1436 105th Street, Los Angeles CA 90047	6059018005	convert 288 sf of detached garage into an accessory dwelling unit	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-001737	RPPL2018002523	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/21/2018	10/1/2018	Approved	1527 W 106th Street, Los Angeles CA 90047	6059017016	front house proposed master bedroom add This Plot Plan approves the following for the above referenced project: • Construct a 438 sq. ft master bedroom addition and legalize 54 sq. ft non-permitted bathroom to the main house. Add 382 sq. feet to existing garage, the addition will become an Accessible Dwelling Unit (ADU). Add 69 sq. ft. bathroom to ADU and legalize unpermitted 49 sq. ft. Laundry room attached to garage.	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-001831	RPPL2018002664	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/29/2018	10/31/2019	Denied	10975 S Vermont Avenue, Los Angeles CA 90044	6076012022	4100 sq. ft. commercial addition	2	WEST ATHENS - WESTMONT	C-3	NULL
2018-001865	RPPL2018002725	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/31/2018	7/19/2019	Approved	N/A	6090028007	1800 sq. ft. SFR	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-001868	RPPL2018002728	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/31/2018	6/26/2019	Approved	NULL	NULL	1800 sq. ft. SFR	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-001869	RPPL2018002729	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/31/2018	7/19/2019	Approved	N/A	6089016019	1800 sq. ft. SFR	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-001899	RPPL2018002778	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/4/2018	9/4/2018	Approved	11501 S Berendo Avenue, Los Angeles CA 90044	6079019029	ADU conversion from detached garage, minor laundry addition and floor plan changes to main residence	2	WEST ATHENS - WESTMONT	R-3	Residential - Single-family residences
2018-002140	RPPL2018003149	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/21/2018	9/2/2019	Approved	1026 W 96th Street, Los Angeles CA 90044	6056014030	425.5 sq. ft add to (e) dwelling and 692 sq. ft. detached ADU	2	WEST ATHENS - WESTMONT	R-2	NULL

2018-002160	RPPL2018003193	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/25/2018	11/1/2018	Approved	11235 S Hobart Boulevard, Los Angeles CA 90047	6077011026	1200 sq. ft ADU and 375 sq. ft. add to (e) SFR	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-002309	RPPL2018003428	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/9/2018	8/20/2019	Approved	1712 W 107th Street, Los Angeles CA 90047	6077001013	735 sq. ft. ADU	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-002348	RPPL2018003494	DRP - Conditional Use Permit	Permits & Reviews	7/10/2018	12/11/2018	Withdrawn	9313 S Vermont Avenue, Los Angeles CA 90044	6056004029	This Conditional Use Permit Application has 1 node: LA90XSEB6F This node will be a (1) Replacement Pole; with an (2) Original Pole Height of 29′ 3″; a (3) New Pole Height with Antenna of 34′ 8″; and (4) the Dimensions of the Equipment can be found on Sheet # EQ-1 of the Site Plan.	2	WEST ATHENS - WESTMONT	C-3	NULL
2018-002361	RPPL2018003512	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/11/2018	1/21/2019	Approved	1512 W 121st Street, Los Angeles CA 90047	6090024025	1415 sq. ft addition to (e) SFR	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-002416	RPPL2018003595	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/16/2018	3/11/2019	Approved	11211 S New Hampshire Avenue, Los Angeles CA 90044	6076025035	Propose to convert (e) garage to ADU and 168 sq. ft. addition	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units
2018-002741	RPPL2019002369	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/17/2019	4/18/2019	Approved	1451 W 104th Street, Los Angeles CA 90047	6059022014	PROPOSED 1,024 SF GARAGE WITH 1,096 SF ACCESSORY DWELLING UNIT ABOVE (DETACHED FROM MAIN DWELLING)	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units
2018-002787	RPPL2018004222	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/20/2018	3/12/2019	Denied	1262 W 87th Street, Los Angeles CA 90044	6047006001	Propose (n) 796 sq. ft. detached SFR at rear of lot with (e) SFR and 2 (n) 2-car garages. (Propose another unit per the R-2 Zone)	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-003048	RPPL2018004653	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/13/2018	2/11/2019	Approved	1258 Poindexter Street, Los Angeles CA 90044	6079012009	440 sq. ft. ADU (garage conversion)	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2018-003118	RPPL2018004745	DRP - Minor Conditional Use Permit	Permits & Reviews	9/18/2018	NULL	Waiting for Applicant	1250 W 104th Street, Los Angeles CA 90044	6060010023	Minor CUP for (e) 5-unit Apt Bldg in R-2 zone	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-003267	RPPL2018005078	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/1/2018	3/4/2019	Approved	1513 W 127th Street, Los Angeles CA 90047	6090006015	1200 sq. ft. ADU with new carport	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2018-003277	RPPL2018005099	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/1/2018	1/31/2019	Approved	11125 S Western Avenue, Los Angeles CA 90047	6078020019	Legalize unpermitted additions	2	WEST ATHENS - WESTMONT	C-2	NULL
2018-003413	RPPL2018005322	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/11/2018	4/23/2019	Approved	1643 W 122nd Street, Los Angeles CA 90047	6090023021	new house and ADU, fire destroyed rebuild	2	WEST ATHENS - WESTMONT	R-1	Residential - Single-family residences
2018-003711	RPPL2018005806	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/6/2018	11/8/2019	Approved	11727 S New Hampshire Avenue, Los Angeles CA 90044	6079017031	544 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units
2018-003767	RPPL2018005886	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/8/2018	2/27/2019	Approved	2024 Lohengrin Street, Los Angeles CA 90047	6078027020	Propose new detached 816SF ADU	2	WEST ATHENS - WESTMONT	R-1	NULL
2018-003776	RPPL2018005915	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/13/2018	2/27/2019	Approved	11215 S New Hampshire Avenue, Los Angeles CA 90044	6076025023	824 sq. ft. addition to (e) SFR	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-003860	RPPL2018006075	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/19/2018	4/8/2019	Approved	1032 W 109th Street, Los Angeles CA 90044	6076005005	new 4 car garage and new 2nd level. CALL FOR PICK UP	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-003906	RPPL2018006146	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/21/2018	7/18/2019	Approved	1623 Imperial Highway, Los Angeles CA 90047	6077015005	504 sq ft. ADU, 144 sq. ft addition and 360 sq ft garage conversion	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2018-003919	RPPL2018006168	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/26/2018	4/15/2019	Approved	1240 W 98th Street, Los Angeles CA 90044	6056017009	(N) 2,520 sq. ft. SFR with 820 sq. ft., 4-car garage on first floor to be on R-2 lot with (e) 1,134 sq. ft. SFR.	2	WEST ATHENS - WESTMONT	R-2	NULL
2018-003953	RPPL2018006218	DRP - Minor Conditional Use Permit	Permits & Reviews	11/28/2018	NULL	Waiting for Applicant	1608 W 107th Street, Los Angeles CA 90047	6077002025	Minor CUP for nonconforming 6-unt apt. bldg in R-2	2	WEST ATHENS - WESTMONT	R-2	NULL
2019-000030	RPPL2019000083	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/7/2019	4/3/2019	Approved	1432 W 111th Street, Los Angeles CA 90047	6077023006	498 sq. ft. ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-000036	RPPL2019000090	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/7/2019	NULL	Hold	1110 W 93rd Street, Los Angeles CA 90044	6056004016	3600 sq. ft Duplex and 795 sq ft addition to existing SFR	2	WEST ATHENS - WESTMONT	R-2	NULL
2019-000103	RPPL2019000200	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/14/2019	5/8/2019	Approved	2156 Cullivan Street, Los Angeles CA 90047	6078004021	360 sq. ft ADU (Garage Conversion)	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-000158	RPPL2019000283	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/17/2019	5/7/2019	Approved	1929 W Imperial Highway, Los Angeles CA 90047	6078032002	754 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-000163	RPPL2019000289	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/17/2019	4/11/2019	Approved	2102 Lohengrin Street, Los Angeles CA 90047	6078028004	672 sq. ft. addition to (SFR) and 346 sq. ft. addition to garage	2	WEST ATHENS - WESTMONT	R-1	NULL
2019-000167	RPPL2019000293	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/17/2019	5/7/2019	Approved	12103 S Budlong Avenue, Los Angeles CA 90044	6089007014	499 sq. ft. ADU (Garage conversion)	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-000187	RPPL2019000331	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/22/2019	5/9/2019	Approved	10633 S Wilton Place, Los Angeles CA 90047	6058029038	845 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-000236	RPPL2019000439	DRP - Housing Permit - Administrative	Permits & Reviews	3/12/2019	8/14/2019	Approved	11609 S Western Avenue, Los Angeles CA 90047	4057027007	Request 5-story, 34 parking spaces, 57 unit, 100% affordable, supportive housing under AB2162. Site Plan (RPPL2019000440) and CofC (RPPL2019000441). One off menu incentive requested for height (62 feet).	2	WEST ATHENS - WESTMONT	R-3-P	Residential - Multi-family Residences (Apartments)

2019-000236	RPPL2019000439	DRP - Housing Permit - Administrative	Permits & Reviews	3/12/2019	8/14/2019	Approved	11609 S Western Avenue, Los Angeles CA 90047	4057027007	Request 5-story, 34 parking spaces, 57 unit, 100% affordable, supportive housing under AB2162. Site Plan (RPPL2019000440) and CofC (RPPL2019000441). One off menu incentive requested for height (62 feet).	2	WEST ATHENS - WESTMONT	C-2	Residential - Multi-family Residences (Apartments)
2019-000236	RPPL2019000440	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/12/2018	8/14/2019	Approved	11609 S Western Avenue, Los Angeles CA 90047	4057027007	Request 5-story, 57 unit, 100% affordable, supportive housing under AB2162. Housing Permit application (RPPL2019000439).	2	WEST ATHENS - WESTMONT	R-3-P	Residential - Multi-family Residences (Apartments)
2019-000236	RPPL2019000440	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/12/2018	8/14/2019	Approved	11609 S Western Avenue, Los Angeles CA 90047	4057027007	Request 5-story, 57 unit, 100% affordable, supportive housing under AB2162. Housing Permit application (RPPL2019000439).	2	WEST ATHENS - WESTMONT	C-2	Residential - Multi-family Residences (Apartments)
2019-000486	RPPL2019000880	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/14/2019	5/23/2019	Approved	1338 W 125th Street, Los Angeles CA 90044	6089024002	663 sq. ft. ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-000563	RPPL2019001022	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/21/2019	7/22/2019	Approved	2060 W 103rd Street, Los Angeles CA 90047	6058013007	564 sq ft addition a 2 story addition to a duplex	2	WEST ATHENS - WESTMONT	R-2	NULL
2019-000624	RPPL2019001123	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/26/2019	3/21/2019	Approved	1228 W 93rd Street, Los Angeles CA 90044	6056005028	Site plan review	2	WEST ATHENS - WESTMONT	R-2	NULL
2019-000625	RPPL2019001125	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/26/2019	3/21/2019	Approved	1226 W 93rd Street, Los Angeles CA 90044	6056005028	Site plan review	2	WEST ATHENS - WESTMONT	R-2	NULL
2019-000804	RPPL2019001415	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/12/2019	8/26/2019	Approved	2149 Cullivan Street, Los Angeles CA 90047	6078003010	420 sq. ft ADU (Garage Conversion)	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-000917	RPPL2019001604	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/20/2019	8/27/2019	Approved	2048 Cullivan Street, Los Angeles CA 90047	6078012011	900 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-001002	RPPL2019001770	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/27/2019	12/4/2019	Hold	1249 W 106th Street, Los Angeles CA 90044	6060012004	new detached 2 story duplex and attached 5-car garage - existing SFR to remain	2	WEST ATHENS - WESTMONT	R-2	NULL
2019-001022	RPPL2019001818	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/28/2019	9/2/2019	Approved	1707 W 107th Street, Los Angeles CA 90047	6059013004	1198 sf 2 story accessory dwelling unit with attached 472.5 sf 2 car garage	2	WEST ATHENS - WESTMONT	R-2	NULL
2019-001036	RPPL2019001921	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/1/2019	11/22/2019	Approved	1328 W 90th Street, Los Angeles CA 90044	6047013008	New Duplex and SFR	2	WEST ATHENS - WESTMONT	R-2	NULL
2019-001211	RPPL2019002314	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/15/2019	8/1/2019	Approved	1434 W 98th Street, Los Angeles CA 90047	6055013053	1110 sq. ft. ADU	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units
2019-001251	RPPL2019002374	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/17/2019	9/12/2019	Approved	1262 W 87th Street, Los Angeles CA 90044	6047006001	a one story ADU 796.5 sq. ft & 2 two car garages	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units
2019-001267	RPPL2019002398	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/18/2019	7/11/2019	Approved	1212 W 126th Street, Los Angeles CA 90044	6089026010	garage conversion to ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-001320	RPPL2019002487	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/24/2019	NULL	Hold	1861 Lohengrin Street, Los Angeles CA 90047	6078009012	ADU, addition and new pool	2	WEST ATHENS - WESTMONT	R-1	NULL
2019-001406	RPPL2019002641	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/2/2019	9/26/2019	Approved	1459 W 110th Place, Los Angeles CA 90047	6077027024	360 sq. ft ADU (Garage Conversion)	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-001517	RPPL2019002816	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/13/2019	9/2/2019	Approved	1119 W 95th Street, Los Angeles CA 90044	6056009043	885 sq. ADU above a 3 car garage	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units
2019-001664	RPPL2019003069	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/23/2019	9/12/2019	Approved	11056 Ruthelen Street, Los Angeles CA 90047	6078024023	730 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-001665	RPPL2019003072	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/23/2019	12/24/2019	Approved	12614 Raymond Avenue, Los Angeles CA 90044	6089026028	949.5 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-001757	RPPL2019003194	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/29/2019	9/3/2019	Approved	2047 Van Wick Street, Los Angeles CA 90047	6078012034	330 sq ft ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-001832	RPPL2019003332	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/30/2019	10/17/2019	Approved	1421 W 102nd Street, Los Angeles CA 90047	6059026019	new ADU	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
2019-001974	RPPL2019003559	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/13/2019	9/18/2019	Approved	9601 S Vermont Avenue, Los Angeles CA 90044	6056014026	CDC Facade Improvement Project	2	WEST ATHENS - WESTMONT	C-3	Service - Laundries & cleaning srvs, com/retail
2019-001997	RPPL2019003602	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/17/2019	9/25/2019	Withdrawn	1229 W 92nd Street, Los Angeles CA 90044	6047019023	508 sq. ft ADU and 180 sq. ft storage	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units
2019-002010	RPPL2019003624	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/18/2019	6/26/2019	Withdrawn	2121 W 103rd Street #CDC Storage, Los Angeles CA 90047	6058014900	CDC County Project - Garage modification to a multiple storage unit.	2	WEST ATHENS - WESTMONT	R-2	Residential - Multi-family Residences (Two-family)

2019-002011	RPPL2019005454	DRP - Housing Permit - Administrative	Permits & Reviews	9/16/2019	1/2/2020	Approved	9426 S Normandie Avenue, Los Angeles CA 90044	NULL	SRO Housing/Craig Lawson is applying for an administrative housing permit with an off-menu 128% density increase request to establish a 3-story Permanent Supportive Housing project with up to 57 dwelling units (56 restricted affordable and 1 manager's unit) office space for service providers, 5,000 sq. ft. of landscaping, 29 long-term, 6 short-term bike spaces and 12 standard vehicle parking spaces (no parking is required per AB2162 and no CUP per SB35) on a 0.5 acre C-2 zoned site.	2	WEST ATHENS - WESTMONT	C-2	Residential - Multi-family Residences (Apartments)
2019-002011	RPPL2019005454	DRP - Housing Permit - Administrative	Permits & Reviews	9/16/2019	1/2/2020	Approved	9426 S Normandie Avenue, Los Angeles CA 90044	6056007023	SRO Housing/Craig Lawson is applying for an administrative housing permit with an off-menu 128% density increase request to establish a 3-story Permanent Supportive Housing project with up to 57 dwelling units (56 restricted affordable and 1 manager's unit) office space for service providers, 5,000 sq. ft. of landscaping, 29 long-term, 6 short-term bike spaces and 12 standard vehicle parking spaces (no parking is required per AB2162 and no CUP per SB35) on a 0.5 acre C-2 zoned site.	2	WEST ATHENS - WESTMONT	C-2	Residential - Multi-family Residences (Apartments)
2019-002011	RPPL2019005456	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/16/2019	1/2/2020	Approved	9426 S Normandie Avenue, Los Angeles CA 90044	6056007024	SRO Housing/Craig Lawson is applying for an administrative housing permit with an off-menu 128% density increase request to establish a 3-story Permanent Supportive Housing project with up to 57 dwelling units (56 restricted affordable and 1 manager's unit) office space for service providers, 5,000 sq. ft. of landscaping, 29 long-term, 6 short-term bike spaces and 12 standard vehicle parking spaces (no parking is required per AB2162 and no CUP per SB35) on a 0.5 acre C-2 zoned site.	2	WEST ATHENS - WESTMONT	C-2	Residential - Multi-family Residences (Apartments)
2019-002011	RPPL2019005456	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/16/2019	1/2/2020	Approved	9426 S Normandie Avenue, Los Angeles CA 90044	NULL	SRO Housing/Craig Lawson is applying for an administrative housing permit with an off-menu 128% density increase request to establish a 3-story Permanent Supportive Housing project with up to 57 dwelling units (56 restricted affordable and 1 manager's unit) office space for service providers, 5,000 sq. ft. of landscaping, 29 long-term, 6 short-term bike spaces and 12 standard vehicle parking spaces (no parking is required per AB2162 and no CUP per SB35) on a 0.5 acre C-2 zoned site.	2	WEST ATHENS - WESTMONT	C-2	Residential - Multi-family Residences (Apartments)
2019-002077	RPPL2019003723	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/20/2019	10/29/2019	Approved	2014 W 108th Street, Los Angeles CA 90047	6078014003	CONVERT AND EXPAND EXISTING 2 CAR GARAGE INTO AN ACCESSORY DWELLING UNIT	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
2019-002249	RPPL2019004040	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/3/2019	12/9/2019	Approved	1160 W 102nd Street, Los Angeles CA 90044	6060023001	1195 sq ft ADU	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units
2019-002383	RPPL2019004229	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/17/2019	2/11/2020	Approved	1545 W 111th Place, Los Angeles CA 90047	6077024022	960 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units

2019-002390	RPPL2019004255	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/17/2019	1/22/2020	Approved	1222 W 90th Street, Los Angeles CA 90044	6047014005	This Plot Plan approves the following for the above referenced project: • New 2-story dwelling with 2-car carport • New 1-car carport attached to existing dwelling unit Special Notes: • Certificate of Compliance was recorded through instrument number 20200022336, dated 1/7/2020	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
2019-002396	RPPL2019004266	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/18/2019	11/27/2019	Approved	1719 W 106th Street, Los Angeles CA 90047	6059011019	Conversion of existing garage and storage area, into an accessory dwelling unit.	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
2019-002473	RPPL2019004415	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/25/2019	NULL	Hold	1212 W 106th Street, Los Angeles CA 90044	6060014001	New 25ft x 20ft (500 SF) 1-Story Accessory Dwelling Unit at rear of Lot	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units
2019-002617	RPPL2019004697	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/8/2019	NULL	Hold	1426 W 95th Street, Los Angeles CA 90047	6055010011	Convert existing garage into ADU (441 SF)	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units
2019-002653	RPPL2019004756	DRP - Landmark	Permits & Reviews	8/12/2019	NULL	New	1818 Charlie Sifford Drive, Los Angeles CA 90047	4057032900	Chester Washington Golf Course	2	WEST ATHENS - WESTMONT	A-1	Recreation - Golf courses (inc clubhouse)
2019-002653	RPPL2019004756	DRP - Landmark	Permits & Reviews	8/12/2019	NULL	New	1818 Charlie Sifford Drive, Los Angeles CA 90047	NULL	Chester Washington Golf Course	2	WEST ATHENS - WESTMONT	C-R	Recreation - Golf courses (inc clubhouse)
2019-002653	RPPL2019004756	DRP - Landmark	Permits & Reviews	8/12/2019	NULL	New	1818 Charlie Sifford Drive, Los Angeles CA 90047	NULL	Chester Washington Golf Course	2	WEST ATHENS - WESTMONT	A-1	Recreation - Golf courses (inc clubhouse)
2019-002653	RPPL2019004756	DRP - Landmark	Permits & Reviews	8/12/2019	NULL	New	1818 Charlie Sifford Drive, Los Angeles CA 90047	4057032900	Chester Washington Golf Course	2	WEST ATHENS - WESTMONT	C-R	Recreation - Golf courses (inc clubhouse)
2019-002826	RPPL2019004999	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/22/2019	1/21/2020	Approved	1432 W 101st Street, Los Angeles CA 90047	6059026006	600 sq. ft ADU (Garage conversion and addition) This Plot Plan approves the following for the above referenced project: • Convert garage to 600 sq. ft ADU (Existing garage 272 sq ft Add 328 sq. ft addition to the garage).	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units
2019-002878	RPPL2019005075	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/27/2019	12/16/2019	Approved	10335 S Vermont Avenue, Los Angeles CA 90044	6060022020	Convert Existing Building into Church	2	WEST ATHENS - WESTMONT	C-3	Cul/Edu/Ins - Churches, temples, religious worship
2019-002922	RPPL2019005150	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/29/2019	NULL	Hold	1516 W 113th Street, Los Angeles CA 90047	6077016010	1197 sq ft ADU (garage conversion and addition)	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-002923	RPPL2019005201	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/29/2019	NULL	New	1253 Geddes Street, Los Angeles CA 90044	6079008007	1045 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Second units
2019-002952	RPPL2019005209	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/4/2019	NULL	Hold	1101 W 110th Street, Los Angeles CA 90044	6076011024	654.75 sq. ft attached ADU to (e) SFR	2	WEST ATHENS - WESTMONT	R-2	Accessory - Second units
2019-002958	RPPL2019005215	DRP - Special Events Permit (formerly TUP)	Permits & Reviews	9/4/2019	9/20/2019	Approved	9131 S Vermont Avenue, Los Angeles CA 90044	6047020047	GARFUNA FESTIVAL	2	WEST ATHENS - WESTMONT	C-3	Blank
2019-003014	RPPL2019005315	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/9/2019	9/30/2019	Approved	1326 W Imperial Highway, Los Angeles CA 90044	6079004902	Homeless shelter and Clinic to include 33 dorm beds for women, 79 dorm beds for men, 30 beds for couples and 36 clinic beds. It will be comprised of five one story prefabricated metal buildings, an administration building (6,246 sf), a clinic building (7,931 sf), a dining hall and kitchen building (11,083 sf) and a women's and couples' dorm (9,948 sf) and a men's dorm (8,877 sf) around a small landscaped patio, and 101 parking spaces.	2	WEST ATHENS - WESTMONT	C-2	Service - Homeless shelters
2019-003014	RPPL2019005315	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/9/2019	9/30/2019	Approved	1326 W Imperial Highway, Los Angeles CA 90044	NULL	Homeless shelter and Clinic to include 33 dorm beds for women, 79 dorm beds for men, 30 beds for couples and 36 clinic beds. It will be comprised of five one story prefabricated metal buildings, an administration building (6,246 sf), a clinic building (7,931 sf), a dining hall and kitchen building (11,083 sf) and a women's and couples' dorm (9,948 sf) and a men's dorm (8,877 sf) around a small landscaped patio, and 101 parking spaces.	2	WEST ATHENS - WESTMONT	C-2	Service - Homeless shelters
2019-003055	RPPL2019005367	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/11/2019	11/6/2019	Approved	10509 S Budlong Avenue, Los Angeles CA 90044	6060012018	Convert existing garage to ADU and add 101.5 sf	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
2019-003103	RPPL2019005462	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/16/2019	NULL	Hold	1620 W 104th Street, Los Angeles CA 90047	6059010010	ADDITION TO EXISTING SFR	2	WEST ATHENS - WESTMONT	R-2	Blank

2019-003118	RPPL2019005478	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/17/2019	2/11/2020	Approved	10419 S Denker Avenue, Los Angeles CA 90047	6059010002	ADU 415 sq. ft (guest house conversion)	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
2019-003215	RPPL2019005656	DRP - Special Events Permit (formerly TUP)	Permits & Reviews	9/25/2019	10/24/2019	Approved	1440 W Imperial Highway, los angeles CA 90047	6079003013	SEP CARNIVAL AND FESTIVAL ST FRANCIS X CABRINI CHURCH	2	WEST ATHENS - WESTMONT	A-1	Blank
2019-003459	RPPL2019006101	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/16/2019	2/3/2020	Approved	1112 W 93rd Street, Los Angeles CA 90044	6056004015	REMODEL (E) 2-STORY BY REDUCING IT TO A 1-STORY 2,141 SF 4 BEDS 4.5 BATH WITH ATTACHED GARAGE. CREATE 2 (N) 2-STORY UNITS. UNIT 2 1,497 SF 2 BED 2.5 BATH WITH ATTACHED GARAGE AND UNIT 3 1,497 SF 2 BED 2.5 BATH WITH ATTACHED GARAGE AT THE REAR OF PROPERTY.	2	WEST ATHENS - WESTMONT	R-2	Residential - Multi-family Residences (Apartments)
2019-003543	RPPL2019006254	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/23/2019	11/6/2019	Approved	10969 S Hobart Boulevard, Los Angeles CA 90047	6077003021	New detached ADU 689 SF with Garage on bottom story	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
2019-003570	RPPL2019006311	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/24/2019	NULL	Void	1546 W 112th Street, Los Angeles CA 90047	6077018004	room addition with master bathroom	2	WEST ATHENS - WESTMONT	R-1	Residential - Single-family residences
2019-003615	RPPL2019006376	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/29/2019	2/11/2020	Approved	1219 W 104th Street, Los Angeles CA 90044	6060008020	New Duplex	2	WEST ATHENS - WESTMONT	R-2	Blank
2019-003753	RPPL2019006659	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/13/2019	11/26/2019	Approved	1312 & 1310 W 94th Street, Los Angeles CA 90044	NULL	Two new SFRs with attached 2-car garages on flag lot, (rear) 2 story 1,613 sq. ft. 4 beds/ 2 baths and (front) 1,315 sf 3 bed/2 baths. Max height 23 feet.	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
2019-003753	RPPL2019006659	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/13/2019	11/26/2019	Approved	1312 & 1310 W 94th Street, Los Angeles CA 90044	6056007028	Two new SFRs with attached 2-car garages on flag lot, (rear) 2 story 1,613 sq. ft. 4 beds/ 2 baths and (front) 1,315 sf 3 bed/2 baths. Max height 23 feet.	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
2019-003754	RPPL2019006660	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/13/2019	11/26/2019	Approved	Vacant Lot (Budlong Ave) 6076020027;6076020028, Los Angeles CA 90044	NULL	New 2 story 1,315 sq. ft. SFH with 3 beds 2 baths, attached garage for site plan review	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
2019-003754	RPPL2019006660	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/13/2019	11/26/2019	Approved	Vacant Lot (Budlong Ave) 6076020027;6076020028, Los Angeles CA 90044	6076020028	New 2 story 1,315 sq. ft. SFH with 3 beds 2 baths, attached garage for site plan review	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
2019-003768	RPPL2019006680	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/13/2019	2/6/2020	Approved	1351 W 109th Place, Los Angeles CA 90044	6076001015	339 sq ft ADU (Garage onversion)	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
2019-003857	RPPL2019006892	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/21/2019	2/12/2020	Approved	1616 W 126th Street, Los Angeles CA 90047	6090007009	New Addition (1396 sq. ft.)	2	WEST ATHENS - WESTMONT	R-1	Blank
2019-004040	RPPL2019007188	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/5/2019	2/7/2020	Approved	1112 W 121st Street, Los Angeles CA 90044	6089006015	ADU 734 sq ft, Patio Cover 189 sq ft and Addition to Home 400 sq ft	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
2019-004135	RPPL2019007357	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/16/2019	NULL	Void	11217 S Raymond Avenue 1/2, Los Angeles CA 90044	6076029005	we need a rebuild letter because client refinance and the bank is requesting we are not doing anything to the house	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
2019-004237	RPPL2019007524	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/23/2019	1/31/2020	Approved	Lot #1 W 109th Street , Los Angeles CA 90044	6076001028	New construction of SFH 1,315 sq. ft. for site plan review. Part of 4 new parcels. PM403-074-077 EFNL2017000838	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
2019-004252	RPPL2019007545	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/24/2019	2/17/2020	Approved	1727 W 105th Street, Los Angeles CA 90047	6059009018	360 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
2019-004255	RPPL2019007549	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/24/2019	2/5/2020	Hold	1453 W 95th Street, Los Angeles CA 90047	6055009015	New duplex 1,201	2	WEST ATHENS - WESTMONT	R-2	Residential - Multi-family Residences (Apartments)
2019-004285	RPPL2019007493	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/19/2019	NULL	Hold	1339 W 90th Place, Los Angeles CA 90044	6047013018	Remodel of Front-Unit in R-2	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
2019-004296	RPPL2019007619	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/31/2019	2/26/2020	Approved	1038 W 87th Street, Los Angeles CA 90044	6047004013	472 sq.ft ADU	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
2020-000035	RPPL2020000053	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/6/2020	1/31/2020	Approved	Lot #2 W 109th Street, Los Angeles CA 90044	6076001029	New SFH 1,315 sq. ft. 3 beds/2 baths with attached garage for site plan review	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
2020-000036	RPPL2020000054	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/6/2020	1/31/2020	Approved	Lot #3 W 109th Street, Los Angeles CA 90044	6076001030	New SFH 1,315 sq. ft. 3 beds / 2 baths with attached garage for site plan review.	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
2020-000038	RPPL2020000055	DRP - Site Plan Review - Ministerial	Permits & Reviews	1/6/2020	1/31/2020	Approved	Lot #4 W 109th Street, Los Angeles CA 90044	6076001031	New SFH 1,315 sq. ft. 3 beds / 2 baths with attached garage.	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
2020-000336	RPPL2020000594	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/4/2020	NULL	New	1442 W 121st Street, Los Angeles CA 90047	6090025003	409 sq. ft ADU (Garage Conversion)	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
2020-000373	RPPL2020000669	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/6/2020	NULL	New	1111 W 99th Street, Los Angeles CA 90044	6056018040	1200 sq. ft ADU and attached 400 sq. ft garage	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
2020-000454	RPPL2020000790	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/12/2020	NULL	New	1642 W 110th Street, Los Angeles CA 90047	6077008009	New 564 sq. ftADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
2020-000577	RPPL2020000971	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/24/2020	NULL	New	1339 W 87th Street, Los Angeles CA 90044	6047001013	716 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit

2020-000596	RPPL2020000995	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/24/2020	NULL	New	1230 W 120th Street, Los Angeles CA 90044	6089002006	Conversion of existing garage into ADU -AW 2/24/2020	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
89626	RPPL2018001198	DRP - Revised Exhibit "A"	Permits & Reviews	3/6/2018	5/7/2018	Approved	11255 S Normandie Avenue, Los Angeles CA 90044	6077017028	Changing nine antennas, removing three and adding nine RRU's on existing WTF. Additional equipment in existing equipment shelter. No visible change to facility.	2	WEST ATHENS - WESTMONT	C-2	NULL
PRJ2020-000119	RPPL2020001130	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/27/2020	NULL	New	1506 W 110th Place, Los Angeles CA 90047	6077024012	Garage conversion to ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-000131	RPPL2020001150	DRP - Site Plan Review - Ministerial	Permits & Reviews	2/27/2020	NULL	New	11205 S Mariposa Avenue, Los Angeles CA 90044	6076030027	New addition at Main House, New addition to back house and New 1 car garage	2	WEST ATHENS - WESTMONT	R-2	Blank
R2012-00035	RPPL2018004724	DRP - Revised Exhibit "A"	Permits & Reviews	9/17/2018	12/20/2018	Approved	1307 W 121st Street, Los Angeles CA 90044	6089001272	AT&T Wireless Modification to an Existing cell site on LADWP property.	2	WEST ATHENS - WESTMONT	R-1	NULL
R2012-00035	RPPL2018004724	DRP - Revised Exhibit "A"	Permits & Reviews	9/17/2018	12/20/2018	Approved	1307 W 121st Street, Los Angeles CA 90044	6089001272	AT&T Wireless Modification to an Existing cell site on LADWP property.	2	WEST ATHENS - WESTMONT	R-A-6000	NULL
R2012-00035	RPPL2018004724	DRP - Revised Exhibit "A"	Permits & Reviews	9/17/2018	12/20/2018	Approved	1307 W 121st Street, Los Angeles CA 90044	6089001272	AT&T Wireless Modification to an Existing cell site on LADWP property.	2	WEST ATHENS - WESTMONT	R-3-30U	NULL
R2012-00035	RPPL2019004355	DRP - Revised Exhibit "A"	Permits & Reviews	7/23/2019	7/23/2019	Approved	1307 W 121st Street, Los Angeles CA 90044	6089001272	Applying for a Revised Exhibit A to modify an existing AT&T wireless facility. The scope of work will consist of swapping out (6) existing antennas for (6) new antennas. Removing and replacing existing T-arms with new T-arms on existing monopalm. Removing (3) existing RRUS and replacing with (6) new RRUS. The associated equipment would also be updated at the grade level.	2	WEST ATHENS - WESTMONT	R-1	Public - Radio & TV stations, studios, & towers
R2012-00779	RPPL2019001200	DRP - Revised Exhibit "A"	Permits & Reviews	2/28/2019	3/27/2019	Approved	11711 S Western Avenue, Los Angeles CA 90047	4057027022	Cell tower Modification for Sprint	2	WEST ATHENS - WESTMONT	C-2	NULL
R2012-00779	RPPL2019001200	DRP - Revised Exhibit "A"	Permits & Reviews	2/28/2019	3/27/2019	Approved	11711 S Western Avenue, Los Angeles CA 90047	4057027022	Cell tower Modification for Sprint	2	WEST ATHENS - WESTMONT	R-3-P	NULL
R2012-01776	RPPL2017010284	DRP - Revised Exhibit "A"	Permits & Reviews	11/9/2017	11/13/2017	Approved	9201 S Vermont Avenue, Los Angeles CA 90044	NULL	Facade Improvement and parking restripe (CDC)	NULL	WEST ATHENS - WESTMONT	C-3	NULL
R2012-01776	RPPL2017010284	DRP - Revised Exhibit "A"	Permits & Reviews	11/9/2017	11/13/2017	Approved	9201 S Vermont Avenue, Los Angeles CA 90044	6056003026	Facade Improvement and parking restripe (CDC)	NULL	WEST ATHENS - WESTMONT	C-3	NULL
R2013-01088	RPPL2018003364	DRP - Amended Exhibit Map	Land Division	7/3/2018	8/9/2018	Approved	1310 W 94th Street, Los Angeles CA 90044	6056007026	PM071914-1: Amended Exhibit Map	2	WEST ATHENS - WESTMONT	R-2	NULL
R2013-01091	RPPL2018003366	DRP - Amended Exhibit Map	Land Division	7/3/2018	8/9/2018	Approved	1228 W 93rd Street, Los Angeles CA 90044	6056005028	PM071916-1: Amended Exhibit Map	2	WEST ATHENS - WESTMONT	R-2	NULL
R2013-01170	RPPL2018003363	DRP - Amended Exhibit Map	Land Division	7/3/2018	8/9/2018	Approved	1307 W 109th Street, Los Angeles CA 90044	6076001027	PM071912-1: Amended Exhibit Map	2	WEST ATHENS - WESTMONT	R-2	NULL
R2013-01172	RPPL2018003360	DRP - Amended Exhibit Map	Land Division	7/3/2018	8/9/2018	Approved	11137 S Budlong Avenue, Los Angeles CA 90044	6076020026	PM071911-1: Amended Exhibit Map	2	WEST ATHENS - WESTMONT	R-2	NULL
R2013-02869	RPPL2017006935	DRP - Amendment Map - Parcel	Land Division	4/19/2017	8/5/2015	Approved	117th Street and Budlong Avenue, Los Angeles CA	6079006020	Amendment to Vesting Tentative Parcel Map No. 072546 to create three single-family fee lots from two existing fee lots totaling 0.87 gross acres (0.59 net acres).	2	WEST ATHENS - WESTMONT	R-1	NULL
R2013-02869	RPPL2017006935	DRP - Amendment Map - Parcel	Land Division	4/19/2017	8/5/2015	Approved	117th Street and Budlong Avenue, Los Angeles CA	NULL	Amendment to Vesting Tentative Parcel Map No. 072546 to create three single-family fee lots from two existing fee lots totaling 0.87 gross acres (0.59 net acres).	2	WEST ATHENS - WESTMONT	R-1	NULL
R2015-02032	RPPL2017010182	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/2/2017	1/3/2018	Approved	1449 W 120th Street, Los Angeles CA 90047	NULL	Grading and landscaping for the creation of two multifamily parcels with 56 detached condominium units within the West Athens - Westmont zoned district, West Athens - Westmont CSD. Parking, landscaping and model homes.	2	WEST ATHENS - WESTMONT	R-1	NULL
R2015-02032	RPPL2017010182	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/2/2017	1/3/2018	Approved	1449 W 120th Street, Los Angeles CA 90047	6079002064	Grading and landscaping for the creation of two multifamily parcels with 56 detached condominium units within the West Athens - Westmont zoned district, West Athens - Westmont CSD. Parking, landscaping and model homes.	2	WEST ATHENS - WESTMONT	R-1	NULL

R2015-02032	RPPL2018002029	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/23/2018	6/14/2018	Approved	1449 W 120th Street, Los Angeles CA 90047	NULL	Vista pointe production units. To create two multifamily parcels with 56 detached condominium units and a request to authorize a yard modification for structures and increased fence heights within the front and side yard setbacks of property proposed to gated within the West Athens - Westmont zoned district, West Athens - Westmont CSD.	2	WEST ATHENS - WESTMONT	R-1	NULL	
R2015-02032	RPPL2018002029	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/23/2018	6/14/2018	Approved	1449 W 120th Street, Los Angeles CA 90047	6079002064	Vista pointe production units. To create two multifamily parcels with 56 detached condominium units and a request to authorize a yard modification for structures and increased fence heights within the front and side yard setbacks of property proposed to gated within the West Athens - Westmont zoned district, West Athens - Westmont CSD.	2	WEST ATHENS - WESTMONT	R-1	NULL	

Los Angeles County Cumulative Project List, provided March 2, 2020 by Angelique Carreon-Quion.

PROJECTNUMBER	PLANNUMBER	WORKCLASS	PLAN_TYPE	APPLICATION_DATE	COMPLETED_DATE	STATUS	SITE_ADDRESS	PARCELNUMBER	DESCRIPTION	SUP_DIST	ZONED_DIST	ZONE_CODE	PROPOSED_USE
PRJ2020-000180	RPPL2020001271	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/4/2020	4/2/2020	Approved	5035 W Goldleaf Circle, Los Angeles CA 90056	4201003058	TI & establish use Firehouse Subs	2	BALDWIN HILLS	C-3	Service - Restaurants, other eating establishments
PRJ2020-001340	RPPL2020004311	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/14/2020	44063	Approved	5626 S Corning Avenue, Los Angeles CA 90056	4201006003	Proposed Conversion of Existing 300sq.ft. Family Room in SFR to Junior ADU.	2	BALDWIN HILLS	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001359	RPPL2020004373	DRP - Conditional Use Permit	Permits & Reviews	7/15/2020	NULL	New	4201 Fairfax Avenue #A, Los Angeles CA 90008	5029020014	CUP for the continued use of an existing wireless telecommunications facility containing a one hundred and twenty foot tall self supported tower and existing equipment.	2	BALDWIN HILLS	A-2	Public - Radio & TV stations, studios, & towers
PRJ2020-001848	RPPL2020005843	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/25/2020	9/30/2020	Approved	5823 S Chariton Avenue, Los Angeles CA 90056	4101011017	SFD FAMILY, BEDROOM & BATH ADDITION 1,148 SQ. FT.	2	BALDWIN HILLS	R-3	Residential - Single-family residences
PRJ2020-001852	RPPL2020005853	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/25/2020	8/31/2020	Approved	5137 Reynier Avenue, Los Angeles CA 90056	4201027003	Garage conversion to new ADU	2	BALDWIN HILLS	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-002374	RPPL2020007405	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/7/2020	10/28/2020	Approved	6129 S Doux Road, Los Angeles CA 90056	4101015013	Converting a 3 car garage to an ADU.	2	BALDWIN HILLS	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-002881	RPPL2020008929	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/18/2020	NULL	New	5640 S Fairfax Avenue, Los Angeles CA 90056	5009004019	CSD / 2021 Drilling, Re-drilling, well Abandonment and well pad restoration Plan	2	BALDWIN HILLS	A-2	Agricultural - Oil wells
PRJ2020-003055	RPPL2020009333	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/2/2020	NULL	New	5038 W 58th Place, Los Angeles CA 90056	4001032005	Convert pool room into Jr ADU unit.	2	BALDWIN HILLS	R-3-18U	Accessory - Accessory Dwelling Unit
2018-001790	RPPL2020008941	DRP - Revised Exhibit "A"	Permits & Reviews	11/18/2020	NULL	New	10100 S Cienega Boulevard, Inglewood CA 90304	4038003034	T-Mobile Antenna Modification Project LA92436.	2	LENNOX	C-3	Public - Radio & TV stations, studios, & towers
2018-001790	RPPL2020008941	DRP - Revised Exhibit "A"	Permits & Reviews	11/18/2020	NULL	New	10100 S Cienega Boulevard, Inglewood CA 90304	4038003034	T-Mobile Antenna Modification Project LA92436.	2	LENNOX	C-M	Public - Radio & TV stations, studios, & towers
2018-002079	RPPL2020007229	DRP - Revised Exhibit "A"	Permits & Reviews	10/2/2020	NULL	New	11222 S Cienega Boulevard, Inglewood CA 90304	4039004018	T-Mobile Modification of Existing Wireless Facility (LA92046A)	2	LENNOX	C-M	Public - Radio & TV stations, studios, & towers
PRJ2020-000316	RPPL2020001493	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/12/2020	43915	Approved	10939 S Osage Avenue, Inglewood CA 90304	4035012024	adu garage conversion and 2 story attached addition	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000343	RPPL2020001579	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/19/2020	3/25/2020	Approved	10909 S Burin Avenue, Inglewood CA 90304	4037013016	Existing 2-car garage to be converted to A.D.U. We have a permit and are under construction in other areas of the property.	2	LENNOX	R-3	Accessory - Accessory Dwelling Unit
PRJ2020-000386	RPPL2020001750	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/31/2020	4/21/2020	Approved	4235 W 104th Street, Inglewood CA 90304	4034015027	826 sq. ft ADU (Garage and rec room conversion)	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000459	RPPL2020001926	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/8/2020	4/14/2020	Approved	10814 S Mansel Avenue, Inglewood CA 90304	4037011028	New one story ADU 1,200 sq.ft. with 3 bedroom and 3 bathroom.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000490	RPPL2020001983	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/13/2020	4/14/2020	Approved	10823 Dalerose Avenue, Inglewood CA 90304	4037001009	-New detached 2 story unit (1,323 SF) -New detached 4 car garage (789 SF) -Convert existing unit "10825" to an ADU	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000547	RPPL2020002182	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/20/2020	7/30/2020	Approved	10609 Dalerose Avenue, Inglewood CA 90304	4036031002	Conversion of existing 2-car garage (472SF) and new additional area (380SF) into an Accessory Dwelling Unit. Total of 852 SF Addition to existing single family dwelling, new family room, bedroom, walk in closets, and bathroom. Total addition of 577 SF.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000803	RPPL2020002885	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/26/2020	10/15/2020	Approved	10722 S Truro Avenue, Inglewood CA 90304	4036025012	630 sq. ft ADU (garage conversion) for MFR	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000888	RPPL2020003097	DRP - Conditional Use Permit	Permits & Reviews	5/28/2020	NULL	New	10903 S Inglewood Avenue, Inglewood CA 90304	4039030025	Renew existing Conditional Use Permit 200800335-(2) to allow for the continued operation and maintenance of an existing unmanned wireless telecommunications facility consisting of a fifty-eight foot (58') monopalm and associated ground equipment within the existing equipment yard; and allow for a modification to the tower-mounted equipment consisting of a replacement of 2 antennas, removal of 3 TMAs, installation of 3 RRUs, 2 lines of hybrid cable, adding foliage "socks" on the antennas, and replacing the existing foliage with longer branches.	2	LENNOX	C-2	Public - Radio & TV stations, studios, & towers
PRJ2020-000888	RPPL2020003097	DRP - Conditional Use Permit	Permits & Reviews	5/28/2020	NULL	New	10903 S Inglewood Avenue, Inglewood CA 90304	4039030025	Renew existing Conditional Use Permit 200800335-(2) to allow for the continued operation and maintenance of an existing unmanned wireless telecommunications facility consisting of a fifty-eight foot (58') monopalm and associated ground equipment within the existing equipment yard; and allow for a modification to the tower-mounted equipment consisting of a replacement of 2 antennas, removal of 3 TMAs, installation of 3 RRUs, 2 lines of hybrid cable, adding foliage "socks" on the antennas, and replacing the existing foliage with longer branches.	2	LENNOX	R-2	Public - Radio & TV stations, studios, & towers

PRJ2020-001407	RPPL2020004350	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/15/2020	7/20/2020	Approved	11014 S Mansel Avenue, Inglewood CA 90304	4037012018	Front House: New 1st floor addition (640 sq ft) New 2nd floor addition (965 sq ft) First floor area to be JADU (477 sq ft) New 1-car garage (213 sq ft) New Front Porch (38 sq ft) New Rear Porch (27 sq ft) Rear ADU: 1st Floor (481 sq ft) 2nd Floor (703.5 sq ft) New 1-car garage (213 sq ft) New Porch (32 sq ft)	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001458	RPPL2020004662	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/23/2020	44053	Approved	10100 S Burl Avenue, Inglewood CA 90304	4038019016	Garage conversion to ADU & additon of 323 sf to ADU. 59 sf addition to front of existing primary residence.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001633	RPPL2020004499	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/20/2020	8/6/2020	Approved	11036 S Eastwood Avenue, Inglewood CA 90304	4035012007	264.14 sq. ft. Addition to (E) SFD to create a new bedroom with a bathroom, interior remodel to make a hallway. Convert (E) detached garage into an ADU 363 sq. ft.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001638	RPPL2020005070	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/4/2020	8/6/2020	Approved	11026 S Mansel Avenue, Inglewood CA 90304	4037012039	ADDITION TO EXISTING GARAGE, CONVERT TO ADU.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001693	RPPL2020005351	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/12/2020	10/27/2020	Approved	10219 Dalerose Avenue, Inglewood CA 90304	4036002007	detached 1065 sq. ft ADU, pool and attached covered patio to (e) SFR Add new covered patio at main residence. Enlarge driveway width. Add new swimming pool.	2	LENNOX	R-2	Residential - Single-family residences
PRJ2020-001750	RPPL2020005568	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/18/2020	8/26/2020	Approved	10505 S Mansel Avenue, Inglewood CA 90304	4036022010	PROPOSED CONVERSION OF EXISTING GARAGE TO ACCESSORY DWELLING UNIT	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001809	RPPL2020005759	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/24/2020	9/30/2020	Approved	10124 S Burl Avenue, Inglewood CA 90304	4038019005	ADU (1200Sq.Ft.), Porch (16 Sq.Ft.) and patio (232 Sq.Ft.)	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001821	RPPL2020005791	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/24/2020	44104	Approved	10203 S Grevillea Avenue, Inglewood CA 90304	4036011015	82 SF addition to rear of SFR and convert 2-car garage to ADU. Lot has 2 SFR's w/ attached garages.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001856	RPPL2020005413	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/13/2020	9/17/2020	Approved	4216 W 104th Street, Inglewood CA 90304	4034018025	ADU: Convert existing attached 2 car garage into an ADU (360 SF)	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001992	RPPL2020006290	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/8/2020	10/13/2020	Approved	4942 W 109th Street, Inglewood CA 90304	4039025014	A new 499 sq. ft. detached accessory dwelling unit.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-002064	RPPL2020006076	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/31/2020	9/14/2020	Approved	4945 W 110th Street, Inglewood CA 90304	4039025004	ADU	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-002261	RPPL2020006600	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/16/2020	9/28/2020	Approved	11027 S Mansel Avenue, Inglewood CA 90304	4037010016	NEW 2 STORY ADU 1193.0 SF WITH ATTACHED GARAGE 471.0 SF	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-002360	RPPL2020007373	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/7/2020	10/28/2020	Approved	11018 S Truro Avenue, Inglewood CA 90304	4037008014	Garage conversion to ADU plus addition.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-002385	RPPL2020007434	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/8/2020	10/28/2020	Approved	10504 S Freeman Avenue, Inglewood CA 90304	4034022003	Legalizing an existing garage	2	LENNOX	R-2	Residential - Single-family residences
PRJ2020-002604	RPPL2020008090	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/28/2020	10/29/2020	Approved	11015 Condon Avenue, Inglewood CA 90304	4037004015	Converting existing garage into ADU and adding a second ADU.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-002774	RPPL2020007545	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/13/2020	11/10/2020	Approved	10814 S Osage Avenue, Inglewood CA 90304	4035013008	Site plan review for new addition	2	LENNOX	R-3	Accessory - Accessory Dwelling Unit
PRJ2020-002858	RPPL2020008396	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/5/2020	11/18/2020	Approved	4839 W 112th Street, Inglewood CA 90304	4039019022	building 1200 SF , ADU	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-003068	RPPL2020008931	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/18/2020	12/3/2020	Approved	4641 W 111th Street, Inglewood CA 90304	4037006018	PROPOSED TO CONVERT EXISTING THREE CAR GARAGE OF 539 SQFT TO AN ADU.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-003074	RPPL2020008142	DRP - Minor Conditional Use Permit	Permits & Reviews	10/29/2020	NULL	New	11128 S Inglewood Avenue, Inglewood CA 90304	4037031013	Minor CUP - Apartments	2	LENNOX	C-2	Residential - Multi-family Residences (Apartments)
PRJ2020-003114	RPPL2020009498	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/8/2020	NULL	New	10926 S Truro Avenue, Inglewood CA 90304	4037007003	Propose ADU to be built attached to existing 2 car garage New ADU 497 Sq. Ft.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-003128	RPPL2020009094	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/24/2020	12/8/2020	Approved	10712 S Felton Avenue, Inglewood CA 90304	4038028008	Parcel has four existing SFD homes on the property (adress(s): 10712, 10714, 10716 & 10716-1/2). The new proposed scope of work is to add/build two ADU(s), single level, at 1196 Sq. Ft. each. Each shall consist of Living & Dining area, Kitchen, two bath rooms, two bedrooms, and Laundry hookup.	2	LENNOX	R-2	Accessory - Accessory Dwelling Unit
R2012-02327	RPPL2020008069	DRP - Revised Exhibit "A"	Permits & Reviews	10/27/2020	11/5/2020	Approved	11102 S Cienega Boulevard, Inglewood CA 90304	4039003024	T-Mobile is proposing to modify an existing wireless telecommunications rooftop site in the City of Los Angeles. Modification of this site includes replacing and removing (3) antennas (1) per sector and associated equipment . CUP: 201200137 T-Mobile Site: LA02046A - Anchor	2	LENNOX	M-1-IP	Public - Radio & TV stations, studios, & towers
2017-003347	RPPL2020005912	DRP - Revised Exhibit "A"	Permits & Reviews	8/26/2020	10/13/2020	Approved	5300 Angeles Vista Boulevard, Los Angeles CA 90043	5007010009	Modification to existing cell site	2	VIEW PARK	R-1	Public - Radio & TV stations, studios, & towers
PRJ2020-000357	RPPL2020001650	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/24/2020	5/12/2020	Approved	5000 Onaknoll Avenue, Los Angeles CA 90043	5011023015	Convert existing enclosed patio to a family room, and convert existing den to a bedroom	2	VIEW PARK	R-1	Residential - Single-family residences

PRJ2020-000432	RPPL2020001864	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/6/2020	6/8/2020	Approved	4433 Springdale Drive, Los Angeles CA 90043	5008014045	CONVERTING EXISTING ROOM ON 1ST FLOOR INTO JUNIOR A.D.U. 293 S.F. BATHROOM / LAUNDRY RENOVATION ADDITION 160 S.F. AND FOUNDATION DAMP-PROOFING. This Plot Plan approves the following for the above referenced project: • Converting existing room on 1st floor into 4th bedroom approx. 225 sq. ft. w/ portion of (e) crawl-space converted to bath 82 sq. ft. w/ storage to bath area/laundry 160 sq. ft. & foundation damp proofing.	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-000511	RPPL2020002095	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/27/2020	7/14/2020	Approved	3462 Floresta Avenue, Los Angeles CA 90043	5013007003	Convert Garage To ADU	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-000562	RPPL2020002220	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/21/2020	5/20/2020	Approved	5317 S Mullen Avenue, Los Angeles CA 90043	5007006007	Convert existing garage to ADU	2	VIEW PARK	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000622	RPPL2020002400	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/21/2020	5/28/2020	Hold	3695 Fairway Boulevard, Los Angeles CA 90043	5012008024	Proposed 2nd Floor ADU & Balcony/Patio Cover Over Existing 2-Car Garage ADU Area = 467 SF Balcony Area = 237 SF	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-000648	RPPL2020002496	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/4/2020	43963	Approved	4500 Whelan Place, Los Angeles CA 90043	5009002027	Pool house addition and attached patio cover	2	VIEW PARK	R-1	NULL
PRJ2020-000868	RPPL2020003051	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/4/2020	7/13/2020	Approved	3464 Olympiad Drive, Los Angeles CA 90043	5013012021	Convert (E) 375 SF detached garage to (N) 375 SF ADU	2	VIEW PARK	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000922	RPPL2020003186	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/2/2020	44028	Approved	5403 Bradna Drive, Los Angeles CA 90043	5008013040	500 sq. ft attached ADU, 112 sq. ft add and new decks	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-000962	RPPL2020003285	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/8/2020	6/15/2020	Approved	4159 Charlene Drive, Los Angeles CA 90043	5008003017	TO CREATE A 1-BDRM. & 1 BATH ACCESSORY DWELLING UNIT OVER AN EXISTING DETACHED 4-CAR GARAGE.	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-000964	RPPL2020003287	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/10/2020	9/14/2020	Approved	4436 W 58th Place, Los Angeles CA 90043	4019005014	3 story SFR with attached ADU	2	VIEW PARK	R-1	Residential - Single-family residences
PRJ2020-001013	RPPL2020003425	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/14/2020	8/5/2020	Approved	3767 Crestway Drive, Los Angeles CA 90043	5012021001	Two-story ADU with attached garage w/ attached two car garage.	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001110	RPPL2020003670	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/23/2020	6/29/2020	Approved	5252 Valley Ridge Avenue, Los Angeles CA 90043	5011017030	New Detached ADU	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001188	RPPL2020003865	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/30/2020	9/24/2020	Approved	3743 Monteith Drive, Los Angeles CA 90043	5012018020	1,669 SF Proposed addition, 352 SF proposed ADU, 481 SF two car garage	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001212	RPPL2020003913	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/1/2020	7/2/2020	Approved	4469 W 62nd Street, Los Angeles CA 90043	4003012014	Garage conversion to ADU and first and second floor addition and roof deck	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001231	RPPL2020003957	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/2/2020	8/17/2020	Approved	5523 S Verdun Avenue, Los Angeles CA 90043	5008009028	NEW A.D.U. 673 S.F. ABOVE EXISTING GARAGE	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001396	RPPL2020004508	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/20/2020	8/20/2020	Approved	5716 Alviso Avenue, Los Angeles CA 90043	5007030004	EXISTING 2-CAR GARAGE TO BE CONVERTED TO ADU AND NEW ADDITION OF 416 SQ. FT.	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001421	RPPL2020004557	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/21/2020	8/20/2020	Approved	4363 Monteith Drive, Los Angeles CA 90043	5010012049	New detached 152 SF 1-story ADU.	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001539	RPPL2020004792	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/28/2020	7/30/2020	Approved	4835 Orinda Avenue, Los Angeles CA 90043	5011013014	Site Plan Review for (N) First Floor and Second Floor Addition to (E) Single Family Dwelling.	2	VIEW PARK	R-1	Void
PRJ2020-001593	RPPL2020004442	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/16/2020	10/28/2020	Approved	4309 S Victoria Avenue, Los Angeles CA 90008	5024005002	Addition of 557 sqft to main home. Addition of 499 sqft Jr. ADU to main home Additon of 1200 sqft ADU at rear garage which includes garage conversion	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001680	RPPL2020005334	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/12/2020	9/10/2020	Approved	6027 Ladera Park Avenue, Los Angeles CA 90056	4019019900	Site Plan review for existing park playground renovation project	2	VIEW PARK	R-4	Recreation - Parks, playgrounds, & beaches
PRJ2020-001847	RPPL2020005841	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/25/2020	9/22/2020	Approved	5321 Deane Avenue, Los Angeles CA 90043	5007005013	1. (N) 54 SF EXPANSION OF RELOCATED KITCHEN 2. (N) 481 SF MASTER BEDROOM INCLUDING: BEDROOM - 306 SF BATHROOM - 102 SF WALK IN CLOSET - 73 SF 3. FULLY CONVERT (E) 399 SF GARAGE INTO (N) ADU. (N) ADU TO INCLUDE: 200 SF KITCHEN AND LIVING AREA 68 SF BATHROOM 92 SF BEDROOM Existing SFD is 1218 SF.	2	VIEW PARK	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001958	RPPL2020006181	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/2/2020	9/22/2020	Approved	3508 Floresta Avenue, Los Angeles CA 90043	5013006004	Adding ADU to current address.	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-002014	RPPL2020006353	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/9/2020	11/24/2020	Denied	5340 S Harcourt Avenue, Los Angeles CA 90043	5007007028	NEW DETACH 748 SQ. FT. ADU	2	VIEW PARK	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-002170	RPPL2020006819	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/22/2020	10/28/2020	Approved	5114 Deane Avenue, Los Angeles CA 90043	5013002007	ADU GARAGE CONVERSION AND ADDITION	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-002279	RPPL2020007089	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/29/2020	10/26/2020	Approved	4724 Angeles Vista Boulevard, Los Angeles CA 90043	5013012035	NEW 2ND STORY ADU ON TOP OF (E) GARAGE AND DECK	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-002351	RPPL2020007350	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/6/2020	10/28/2020	Approved	3712 Olympiad Drive, Los Angeles CA 90043	5012018010	1127.5 SF Addition (1st Floor) and 1127.5 SF Addition (2nd Floor)	2	VIEW PARK	R-1	Residential - Single-family residences
PRJ2020-002411	RPPL2020007526	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/13/2020	NULL	Hold	3752 Lorado Way, Los Angeles CA 90043	5012028002	1280 sqft	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-002433	RPPL2020006657	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/17/2020	10/14/2020	Approved	5323 S Harcourt Avenue, Los Angeles CA 90043	5007008011	CONVERT EXISTING GARAGE INTO NEW A.D.U. (360 SQFT)	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit

PRJ2020-002632	RPPL2020008163	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/29/2020	NULL	Hold	5725 Valley Ridge Avenue, Los Angeles CA 90043	5008006005	CONVERT EXISTING ENCLOSED PATIO INTO ADU, ENLARGE EXISTING GARAGE NO NEW SQ.FT.	2	VIEW PARK	R-1	Residential - Single-family residences
PRJ2020-002825	RPPL2020008782	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/16/2020	11/19/2020	Approved	4647 Presidio Drive, Los Angeles CA 90008	5011005007	CONVERSION OF A 400 S.F. GARAGE & ADDING 200 S.F. TO MAKE A 600 S.F. ADU, 1 BEDROOM, 1.5 BATHROOM	2	VIEW PARK	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-002903	RPPL2020008547	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/9/2020	11/19/2020	Approved	4360 Monteith Drive, Los Angeles CA 90043	5010013021	Add roof deck to previously approved family room addition at this address.	2	VIEW PARK	R-1	Void
PRJ2020-002910	RPPL2020008990	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/19/2020	11/25/2020	Approved	3621 Northland Drive, Los Angeles CA 90008	5012003013	810 sq. ft Addition	2	VIEW PARK	R-1	Residential - Single-family residences
PRJ2020-002970	RPPL2020008589	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/10/2020	11/24/2020	Approved	5165 Onacrest Drive, Los Angeles CA 90043	5009008018	Main floor Addition - (199 sq. st. - kitchen remodel, relocate bedrooms and bath - remodel kitche) ADU garage conversion Install new fiberglass pool. New attached two garage Basement bedroom addition (95 sq. ft.)	2	VIEW PARK	R-1	Void
PRJ2020-002976	RPPL2020009138	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/25/2020	NULL	New	5848 Overhill Drive, Los Angeles CA 90043	4019005003	(2) ADUs	2	VIEW PARK	R-3	Accessory - Accessory Dwelling Unit
PRJ2020-003147	RPPL2020009576	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/9/2020	NULL	New	5709 S Rimpau Boulevard, Los Angeles CA 90043	5007027010	Regional Planning Review of new Factory-Built Accessory Dwelling Unit under building permit: UNC-BLDR201201009172	2	VIEW PARK	R-2	Accessory - Accessory Dwelling Unit
NULL	RPPL2020004778	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/28/2020	NULL	Hold	1024 W 105th Street, Los Angeles CA 90044	6060018002	New house addition to an existing single family dwelling in front and new 3 story single family dwelling building in rear.	2	WEST ATHENS - WESTMONT	R-2	Residential - Single-family residences
NULL	RPPL2020005849	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/25/2020	12/3/2020	Approved	NULL	NULL	Review of Landscaping Plans for FM 72546.	2	WEST ATHENS - WESTMONT	NULL	Void
89626	RPPL2020004325	DRP - Revised Exhibit "A"	Permits & Reviews	7/14/2020	7/27/2020	Approved	11255 S Normandie Avenue, Los Angeles CA 90044	6077017028	Cell Tower modification for ATT	2	WEST ATHENS - WESTMONT	NULL	Public - Radio & TV stations, studios, & towers
PRJ2020-000213	RPPL2020001326	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/5/2020	4/13/2020	Approved	1147 W 104th Street, Los Angeles CA 90044	6060021015	SITE PLAN REVIEW SPECIAL DISTRICTS	2	WEST ATHENS - WESTMONT	R-2	NULL
PRJ2020-000228	RPPL2020001354	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/9/2020	4/14/2020	Approved	2046 W 112th Street, Los Angeles CA 90047	6078031010	674 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-000248	RPPL2020001386	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/10/2020	6/2/2020	Withdrawn	1418 W 112th Street, Los Angeles CA 90047	6077019010	1116 sq ft ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-000294	RPPL2020001448	DRP - Site Plan Review - Ministerial	Permits & Reviews	3/11/2020	6/22/2020	Approved	NULL	NULL	Proposed new 2-story SFR and Duplex over a 4-car garage	2	WEST ATHENS - WESTMONT	R-2	Residential - Multi-family Residences (Two-family)
PRJ2020-000328	RPPL2020001522	DRP - Zoning Conformance Review – Small Cell Wireless	Referrals & Letters	3/16/2020	3/31/2020	Approved	1359 W Century Boulevard, Los Angeles CA 90044	6056020023	5 new Verizon Wireless small cell applications on utility and light poles in the public right of way	2	WEST ATHENS - WESTMONT	C-2	Public - Radio & TV stations, studios, & towers
PRJ2020-000328	RPPL2020001522	DRP - Zoning Conformance Review – Small Cell Wireless	Referrals & Letters	3/16/2020	3/31/2020	Approved	1359 W Century Boulevard, Los Angeles CA 90044	NULL	5 new Verizon Wireless small cell applications on utility and light poles in the public right of way	2	WEST ATHENS - WESTMONT	C-2	Public - Radio & TV stations, studios, & towers
PRJ2020-000410	RPPL2020001807	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/2/2020	4/21/2020	Approved	2054 Cullivan Street, Los Angeles CA 90047	6078012010	(E) GARAGE CONVERSION TO ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-000469	RPPL2020001956	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/9/2020	5/14/2020	Approved	10517 S Budlong Avenue, Los Angeles CA 90044	6060012020	Provide (2) new ADU's to property	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000509	RPPL2020002083	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/25/2020	8/18/2020	Approved	11429 S Berendo Avenue, Los Angeles CA 90044	6079019031	Demo existing S.F.D and 2-car garage to create a (N) 4 unit 2-story structure with an attached 8-car garage at the rear. Building area 7,040 sf and new garage is 1,600 sf	2	WEST ATHENS - WESTMONT	R-3	Residential - Multi-family Residences (Apartments)
PRJ2020-000552	RPPL2020002190	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/20/2020	5/14/2020	Approved	1424 W 103rd Street, Los Angeles CA 90047	6059022005	Build a new Accessory Dwelling Unit (671 sq. ft.)in the place of existing garage	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000564	RPPL2020002231	DRP - Zoning Conformance Review – Small Cell Wireless	Referrals & Letters	4/21/2020	43943	Approved	1210 W 104th Street, Los Angeles CA 90044	6060010013	New Verizon small cell facility on replacement SCE light pole in the public right of way. The project will not include any above ground equipment.	2	WEST ATHENS - WESTMONT	R-2	Public - Radio & TV stations, studios, & towers
PRJ2020-000571	RPPL2020002235	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/22/2020	4/22/2020	Approved	1938 Van Wick Street, Los Angeles CA 90047	6078011004	(e) garage conversion to ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-000615	RPPL2020002356	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/8/2020	8/14/2020	Approved	11503 S New Hampshire Avenue, Los Angeles CA 90044	6079020047	A (n) 3-story 10 unit apartment building, of which 2 units are affordable to 80% AMI households. Pursuant to SB 35 no CUP is required for apartments in commercial zones and no parking is required for projects within 0.5 mile of transit stop - Metro Green Line Vermont Station.	2	WEST ATHENS - WESTMONT	C-2	Residential - Multi-family Residences (Apartments)
PRJ2020-000615	RPPL2020003130	DRP - Housing Permit - Administrative	Permits & Reviews	6/8/2020	8/14/2020	Approved	11503 S New Hampshire Avenue, Los Angeles CA 90044	6079020047	A (n) 3-story 10 unit apartment building, of which 2 units are affordable to 80% AMI households. Pursuant to SB 35 no CUP is required for apartments in commercial zones and no parking is required for projects within 0.5 mile of transit stop - Metro Green Line Vermont Station. No density bonus or incentives are requested.	2	WEST ATHENS - WESTMONT	C-2	Residential - Multi-family Residences (Apartments)
PRJ2020-000628	RPPL2020002424	DRP - Site Plan Review - Ministerial	Permits & Reviews	4/30/2020	5/5/2020	Approved	11145 S Manhattan Place, Los Angeles CA 90047	6078022004	Build new 492 sf Accessory Dwelling Unit (ADU)	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit

PRJ2020-000744	RPPL2020002716	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/12/2020	5/19/2020	Approved	1518 W 104th Street, Los Angeles CA 90047	6059019023	New 29'-0" x 16'-8" detached ADU	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000773	RPPL2020002811	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/15/2020	44118	Approved	1050 W 109th Street, Los Angeles CA 90044	6076005010	NEW ADU	2	WEST ATHENS - WESTMONT	R-2	Residential - Multi-family Residences (Two-family)
PRJ2020-000781	RPPL2020002831	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/18/2020	44034	Approved	1513 W 113th Street, Los Angeles CA 90047	6077018016	1. ADD DETACHED 744 S.F. ADU CONSISTING OF TWO BEDROOM, 1 BATH, KITCHEN, LAUNDRY AND LIVING ROOM 2. EXISTING 1 CAR GARAGE TO REMAIN	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-000801	RPPL2020002881	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/19/2020	5/28/2020	Approved	11153 S Budlong Avenue, Los Angeles CA 90044	6076020023	988 sq. ft ADU (Garage converion and addition)	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000893	RPPL2020003103	DRP - Housing Permit - Administrative	Permits & Reviews	6/1/2020	8/31/2020	Approved	11001 S Vermont Avenue, Los Angeles CA 90044	6076013028	A new 5-story, 84 1-bed units (prefab) apartment building of which 21 units are affordable to 80% AMI households and will remain in supportive services pursuant to AB 2162. Requesting density bonus, reduced parking and height waivers pursuant County DB. Four residential floors above a podium parking garage with 34 standard spaces, no parking required for the 21 PSH units.	2	WEST ATHENS - WESTMONT	C-3	Residential - Multi-family Residences (Apartments)
PRJ2020-000893	RPPL2020003103	DRP - Housing Permit - Administrative	Permits & Reviews	6/1/2020	8/31/2020	Approved	11001 S Vermont Avenue, Los Angeles CA 90044	NULL	A new 5-story, 84 1-bed units (prefab) apartment building of which 21 units are affordable to 80% AMI households and will remain in supportive services pursuant to AB 2162. Requesting density bonus, reduced parking and height waivers pursuant County DB. Four residential floors above a podium parking garage with 34 standard spaces, no parking required for the 21 PSH units.	2	WEST ATHENS - WESTMONT	C-3	Residential - Multi-family Residences (Apartments)
PRJ2020-000893	RPPL2020003128	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/1/2020	8/31/2020	Approved	11001 S Vermont Avenue, Los Angeles CA 90044	6076013028	A new 5-story, 84 1-bed units (prefab) apartment building of which 21 units are affordable to 80% AMI households and will remain in supportive services pursuant to AB 2162. Requesting density bonus, reduced parking and height incentive pursuant County DB. Four residential floors above a podium parking garage with 34 standard spaces, no parking required for the 21 PSH units.	2	WEST ATHENS - WESTMONT	C-3	Residential - Multi-family Residences (Apartments)
PRJ2020-000893	RPPL2020003128	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/1/2020	8/31/2020	Approved	11001 S Vermont Avenue, Los Angeles CA 90044	NULL	A new 5-story, 84 1-bed units (prefab) apartment building of which 21 units are affordable to 80% AMI households and will remain in supportive services pursuant to AB 2162. Requesting density bonus, reduced parking and height incentive pursuant County DB. Four residential floors above a podium parking garage with 34 standard spaces, no parking required for the 21 PSH units.	2	WEST ATHENS - WESTMONT	C-3	Residential - Multi-family Residences (Apartments)
PRJ2020-000899	RPPL2020003135	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/1/2020	10/19/2020	Withdrawn	1339 W 89th Street, Los Angeles CA 90044	6047007021	Conversion of (E) detached Garage to ADU	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-000915	RPPL2020003167	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/2/2020	8/12/2020	Approved	1241 W 95th Street, Los Angeles CA 90044	6056008026	We are changing the car garage to a 3 bedroom 2 bath ADU.	2	WEST ATHENS - WESTMONT	R-2	Accessory - Access to adjacent property
PRJ2020-000930	RPPL2020003200	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/3/2020	6/9/2020	Approved	1418 W 112th Street, Los Angeles CA 90047	6077019010	1116 sq. ft ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001006	RPPL2020003399	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/15/2020	6/23/2020	Approved	1020 W 97th Street, Los Angeles CA 90044	6056015027	New A.D.U 806.1 sq/ft. * (2-bedrooms w/ closet, 2-bathroom, living, kitchen, and laundry-closet.) * Existing 274.69 sq/ft storage to be demo. * Existing 211.25 sq/ft patio cover I to be demo. * Existing 126.66 sq/ft patio cover II to be demo.	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001052	RPPL2020003502	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/16/2020	6/29/2020	Approved	2018 Van Wick Street, Los Angeles CA 90047	6078010006	748 sq. ft addition	2	WEST ATHENS - WESTMONT	R-1	NULL
PRJ2020-001126	RPPL2020003711	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/24/2020	44061	Approved	11523 Ruthelen Street, Los Angeles CA 90047	4057021007	convert garage to adu	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001167	RPPL2020003821	DRP - Site Plan Review - Ministerial	Permits & Reviews	6/29/2020	44054	Approved	1722 W 109th Street, Los Angeles CA 90047	6077006021	CONVERT EXISTING GARAGE to ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001196	RPPL2020003887	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/1/2020	8/10/2020	Approved	1106 W 91st Street, Los Angeles CA 90044	6047020012	proposed 1 story building - 753.15 sf ADU	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001339	RPPL2020004310	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/14/2020	9/28/2020	Approved	1242 W 93rd Street, Los Angeles CA 90044	6056005002	TWO NEW ADU'S IN EXISTING R1 LOT W/EXISTING SINGLE AND MULTI-FAMILY	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001384	RPPL2020004064	DRP - Site Plan Review - Ministerial	Permits & Reviews	7/7/2020	44028	Approved	2115 Cullivan Street, Los Angeles CA 90047	6078003004	SCOPE OF WORK: EXISTING SINGLE FAMILY RESIDENCE TO REMAIN. EX. GARAGE 360 S.F. TO BE CONVERTED INTO AN A.D.U	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-001551	RPPL2020002509	DRP - Site Plan Review - Ministerial	Permits & Reviews	5/4/2020	8/3/2020	Approved	11034 S Western Avenue, Los Angeles CA 90047	6077010020	Building addition (3,561 s.f.) to existing building (1,423 s.f.) for self-serve laundromat total of 4,984 s.f.	2	WEST ATHENS - WESTMONT	SP-NC	NULL

PRJ2020-001602	RPPL2020004779	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/17/2020	9/24/2020	Approved	1336 W 98th Street, Los Angeles CA 90044	6056017021	Create duplex - add one new DU 2500 sf to exist SFR	2	WEST ATHENS - WESTMONT	R-2	Residential - Multi-family Residences (Two-family)
PRJ2020-001784	RPPL2020005673	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/20/2020	8/26/2020	Approved	1141 W 89th Street, Los Angeles CA 90044	6047009027	NEW ADU 2 BED I BATH 565.35 SQ FT NEW ATTACHED JR ADU 1 BED 1 BATH -472.36 SQ FT	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-001811	RPPL2020005769	DRP - Site Plan Review - Ministerial	Permits & Reviews	8/25/2020	10/26/2020	Approved	10723 S Budlong Avenue, Los Angeles CA 90044	6076002015	NEW ADU 1162 SQ FT WITH ATTACH GARAGE 400 SQ FT AND 419.00 SQ FT ADDITION TO EXISTING HOUSE.	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-002016	RPPL2020006355	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/9/2020	10/14/2020	Approved	1408 W 110th Place, Los Angeles CA 90047	6077025011	Conversion of existing 2 car garage 20x18 with an addition 17'5x22'5.	2	WEST ATHENS - WESTMONT	NULL	Accessory - Accessory Dwelling Unit
PRJ2020-002024	RPPL2020006381	DRP - Revised Exhibit "A"	Permits & Reviews	9/9/2020	44096	Approved	1713 W 108th Street, Los Angeles CA 90047	6077001018	REA for an existing WCF located behind a church tower parapet. CUP No. 2016004478.	2	WEST ATHENS - WESTMONT	R-2	Public - Radio & TV stations, studios, & towers
PRJ2020-002051	RPPL2020006486	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/13/2020	NULL	Hold	1423 W 96th Street, Los Angeles CA 90047	6055010028	TO CONVERT (E) 1-CAR-GARAGE TO ADU (217.5 SQ.FT.) AND ADU ADDITION OF (89 SQ.FT	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-002190	RPPL2020006881	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/24/2020	10/21/2020	Approved	11117 Ruthelen Street, Los Angeles CA 90047	6078026011	916 SF NEW 1-STORY DETACHED ADU.	2	WEST ATHENS - WESTMONT	NULL	Accessory - Accessory Dwelling Unit
PRJ2020-002297	RPPL2020006828	DRP - Site Plan Review - Ministerial	Permits & Reviews	9/23/2020	44104	Approved	1219 W 121st Street, Los Angeles CA 90044	6089002016	Add new ADU 1200 S.F(4 bedrooms and 2 baths) attached with the existing two car garage	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-002314	RPPL2020007201	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/1/2020	11/25/2020	Approved	1717 W 121st Street, Los Angeles CA 90047	6090029016	CONVERT EXISTING GRAGE TO JUNIOR ACCESSORY DWELLING UNIT. 382 SQ. FT. ATTACHED	2	WEST ATHENS - WESTMONT	NULL	Accessory - Accessory Dwelling Unit
PRJ2020-002365	RPPL2020007385	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/7/2020	11/10/2020	Approved	1152 W 88th Street, Los Angeles CA 90044	6047009022	CONVERSION OF EXISTING 1316 SQUARE FOOT SINGLE STORY GARAGE INTO 2 ACCESSORY DWELLING UNITS PER 65852.2.(e)(1)(C) OF THE CALIFORNIA GOVERNMENT CODE. PROPERTY CONTAINS AN EXISTING 8 UNIT MULTIFAMILY STRUCTURE. THE TWO NEW ADUS WOULD BE 25% OF EXISTING UNITS ON THE PROPERTY	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-002373	RPPL2020007403	DRP - Site Plan Review - Ministerial	Permits & Reviews	10/7/2020	10/28/2020	Approved	1205 W 92nd Street, Los Angeles CA 90044	6047019029	Convert existing garage into ADU.	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-002720	RPPL2020008512	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/9/2020	NULL	New	1547 W 104th Street, Los Angeles CA 90047	6059021015	- CONVERT EXISTING SINGLE FAMILY TO DUPLEX: + UNIT 1 990 SQ.FT.: (E) KITCHEN, (E) LIVING, (E) 3 BEDROOMS, (E) 2 BATHROOMS; (E) PORCH 60 SQ.FT. + UNIT 2: 1,265 SQ.FT.: (N) KITCHEN, (N) LIVING, (N) 1 BEDROOM, (N) 1 BATHROOM, (E) 2 BEDROOMS, (E) 1 BATHROOM. - NEW 1 CAR CARPORT 162 SQ.FT.	2	WEST ATHENS - WESTMONT	R-2	Residential - Multi-family Residences (Two-family)
PRJ2020-002771	RPPL2020008614	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/10/2020	11/30/2020	Approved	11209 S Harvard Boulevard, Los Angeles CA 90047	6077012005	Convert existing non attached garage into ADU	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-002912	RPPL2020008995	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/19/2020	NULL	Hold	1544 W 111th Street, Los Angeles CA 90047	6077022004	725.82 SQFT To SFR	2	WEST ATHENS - WESTMONT	R-1	Residential - Single-family residences
PRJ2020-002935	RPPL2020009052	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/23/2020	NULL	New	1500 W 101st Street, Los Angeles CA 90047	6059025001	CONSTRUCTION OF 2 NEW ONE STORY ADUs OF 890 S.F. & 840 S.F. & DEMOLISHING OF A EXISTING 625 S.F. CARPORT	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-002981	RPPL2020008612	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/10/2020	11/25/2020	Approved	1462 W 112th Street, Los Angeles CA 90047	6077019001	Convert existing detached garage to ADU with 217 sq. ft. addition	2	WEST ATHENS - WESTMONT	R-1	Accessory - Accessory Dwelling Unit
PRJ2020-002991	RPPL2020009159	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/25/2020	NULL	Open	1409 W 105th Street, Los Angeles CA 90047	6059020007	(E) Garage to be converted to (N) ADU	2	WEST ATHENS - WESTMONT	C-2	Accessory - Accessory Dwelling Unit
PRJ2020-003007	RPPL2020009224	DRP - Site Plan Review - Ministerial	Permits & Reviews	11/30/2020	NULL	New	1950 W Imperial Highway, Los Angeles CA 90047	4057017011	converting 4 car garage into 2- 1bedroom units unit 1 approximately 430 sqft unit 2 approximately 420 sqft	2	WEST ATHENS - WESTMONT	R-3	Accessory - Accessory Dwelling Unit
PRJ2020-003144	RPPL2020009571	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/9/2020	NULL	New	10214 S Wilton Place, Los Angeles CA 90047	6058002027	Regional Planning Review of new Factory-Built Accessory Dwelling Unit under building permit: UNC-BLDR201015007808	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
PRJ2020-003146	RPPL2020009574	DRP - Site Plan Review - Ministerial	Permits & Reviews	12/9/2020	NULL	New	10306 S Wilton Place, Los Angeles CA 90047	6058011010	Regional Planning Review of new Factory-Built Accessory Dwelling Unit under building permit: UNC-BLDR201015007810	2	WEST ATHENS - WESTMONT	R-2	Accessory - Accessory Dwelling Unit
R2004-00198	RPPL2020007852	DRP - Revised Exhibit "A"	Permits & Reviews	10/21/2020	NULL	New	10410 S Western Avenue, Los Angeles CA 90047	6059009023	Revised Exhibit A	2	WEST ATHENS - WESTMONT	C-2	Public - Radio & TV stations, studios, & towers
R2004-00198	RPPL2020007852	DRP - Revised Exhibit "A"	Permits & Reviews	10/21/2020	NULL	New	10410 S Western Avenue, Los Angeles CA 90047	6059009023	Revised Exhibit A	2	WEST ATHENS - WESTMONT	R-2	Public - Radio & TV stations, studios, & towers

R2005-00127	RPPL2020009547	DRP - Conditional Use Permit	Permits & Reviews	12/9/2020	NULL	New	11100 S Western Avenue, Los Angeles CA 90047	6077011039	Continue operating existing school with 19 classrooms plus support space (library, offices, etc.). No new construction, additional square footage or increase in enrollment is proposed. School expanded operations to adjacent parcel with the addition of 10 classrooms. No CUP required for adjacent parcel. All parking to be located on adjacent parcel. School will be providing more than required parking. The properties recorded a covenant to hold both parcels as one.	2	WEST ATHENS - WESTMONT	C-3-DP	Cul/Edu/Ins - Schools, grades K-12

Los Angeles County Cumulative Project List, provided December 10 2020 to update list from March 2, 2020 by Nicole Leung <NLeung@planning.lacounty.gov>

CLATS

Case Logging and Tracking System

RELATED PROJECTS

Centroid Info:
PROJ ID: 42461
Address: 5101 S OVERHILL DR
VIEW PARK, CA 90043
Lat/Long: 33.9956, -118.358

Buffer Radius: 2 mile

Search

Column

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

Record Count: 12 | Record Per Page: All Records

Results generated since: (12/8/2020 2:18:50 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Do not show in Related Project	Distance (mile)	Trip Info
49540	Metro	MTR	8	2020	Hyde Park Multi-Family Project	742 Multi Family Apartments(641 market rate and 141 affordable units)	3130 W Slauson Ave	07/16/2020	☐	1.8	Land_Use: Apartments; Unit_ID: Total Units; size: 782; Net_AM_Trips: 172; Net_PM_Trips: 184; Net_Daily_Trips: 2492; NetAMIn: 58; NetAMOut: 114; NetPMIn: 105; NetPMOut: 79 — **172 / 184 / 2492 / 58 / 114 / 105**
48423	Metro	MTR	10	2019	4242 Crenshaw MU	124 apts & 5.75ksf retail	4242 S CRENSHAW BL	06/05/2020	☐	1.6	Land_Use: Apartments; Unit_ID: Total Units; size: 113; Net_AM_Trips: 28; Net_PM_Trips: 34; Net_Daily_Trips: 578; NetAMIn: 3; NetAMOut: 25; NetPMIn: 23; NetPMOut: 11 Retail; S.F. Gross Area; 6000 Other; Total Units; 11 **28 / 34 / 578 / 3 / 25 / 23** **23**
46346	Westchester	CTC	11	2017	New Smart & Final Supermarket	New Smart & Final Ground Up 22,590 sf Construction on Vacant Pkg. Lot	6855 S La Cienega Bl	01/12/2018	☐	1.5	Land_Use: Retail; Unit_ID: S.F. Gross Area; size: 22590; Net_AM_Trips: 42; Net_PM_Trips: 148; Net_Daily_Trips: 1520; NetAMIn: 25; NetAMOut: 17; NetPMIn: 74; NetPMOut: 74 — **42 / 148 / 1520 / 25 / 17 / 74**
46639	Westchester	CTC	11	2017	Chick-fil-A Fast Food Restaurant	new Fast Food Restaurant with Drive Thru Window (4,642 sf Chick-Fil-A)	5208 W CENTINELA AV	03/30/2018	☐	1.5	Land_Use: Other; Unit_ID: S.F. Gross Area; size: 4642; Net_AM_Trips: 93; Net_PM_Trips: 74; Net_Daily_Trips: 1093; NetAMIn: 47; NetAMOut: 46; NetPMIn: 38; NetPMOut: 36 — **93 / 74 / 1093 / 47 / 46 / 38**
46634	Metro	MTR	10	2017	Residential	111 apts	4252 S CRENSHAW BL	03/12/2018	☐	1.6	Land_Use: Apartments; Unit_ID: Total Units; size: 110; Net_AM_Trips: 19; Net_PM_Trips: 20; Net_Daily_Trips: 372; NetAMIn: -1; NetAMOut: 20; NetPMIn: 16; NetPMOut: 4 — **19 / 20 / 372 / -1 / 20 / 16**
~~45745~~	~~Metro~~	~~MTR~~	~~10~~	~~2017~~	~~MLK Jr Charter Middle School~~	charter middle school, [illegible] students	[illegible] Martin Luther King Jr Blvd	08/09/2017	☐	1.7	Land_Use: School; Unit_ID: Persons; size: 500; Net_AM_Trips: 344; NetAMOut: 134; NetPMIn: 31; NetPMOut: 41 — **344 / 210 / 134 / 31** — already built
42000	Metro	MTR	10	2014	The Metro at Buckingham	130 SENIOR HOUSING	4018 S BUCKINGHAM RD	04/30/2014	☐	1.5	Land_Use: Other; Unit_ID: Total Units; size: 130; Net_AM_Trips: 26; Net_PM_Trips: 33; Net_Daily_Trips: 447; NetAMIn: 10; NetAMOut: 16; NetPMIn: 18; NetPMOut: 15 — **26 / 33 / 447 / 10 / 16 / 18**
42695	Metro	MTR	8	2014	Apartments	127 Apartments	3831 W STOCKER ST	06/25/2015	☐	1.3	Land_Use: Apartments; Unit_ID: Total Units; size: 127; Net_AM_Trips: 52; Net_PM_Trips: 69; Net_Daily_Trips: 710; NetAMIn: 4; NetAMOut: 48; NetPMIn: 50; NetPMOut: 19 — **52 / 69 / 710 / 4 / 48 / 50 / 19**
~~41433~~	~~Metro~~	~~MTR~~	~~8~~	~~2013~~	~~Charter School~~	K-8 School [illegible] students	5311 S CRENSHAW BLVD	08/26/2013	☐	1.5	Land_Use: School; Unit_ID: Enrollment; size: 990; Net_AM_Trips: 119; NetAMOut: 57; NetPMIn: [illegible]; NetPMOut: [illegible] — **119 / 62 / 57 / 0** — already built

40221	Metro	MTR	8	2012	Baldwin Hills/Crenshaw Plaza	Baldwin Hills/Crenshaw Plaza Mixed-use Development	3650 W MARTIN LUTHER KING JR BLVD	12/31/2013	1.7

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Apartments	Total Units	410							
Condominiums	Total Units	551							
Other	Rooms	400							
Office	S.F. Gross Area	148000							
Other	S.F. Gross Area	50000							
Other	Seats	2823							
Retail	S.F. Gross Area	978251							
Other	S.F. Gross Area	44052							
Other	Other		875	1333	13512	447	428	665	668
			875	**1333**	**13512**		**447**	**428**	**665**

40357	Metro	MTR	8	2012	Kaiser Permanente MOB Baldwin Hills Crenshaw	KP Medical Office Building 105,000GSF	3900 W MARTIN LUTHER KING JR BLVD	07/12/2013	1.6

Land_Use	Unit_ID	size	Net_A	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Other	S.F. Gross Area	105000	188		40	63	165
			188		**148**	**40**	**63**

already built

35502	Metro	MTR	8	2010	South LA Redevelopment 1C	50 KSF Office, 200 Condos, 3600 Student College	3900 W Martin Luther King Jr Bl	12/20/2010	1.6

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Office	S.F. Gross Area	50000							
Condominiums	Total Units	200							
Other	Enrollment	3600	473	446	4008	368	104	271	175
			473	**446**	**4008**		**368**	**104**	**271**

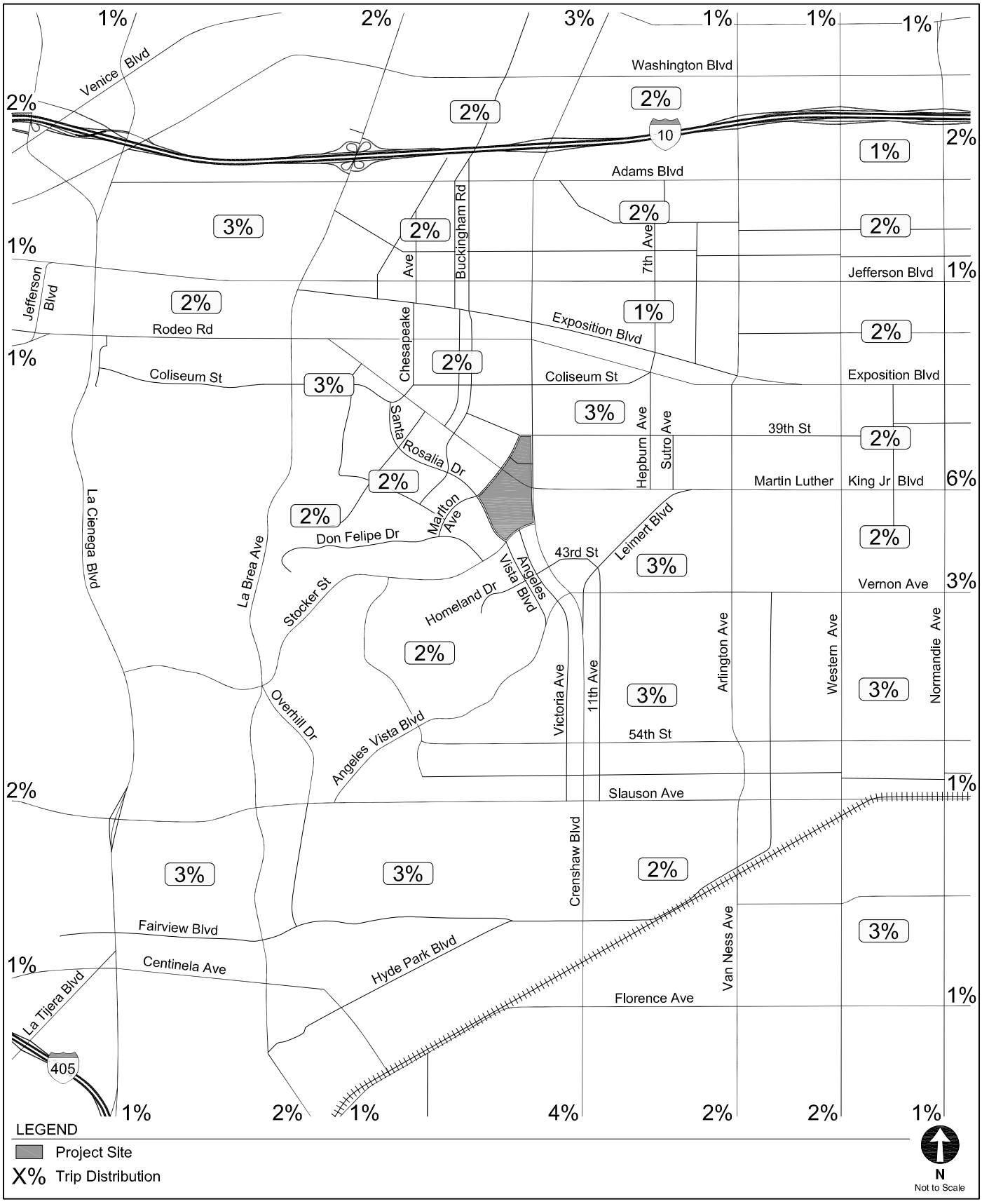
Cumulative Project List
City of Inglewood

ADDRESS	PROJECT DESCRIPTION	PROJECT TYPE	MOST RECENT ENTITLEMENT	DATE OF SUBMITTAL/ AGREEMENT APPROVAL
721 N. La Brea Avenue	To demolish 1,210 s.f. and add 1,312 s.f. to an existing commercial building	Commercial Building	Site Plan Review	6/6/2016
329 E. Hazel Street	To allow the development of 4-unit Condo with 10 parking spaces per SP-1229	Condominiums	Site Plan Review	5/13/2016
2616-2878 W. Imperial Highway	Renovation and adding 13,000 s.f., façade and parking lot Improvement of an existing shopping center	Shopping Center Addition	Site Plan Review	1/14/2016
501 E. 99th Street	12 new condominiums	Condominiums	Site Plan Review	11/4/2015
704 N. Market Street	12 new residential apartment units	Apartments	Site Plan Review	9/16/2015
664 E. Manchester Terrace	Four (4) new residential condominiums	Condominiums	Site Plan Review	8/20/2015
844 N. Centinela Avenue	Four (4) new residential apartment units	Apartments	Site Plan Review	8/12/2015
125 E. Spruce Avenue	Seven (7) new apartment units with semi-subterranean parking.	Apartments	Site Plan Review	6/15/2015
279 W. Beach Avenue	To allow development of 190 parking spaces	Parking Lot	Site Plan Review	5/5/2015
573 1/2 E. Hyde Park Place	Construct three townhomes with 6 enclosed parking spaces.	Townhomes	Site Plan Review	2/11/2015
333 N. Prairie Avenue	PAD to allow construction of 226 townhome units at the former Daniel Freeman site.	Townhomes	Site Plan Review	5/30/2017
408 E. Warren Lane	New 2 story 2,542 s.f. commercial building	Commercial Building	Site Plan Review	1/14/2019
205 N Market Street	243 Units; 55,000 s.f. retail	Mixed-Use Project	Site Plan Review	3/14/2017
555 W. Hardy Street	1. West Tower: Upgrades including the remodel of the main building entrance and the south elevation and seismic upgrades in compliance with SB 1953. 2. Electrical Upgrade: A campus-wide electrical upgrade that includes construction of a new 5,900 s.f. repair shop building and 4,200 s.f. electrical yard with three emergency generators and a 16,000 gallon underground fuel tank for 72 hour emergency power at the northeast corner of the campus on Flower Street. 3. Emergency Department: A new 2,400 s.f. addition and redesigned front entrance to the Emergency Department including new admitting, triage, and waiting areas, and expanding the capacity of the Emergency Department by eight beds (total of 52 beds). 4. Loading and Delivery Areas: Other upgrades that includes the demolition of two building (totaling 6,200 s.f.), the partial demolition of a 4,670 s.f. building, addition, or rehabilitation of various buildings and relocation of the delivery and loading areas from the emergency room area to the rear of the campus.	Centinela Hospital	Site Plan Review	1/20/2017
1050 S. Prairie Avenue	80,000-seat sport stadium; 6,000-seat performance venue; 2,500 du; 890,000 s.f. retail; 780,000 s.f. office; 120,000 s.f. casino, 300-room hotel;	Hollywood Park Project	Development Agreement	10/16/2008
417-433 Centinela Avenue	116-Unit Apartment Project	Apartments	Site Plan Review	4/17/2017
3660 W. 107th Street	New 3 Dwelling Units with 6 car garage	Residental Project	Site Plan Review	6/13/2017
614 E. Hyde Park Boulevard	18-Bed Congregate Living Facility	Congregate Care	Site Plan Review	3/5/2018
921 N. Edgewood Street	38-Unit Apartment	Apartments	Site Plan Review	1/23/2018
113-133 Plymouth Street	20-Unit Townhome Development	Townhomes	Site Plan Review	7/1/2019
101,125,139,140,150 Market Street	50 dwelling units, 40,000 s.f. retail, and 150 parking spaces	Retail Space	Exclusive Negotiating Agree	9/25/2018
11111 S. Prairie Avenue	120-Room Hotel	Hotel Project	Site Plan Review	11/16/2018
Prairie Avenue/Century Boulevard	18,500-seat basketball venue with associated ancillary uses including 4,129 parking spaces	Murphy Bowl Project (Clippers)	Design Review	10/28/2020
Imperial Highway/Crenshaw Boulevard	Transit Oriented Development Plan, 1/2 mile around Imperial x Crenshaw intersection	Imperial/Crenshaw TOD	City Council Agreement	12/15/2020
Florence Avenue/Hindry Avenue	Transit Oriented Development Plan, 1/2 mile around Westchester/Veterans Station	Westchester/Veterans TOD	City Council Agreement	12/15/2020
1050 S. Prairie Avenue	Approximately 5,750,000 s.f. of commercial use	Hollywood Park Phase	Plot Plan Review	8/14/2018
961 E 68th Street	3 Unit detached Condominium Development	Condominium Development	Site Plan Review	8/2/2018
411 E Hazel Street	18 Unit Multi Family Building	Multi Family Development	Site Plan Review	3/8/2018
222 W Spruce Avenue	10 Unit Multi Family Buidling- 1 affordable unit	Multi Family Development	Site Plan Review	3/12/2018
819 E La Palma Drive	5 Unit Multi Family Building with affordable units	Multi Family Development	Site Plan Review	4/3/2018
417 N Market Street	12 Unit Condominium Development	Condominium Development	Site Plan Review	4/10/2018
814 N Market Street	18-Bed Congregate Living Facility	Congregate Living Facility	Site Plan Review	10/24/2019
101 S La Brea	Los Angeles Philharmonic Association - Youth Orchestra Program that will serve students 6 - 18 yrs. The development includes Exterior and Interior improvements of an existing 25,000 sq. ft. buidling.	Los Angeles Philharmonic Association - Youth Orchestra Program	Site Plan Review	8/15/2018
3920 W 108th Street	3 Unit Apartment Building	Apartment Building	Site Plan Review	5/2/2018
943-959 W Hyde Park Boulevard	5 Story Self Storage Facility	Self Storage Facility	Site Plan Review	5/1/2018
3320 W 85th Street	SUP to allow a Pad for 65 unit senior mixed-use development	Planned Assembly Development	Special Use Permit	10/20/2019
1050 S Prairie	Intermodal Transportation Facility	Plot Plan Review	Plot Plan Review	9/12/2019
332 Stepney	An 8-unit multi-family building with 3 affordable housing units	Multi Family Development	Preliminary Site Plan Reivev	9/5/2019
336 W Hillcrest Boulevard	A 65 unit mixed use development, adaptive reuse of office building	Mixed-Use Project	Site Plan Review	4/27/2020
3700 102nd Street	A 5 story 79,415 sq-ft self storage facility	Commercial Building	Preliminary Site Plan Reivev	6/10/2019
423 E Warren Lane	44 units with 5 V.L.I. units	Multi Family Development	Preliminary Site Plan Reivev	5/14/2019
3820 W 102nd Street	A 300 room, 14-story hotel with 349 parking spaces	Hotel Project	Preliminary Site Plan Reivev	11/25/2019
715 N Marlborough Avenue	The conversion of 3 offices into residential units with one affordable unit	Multi Family Development	Site Plan Review	5/2/2019
220 E Hazel Street	A 7,161 sq-ft, 4 unit apartment building with subterranean parking for 7 vehicles	Multi Family Development	Site Plan Review	7/23/2019
970 W Manchester Boulevard	1,800 sq-ft car/bus wash and above ground fueling station within a car rental site	Commercial Building	Site Plan Review	5/24/2019
1013 E La Palma Drive	A 3-story apartment units with on grade parking.	Multi Family Development	Site Plan Review	5/10/2019
608 E Queen Street	A 4-unit apartment building and parking	Multi Family Development	Site Plan Review	1/22/2019
455 N Prairie Avenue	A 6,530 square foot, two story medical office building	Commercial Building	Site Plan Review	4/25/2019
335 Glasgow Avenue	A auto rental facility	Commercial Building	Site Plan Review	2/13/2019
1001 N Welton Way	A new 11-unit apartment building	Multi Family Development	Site Plan Review	2/11/2019
1031 Manchester Boulevard	A restaurant with outdoor dining for existing brewery	Commercial Building	Special Use Permit	2/1/2019
408 E Warren Lane	A new 2-story commercial office/warehouse	Commercial Building	Site Plan Review	1/14/2019

Cumulative Project List
City of Inglewood

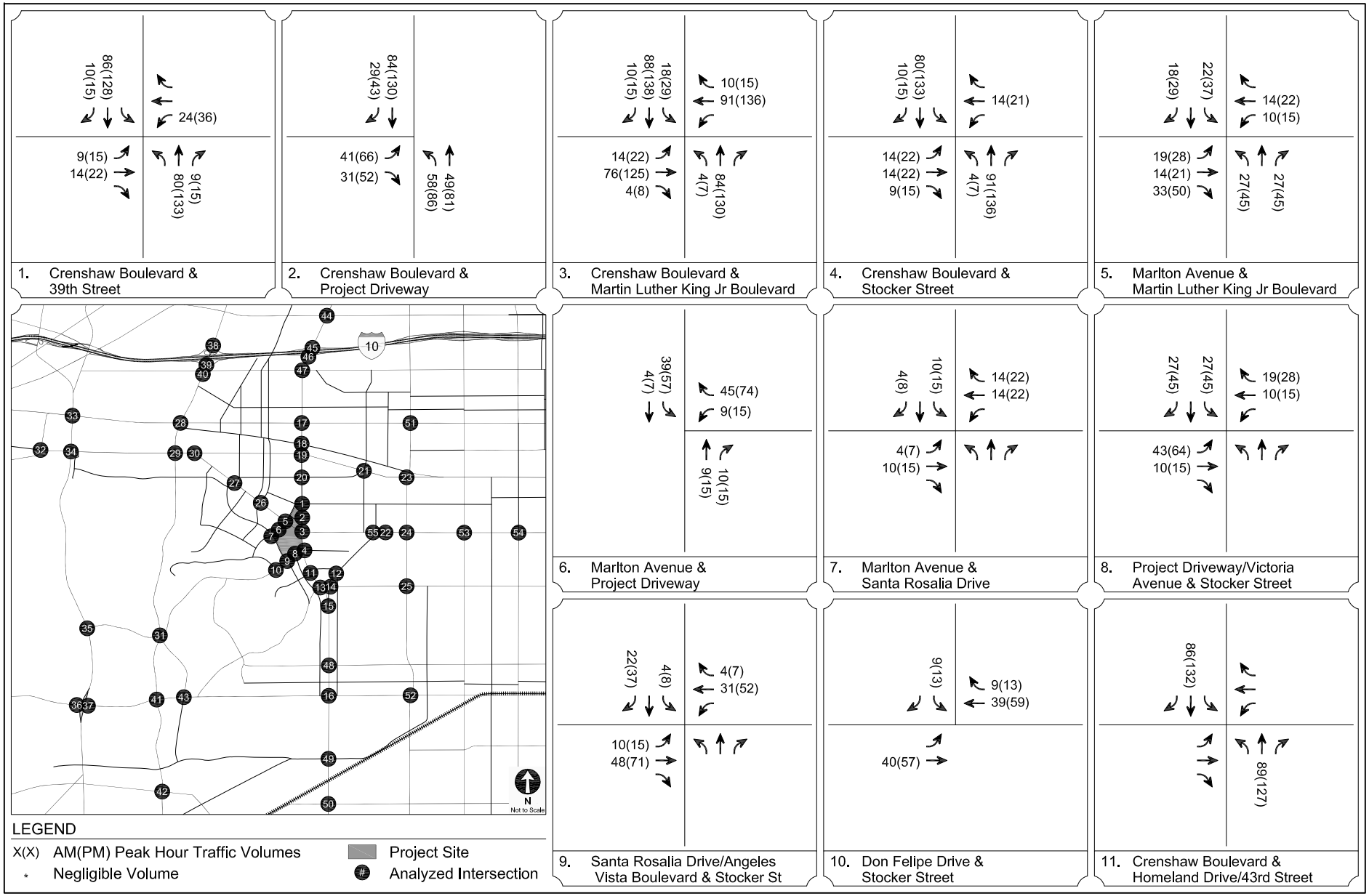
ADDRESS	PROJECT DESCRIPTION	PROJECT TYPE	MOST RECENT ENTITLEMENT	DATE OF SUBMITTAL/ AGREEMENT APPROVAL
527 E Hyde Park Boulevard	21-unit, 4-story building with two affordable units	Multi Family Development	Site Plan Review	6/22/2018
230 W Arbor Vitae	A new 899 square-foot fast food restaurant building	Site Plan Review	Site Plan Review	12/20/2019
814 N Market Street	A new 12 unit, 5,163 sq-ft congregate health, residential care facility	Site Plan Review	Site Plan Review	10/24/2019
716 W Beach Ave	42,745 sq-ft, 42 unit multi family apartment (41 affordable units) 716-730 W Beach Ave.	Preliminary SPR	Site Plan Review	7/9/2020
317 S La Brea	311 Units (32 affordable and 5 live-work units); 22,000 sf commercial/retail; 361 parking spaces	Mixed-Use Project	Exclusive Negotiating Agree	Pending
11227 S Prairie Avenue	400 Units	Multi Family Development	Exclusive Negotiating Agree	11/19/2019
201 N La Brea Avenue	144 units (14 affordable); 72 parking spaces	Multi Family Development	Site Plan Review	7/13/2020
Florence Avenue/La Brea Avenue	New full motion, electronic billboard in ROW	Billboard	City Council Agreement	12/2/2020
Manchester Boulevard/Crenshaw Boulev	New full motion, electronic billboard in ROW	Billboard	City Council Agreement	12/4/2020
Century Boulevard/Club Drive	New full motion, electronic billboard in ROW	Billboard	City Council Agreement	12/5/2020
4041 W Century Boulevard	145 room, 6-story hotel with 125 parking spaces	Hotel Project	Preliminary Site Plan Reivew	3/9/2020
Citywide	Inglewood Transit Connector	Transportation Project	City Council Agreement	Pending
334 Stepney	4-Unit Condominium Development	Condominium Development	Special Use Permit	3/26/2020
616-620 99th Street	20-unit affordable Housing Development w/ 32 parking spaces (Number of affordable unit undetermined)	Multi Family Development	Preliminary Site Plan Review	9/24/2020
738 Venice Way	A 9-unit affordable Housing Development w/ 23 parking spaces (Number of affordable unit undetermined)	Multi Family Development	Preliminary Site Plan Review	10/8/2020
Citywide	Short Term Rentals Zoning Code Amendment	Zone Code Amendment	Pending/Under Review	11/24/2020
923 Redondo Blvd	PR to construct a 4-story mixed-use building with 101 apartment units.	Multi Family Development	Site Plan Review	7/19/2018

Last Updated: December 15, 2020



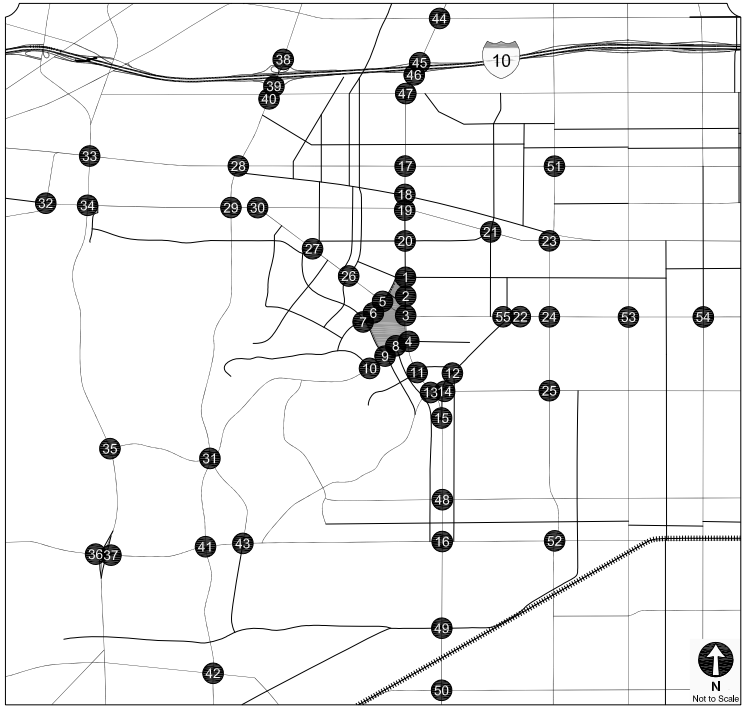
PROJECT TRIP DISTRIBUTION

FIGURE 16



PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES - WEEKDAY

FIGURE
17 A



LEGEND

X(X) AM(PM) Peak Hour Traffic Volumes

* Negligible Volume

Project Site

(#) Analyzed Intersection

12. Leimert Boulevard & 43rd Street/11th Avenue

13. Crenshaw Boulevard & Vernon Avenue
17(26) 60(92) 9(13) — 18(25) — 9(13) — 62(89)

14. Leimert Boulevard & Vernon Avenue
18(25) — 17(26)

15. Crenshaw Boulevard & 48th Street
4(7) 56(86) — 4(6) — 58(83)

16. Crenshaw Boulevard & Slauson Avenue
9(13) 26(40) 9(13) — 9(13) — 9(13) — 27(38)

17. Crenshaw Boulevard & Jefferson Boulevard
54(76) — 13(19) — 4(6) — 13(20) 51(79) 4(7)

18. Crenshaw Boulevard & Exposition Boulevard
71(102) — 4(6) — 4(6) — 4(7) 68(105) 4(7)

19. Crenshaw Boulevard & Rodeo Road
80(114) — 77(119)

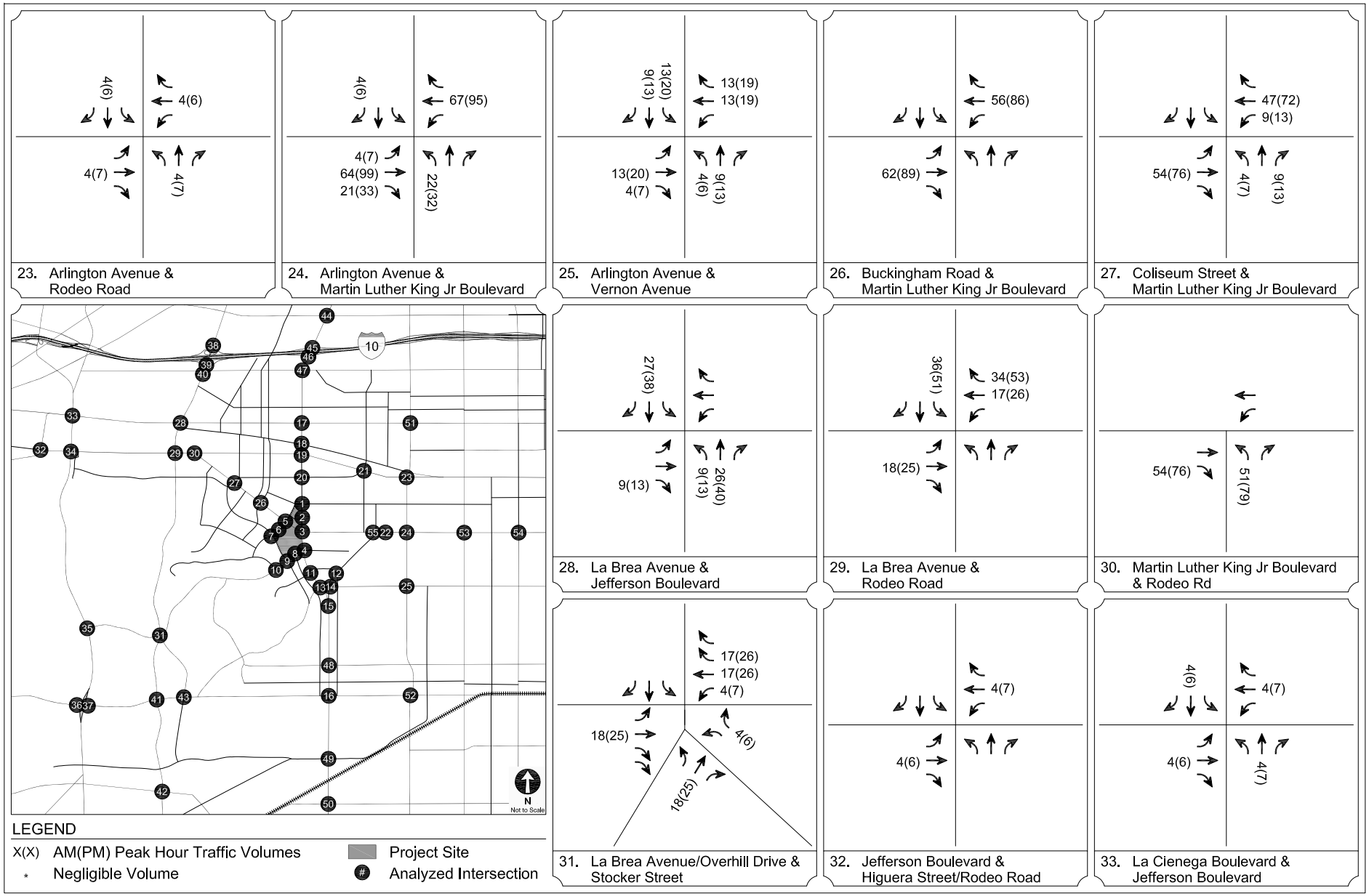
20. Crenshaw Boulevard & Coliseum Street
80(114) — 9(13) — 9(13) 77(119)

21. 7th Avenue/Coliseum Street & Rodeo Road
4(6) — 4(7)

22. Leimert Boulevard & Martin Luther King Jr Boulevard
90(138)

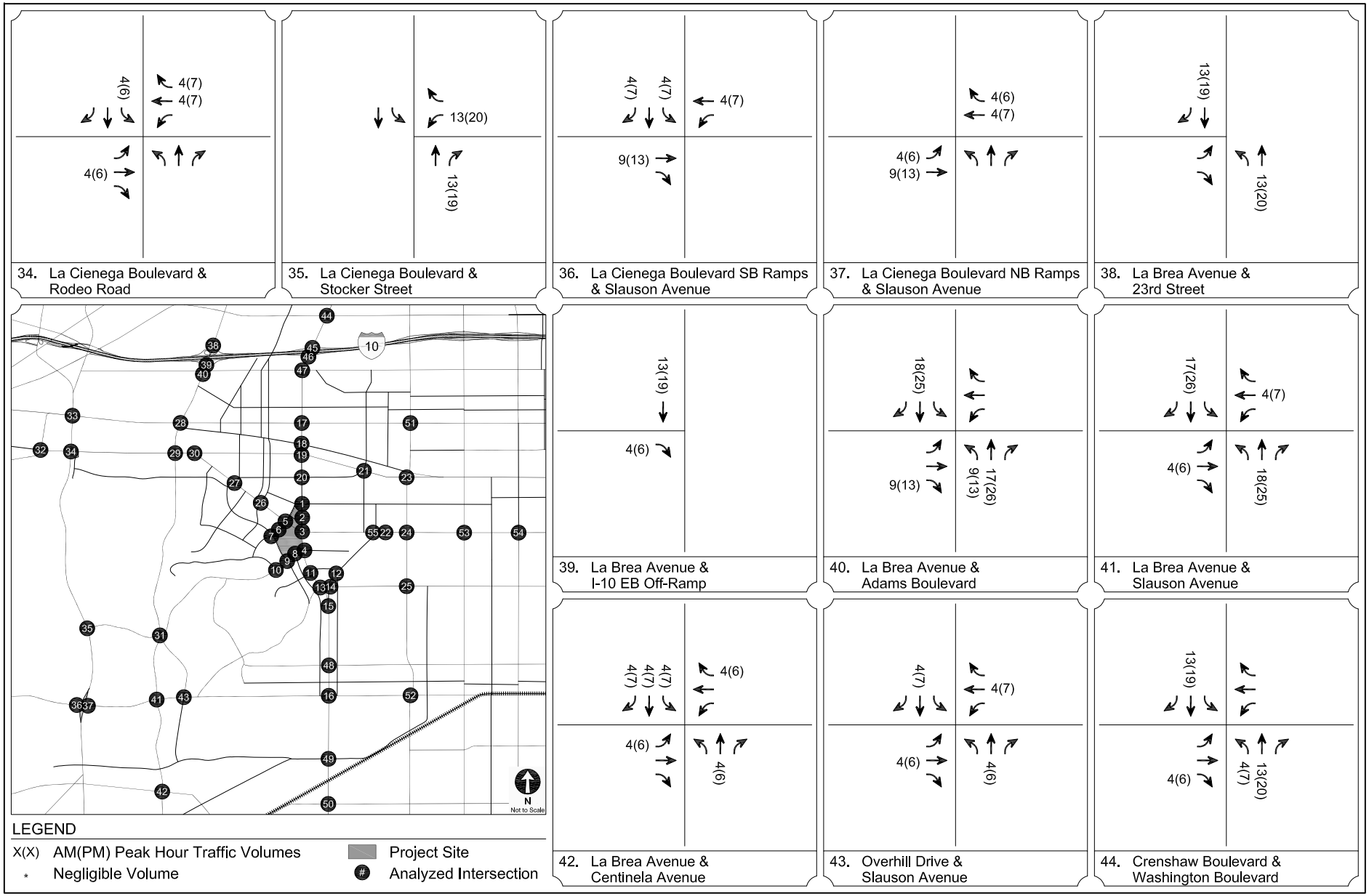
PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES - WEEKDAY

FIGURE
17 B



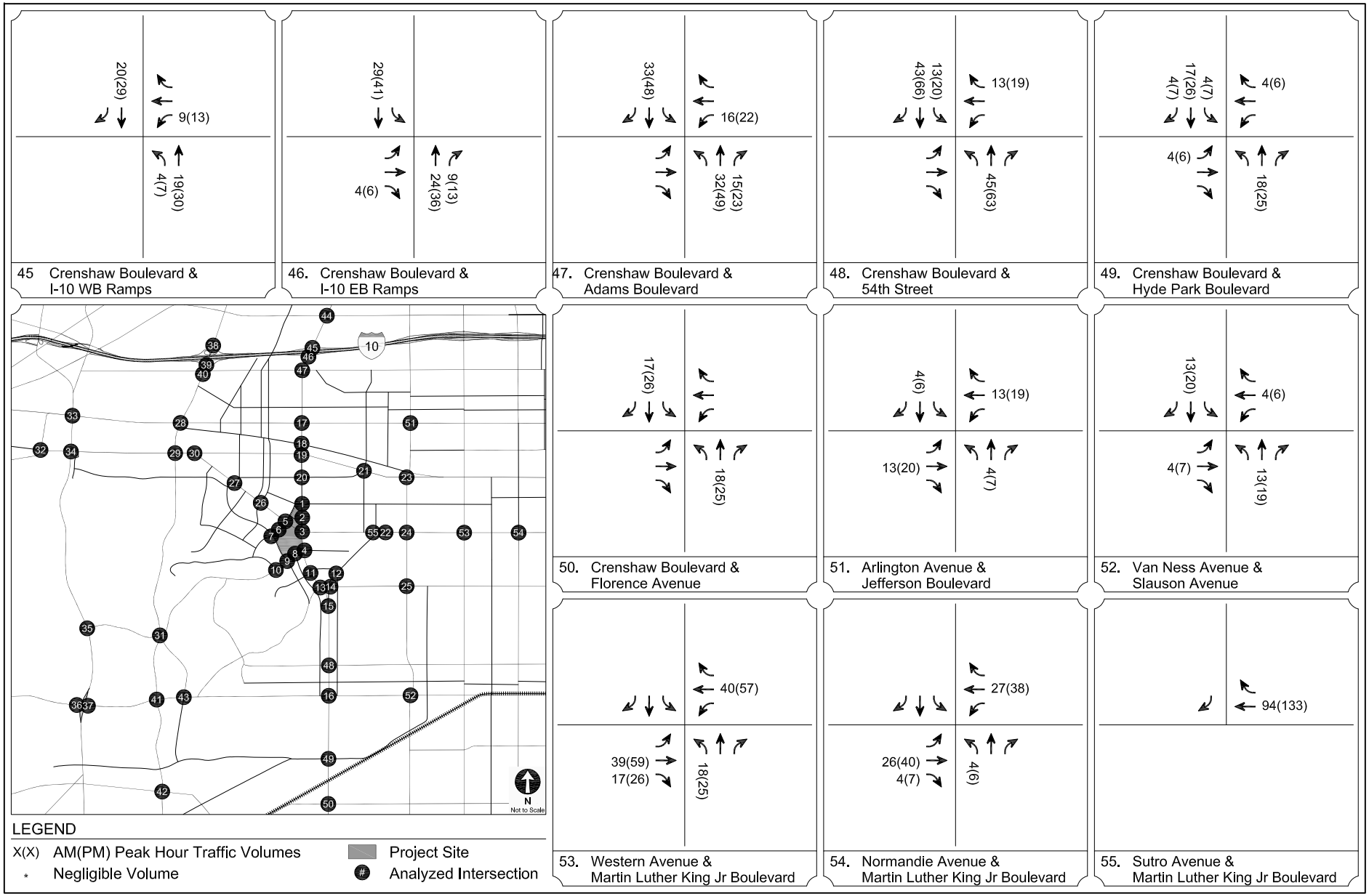
PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES - WEEKDAY

FIGURE
17 C



PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES - WEEKDAY

FIGURE
17 D



PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES - WEEKDAY

FIGURE
17 E

TRANSPORTATION STUDY FOR THE BALDWIN HILLS CRENSHAW PLAZA REDEVELOPMENT PROJECT

NOVEMBER 2014

Prepared for

CAPRI URBAN BALDWIN, LLC
& CAPRI URBAN CRENSHAW, LLC

Prepared by

Gibson
transportation consulting, inc.

TRANSPORTATION STUDY
FOR THE
BALDWIN HILLS CRENSHAW PLAZA
REDEVELOPMENT PROJECT

November 2014

Prepared for:

CAPRI URBAN BALDWIN, LLC
& CAPRI URBAN CRENSHAW, LLC

Prepared by:

GIBSON TRANSPORTATION CONSULTING, INC.
523 W. 6th Street, Suite 1234
Los Angeles, California 90014
(213) 683-0088

Ref: J1095

The View

Vistro File: P:\...\View_AM_2.vistro
Report File: P:\...\The View - CumuAM - TRIP DIST.pdf

Scenario 3 Future (Cumulative) Year AM
1/27/2022

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
21: 4609 W Slauson Avenue	Automated Car Wash	948	TSF	7.100	2.400	50.00	50.00	8	9	17	0.35
22: 5538 S La Brea Avenue	Multifamily Housing Low-Rise	220	DU	0.460	31.000	23.00	77.00	3	11	14	0.29
23: 5035 W Goldleaf Circle	Fast-Food Restaurant without Drive-Through Window	933	TSF	25.100	1.342	60.00	40.00	20	14	34	0.69
24: 6855 S La Cienega Boulevard	Supermarket	850	TSF	3.820	22.590	60.00	40.00	52	34	86	1.76
25: 5208 W Centinela Avenue	Fast-Food Restaurant with Drive-Through Window	934	TSF	40.190	4.642	51.00	49.00	95	92	187	3.82
26: 3130 W Slauson Avenue	Multifamily Housing Low-Rise	220	DU	0.460	742.000	23.00	77.00	78	263	341	6.97
27: 4252 S Crenshaw Boulevard	Multifamily Housing Low-Rise	220	DU	0.460	111.000	23.00	77.00	12	39	51	1.04
28: 4242 S Crenshaw Boulevard				1.000	0.000	50.00	50.00	16	46	62	1.27
29: 3900 W MLK Jr. Boulevard				1.000	0.000	50.00	50.00	389	137	526	10.75
30: 3650 W MLK Jr. Boulevard				1.000	0.000	50.00	50.00	0	0	0	0.00
31: 4018 S Buckingham Rd.	Senior Adult Housing - Attached	252	DU	0.200	130.000	35.00	65.00	9	17	26	0.53
32: 3831 W Stocker Street	Multifamily Housing (Low-Rise)	220	DU	0.460	127.000	46.00	54.00	27	31	58	1.19
33: 333 N Prairie Avenue	Multifamily Housing (Low-Rise)	220	DU	0.460	266.000	23.00	77.00	28	94	122	2.49
34: 408 E Warren Lane	Shopping Center	820	TSF	0.940	2.542	62.00	38.00	1	1	2	0.04
35: La Brea Av/Florence Avenue				1.000	0.000	50.00	50.00	49	100	149	3.04
36: 1050 S Prairie Avenue				1.000	0.000	50.00	50.00	1342	955	2297	46.94
37: 417-433 Centinela Avenue	Multifamily Housing (Low-Rise)	220	DU	0.460	116.000	23.00	77.00	12	41	53	1.08
38: 614 E Hyde Park Boulevard	Congregate Care Facility	253	DU	0.070	18.000	60.00	40.00	1	0	1	0.02
39: 912 N Edgewood Street	Multifamily Housing (Low-Rise)	220	DU	0.460	38.000	23.00	77.00	4	13	17	0.35
40: 113-133 Plymouth Street	Multifamily Housing (Low-Rise)	220	DU	0.460	20.000	23.00	77.00	2	7	9	0.18
41: 411 E Hazel Street	Multifamily Housing (Low-Rise)	220	DU	0.460	18.000	23.00	77.00	2	6	8	0.16
42: 943-959 W Hyde Park Boulevard	Mini-Warehouse	151	TSF	0.100	159.498	60.00	40.00	10	6	16	0.33
43: 423 E Warren Lane	Multifamily Housing (Low-Rise)	220	DU	0.460	44.000	23.00	77.00	5	15	20	0.41
44: 1001 N Welton Way	Multifamily Housing (Low-Rise)	220	DU	0.460	11.000	23.00	77.00	1	4	5	0.10
45: 527 E Hyde Park Boulevard	Multifamily Housing (Low-Rise)	220	DU	0.460	21.000	23.00	77.00	2	8	10	0.20
46: 704 N Market Street	Multifamily Housing (Low-Rise)	220	DU	0.460	12.000	23.00	77.00	1	5	6	0.12
47: 205 N Market Street				1.000	0.000	50.00	50.00	81	95	176	3.60
48: 332 Stepney Street	Multifamily Housing (Low-Rise)	220	DU	0.460	8.000	23.00	77.00	1	3	4	0.08

49: 455 N Prairie Avenue	Medical-Dental Office Building	720	TSF	2.780	6.530	78.00	22.00	14	4	18	0.37
50: 716 W Beach Avenue	Multifamily Housing (Low-Rise)	220	DU	0.460	42.000	23.00	77.00	4	15	19	0.39
51: 317 S La Brea Avenue				1.000	0.000	50.00	50.00	46	118	164	3.35
52: 201 N La Brea Avenue	Multifamily Housing (Low-Rise)	220	DU	0.460	144.000	23.00	77.00	15	51	66	1.35
53: 923 Redondo Blvd	Multifamily Housing (Mid-Rise)	221	DU	0.360	101.000	26.00	74.00	9	27	36	0.74
54: Prairie Avenue/Century Boulevard				1.000	0.000	50.00	50.00	231	63	294	6.01
					Added Trips Total			**2570**	**2324**	**4894**	**100.00**

The View

Vistro File: P:\...\View_AM_2.vistro
Report File: P:\...\The View - CumuAM - TRIP DIST.pdf

Scenario 3 Future (Cumulative) Year AM
1/27/2022

Trip Distribution summary

Zone / Gate	Zone 21: 4609 W Slauson Avenue			
	To 4609 W Slauson Avenue:		From 4609 W Slauson Avenue:	
	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	15.00	1	15.00	1
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	10.00	1	10.00	1

Zone / Gate	Zone 22: 5538 S La Brea Avenue			
	To 5538 S La Brea Avenue:		From 5538 S La Brea Avenue:	
	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	10.00	0	10.00	1
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	25.00	1	25.00	3

6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	5.00	0	5.00	0
10: Gate	0.00	0	0.00	0
11: Gate	25.00	2	25.00	2
12: Gate	0.00	0	0.00	0
13: Gate	0.00	0	0.00	0
14: Gate	10.00	1	10.00	1
15: Gate	0.00	0	0.00	0
16: Gate	10.00	1	10.00	1
17: Gate	25.00	2	25.00	3
55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**8**	**100.00**	**9**

6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	5.00	0	5.00	1
10: Gate	0.00	0	0.00	0
11: Gate	15.00	0	15.00	2
12: Gate	0.00	0	0.00	0
13: Gate	0.00	0	0.00	0
14: Gate	25.00	1	25.00	1
15: Gate	0.00	0	0.00	0
16: Gate	5.00	0	5.00	1
17: Gate	15.00	0	15.00	2
55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**2**	**100.00**	**11**

	Zone 23: 5035 W Goldleaf Circle			
	To 5035 W Goldleaf Circle:		From 5035 W Goldleaf Circle:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0

	Zone 24: 6855 S La Cienega Boulevard			
	To 6855 S La Cienega Boulevard:		From 6855 S La Cienega Boulevard:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0

48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	15.00	3	15.00	2
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	10.00	2	10.00	1
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	5.00	1	5.00	1
10: Gate	0.00	0	0.00	0
11: Gate	25.00	5	25.00	4
12: Gate	0.00	0	0.00	0
13: Gate	0.00	0	0.00	0
14: Gate	10.00	2	10.00	1
15: Gate	0.00	0	0.00	0
16: Gate	10.00	2	10.00	1
17: Gate	25.00	5	25.00	4
55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**20**	**100.00**	**14**

49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	20.00	10	20.00	7
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	10.00	5	10.00	3
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	5.00	3	5.00	2
10: Gate	0.00	0	0.00	0
11: Gate	5.00	3	5.00	2
12: Gate	0.00	0	0.00	0
13: Gate	0.00	0	0.00	0
14: Gate	10.00	5	10.00	3
15: Gate	0.00	0	0.00	0
16: Gate	20.00	10	20.00	7
17: Gate	10.00	5	10.00	3
55: Gate	5.00	3	5.00	2
56: Gate	0.00	0	0.00	0
57: Gate	5.00	3	5.00	2
58: Gate	10.00	5	10.00	3
59: Gate	0.00	0	0.00	0
Total	**100.00**	**52**	**100.00**	**34**

	Zone 25: 5208 W Centinela Avenue			
	To 5208 W Centinela Avenue:		From 5208 W Centinela Avenue:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0

	Zone 26: 3130 W Slauson Avenue			
	To 3130 W Slauson Avenue:		From 3130 W Slauson Avenue:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0

38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	20.00	19	20.00	18
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	10.00	10	10.00	9
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	5.00	5	5.00	5
10: Gate	0.00	0	0.00	0
11: Gate	5.00	5	5.00	5
12: Gate	0.00	0	0.00	0
13: Gate	0.00	0	0.00	0
14: Gate	10.00	10	10.00	9
15: Gate	0.00	0	0.00	0
16: Gate	20.00	19	20.00	18
17: Gate	10.00	10	10.00	9
55: Gate	5.00	5	5.00	5
56: Gate	0.00	0	0.00	0
57: Gate	5.00	5	5.00	5
58: Gate	10.00	10	10.00	9
59: Gate	0.00	0	0.00	0
Total	**100.00**	**98**	**100.00**	**92**

38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	4	5.00	13
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	0.00	0	0.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	60.00	47	60.00	158
12: Gate	0.00	0	0.00	0
13: Gate	0.00	0	0.00	0
14: Gate	5.00	4	5.00	13
15: Gate	0.00	0	0.00	0
16: Gate	5.00	4	5.00	13
17: Gate	25.00	20	25.00	66
55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**79**	**100.00**	**263**

	Zone 27: 4252 S Crenshaw Boulevard			
	To 4252 S Crenshaw Boulevard:		From 4252 S Crenshaw Boulevard:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0

	Zone 28: 4242 S Crenshaw Boulevard			
	To 4242 S Crenshaw Boulevard:		From 4242 S Crenshaw Boulevard:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0

29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	0.00	0	0.00	0
3: Gate	0.00	0	0.00	0
4: Gate	5.00	1	5.00	2
5: Gate	5.00	1	5.00	2
6: Gate	30.00	4	30.00	12
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	10.00	1	10.00	4
10: Gate	30.00	4	30.00	11
11: Gate	5.00	1	5.00	2
12: Gate	0.00	0	0.00	0
13: Gate	0.00	0	0.00	0
14: Gate	5.00	1	5.00	2
15: Gate	0.00	0	0.00	0
16: Gate	5.00	1	5.00	2
17: Gate	5.00	1	5.00	2
55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**15**	**100.00**	**39**

	Zone 29: 3900 W MLK Jr. Boulevard	
	To 3900 W MLK Jr. Boulevard:	**From 3900 W MLK Jr. Boulevard:**

29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	0.00	0	0.00	0
3: Gate	0.00	0	0.00	0
4: Gate	5.00	1	5.00	2
5: Gate	5.00	1	5.00	2
6: Gate	30.00	5	30.00	14
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	10.00	2	10.00	5
10: Gate	30.00	5	30.00	15
11: Gate	5.00	1	5.00	2
12: Gate	0.00	0	0.00	0
13: Gate	0.00	0	0.00	0
14: Gate	5.00	1	5.00	2
15: Gate	0.00	0	0.00	0
16: Gate	5.00	1	5.00	2
17: Gate	5.00	1	5.00	2
55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**18**	**100.00**	**46**

	Zone 30: 3650 W MLK Jr. Boulevard	
	To 3650 W MLK Jr. Boulevard:	**From 3650 W MLK Jr. Boulevard:**

Zone / Gate	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	0.00	0	0.00	0
3: Gate	0.00	0	0.00	0
4: Gate	5.00	19	5.00	7
5: Gate	5.00	19	5.00	7
6: Gate	30.00	117	30.00	41
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	10.00	39	10.00	14
10: Gate	30.00	117	30.00	40
11: Gate	5.00	19	5.00	7
12: Gate	0.00	0	0.00	0
13: Gate	0.00	0	0.00	0
14: Gate	5.00	19	5.00	7
15: Gate	0.00	0	0.00	0
16: Gate	5.00	19	5.00	7
17: Gate	5.00	19	5.00	7

Zone / Gate	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	0.00	0	0.00	0
3: Gate	0.00	0	0.00	0
4: Gate	5.00	0	5.00	0
5: Gate	5.00	0	5.00	0
6: Gate	30.00	0	30.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	10.00	0	10.00	0
10: Gate	30.00	0	30.00	0
11: Gate	5.00	0	5.00	0
12: Gate	0.00	0	0.00	0
13: Gate	0.00	0	0.00	0
14: Gate	5.00	0	5.00	0
15: Gate	0.00	0	0.00	0
16: Gate	5.00	0	5.00	0
17: Gate	5.00	0	5.00	0

55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**387**	**100.00**	**137**

55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**0**	**100.00**	**0**

	Zone 31: 4018 S Buckingham Rd.			
	To 4018 S Buckingham Rd.:		From 4018 S Buckingham Rd.:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	0.00	0	0.00	0
3: Gate	0.00	0	0.00	0
4: Gate	5.00	0	5.00	1
5: Gate	5.00	0	5.00	1

	Zone 32: 3831 W Stocker Street			
	To 3831 W Stocker Street:		From 3831 W Stocker Street:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	0.00	0	0.00	0
3: Gate	0.00	0	0.00	0
4: Gate	5.00	1	5.00	2
5: Gate	5.00	1	5.00	2

6: Gate	30.00	3	30.00	5
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	10.00	1	10.00	2
10: Gate	30.00	3	30.00	4
11: Gate	5.00	0	5.00	1
12: Gate	0.00	0	0.00	0
13: Gate	0.00	0	0.00	0
14: Gate	5.00	0	5.00	1
15: Gate	0.00	0	0.00	0
16: Gate	5.00	0	5.00	1
17: Gate	5.00	0	5.00	1
55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**7**	**100.00**	**17**

6: Gate	30.00	8	30.00	7
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	10.00	3	10.00	3
10: Gate	25.00	7	25.00	8
11: Gate	5.00	1	5.00	2
12: Gate	0.00	0	0.00	0
13: Gate	0.00	0	0.00	0
14: Gate	10.00	3	10.00	3
15: Gate	0.00	0	0.00	0
16: Gate	5.00	1	5.00	2
17: Gate	5.00	1	5.00	2
55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**26**	**100.00**	**31**

	Zone 33: 333 N Prairie Avenue			
	To 333 N Prairie Avenue:		**From 333 N Prairie Avenue:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0

	Zone 34: 408 E Warren Lane			
	To 408 E Warren Lane:		**From 408 E Warren Lane:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0

48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	1	5.00	5
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	1	2.00	2
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	1	2.00	2
12: Gate	0.00	0	0.00	0
13: Gate	2.00	1	2.00	2
14: Gate	10.00	3	10.00	9
15: Gate	2.00	1	2.00	2
16: Gate	5.00	1	5.00	5
17: Gate	2.00	1	2.00	2
55: Gate	25.00	7	25.00	24
56: Gate	20.00	6	20.00	19
57: Gate	25.00	7	25.00	22
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**30**	**100.00**	**94**

48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	0	5.00	0
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	0	2.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	0	2.00	0
12: Gate	0.00	0	0.00	0
13: Gate	2.00	0	2.00	0
14: Gate	10.00	0	10.00	0
15: Gate	2.00	0	2.00	0
16: Gate	5.00	0	5.00	0
17: Gate	2.00	0	2.00	0
55: Gate	25.00	0	25.00	0
56: Gate	20.00	0	20.00	0
57: Gate	25.00	0	25.00	1
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**0**	**100.00**	**1**

	Zone 35: La Brea Av/Florence Avenue			
	To La Brea Av/Florence Avenue:		**From La Brea Av/Florence Avenue:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park	0.00	0	0.00	0

	Zone 36: 1050 S Prairie Avenue			
	To 1050 S Prairie Avenue:		**From 1050 S Prairie Avenue:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0

Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	2	5.00	5
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	1	2.00	2
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	1	2.00	2
12: Gate	0.00	0	0.00	0
13: Gate	2.00	1	2.00	2
14: Gate	25.00	12	25.00	25
15: Gate	2.00	1	2.00	2
16: Gate	5.00	2	5.00	5
17: Gate	2.00	1	2.00	2
55: Gate	25.00	12	25.00	25
56: Gate	5.00	2	5.00	5
57: Gate	25.00	12	25.00	25
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**47**	**100.00**	**100**

38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	67	5.00	48
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	27	2.00	19
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	27	2.00	19
12: Gate	0.00	0	0.00	0
13: Gate	2.00	27	2.00	19
14: Gate	0.00	0	0.00	0
15: Gate	2.00	27	2.00	19
16: Gate	5.00	67	5.00	48
17: Gate	2.00	27	2.00	19
55: Gate	25.00	336	25.00	239
56: Gate	30.00	403	30.00	286
57: Gate	25.00	336	25.00	239
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**1344**	**100.00**	**955**

	Zone 37: 417-433 Centinela Avenue			
	To 417-433 Centinela Avenue:		From 417-433 Centinela Avenue:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0

	Zone 38: 614 E Hyde Park Boulevard			
	To 614 E Hyde Park Boulevard:		From 614 E Hyde Park Boulevard:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0

29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0	29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0	30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0	31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0	32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0	33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0	34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0	35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0	36: 1050 S Prairie Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0	37: 417-433 Centinela Avenue	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0	39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0	40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0	41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0	42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0	43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0	44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0	45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0	46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0	47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0	48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0	49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0	50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0	51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0	52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0	53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0	54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	1	5.00	2	2: Gate	5.00	0	5.00	0
3: Gate	0.00	0	0.00	0	3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0	4: Gate	0.00	0	0.00	0
5: Gate	2.00	0	2.00	1	5: Gate	2.00	0	2.00	0
6: Gate	0.00	0	0.00	0	6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0	7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0	8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0	9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0	10: Gate	0.00	0	0.00	0
11: Gate	2.00	0	2.00	1	11: Gate	2.00	0	2.00	0
12: Gate	0.00	0	0.00	0	12: Gate	0.00	0	0.00	0
13: Gate	2.00	0	2.00	1	13: Gate	2.00	0	2.00	0
14: Gate	10.00	1	10.00	4	14: Gate	10.00	0	10.00	0
15: Gate	2.00	0	2.00	1	15: Gate	2.00	0	2.00	0
16: Gate	5.00	1	5.00	2	16: Gate	5.00	0	5.00	0
17: Gate	2.00	0	2.00	1	17: Gate	2.00	0	2.00	0
55: Gate	25.00	3	25.00	10	55: Gate	25.00	0	25.00	0
56: Gate	20.00	2	20.00	8	56: Gate	20.00	0	20.00	0
57: Gate	25.00	3	25.00	10	57: Gate	25.00	0	25.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
Total	**100.00**	**11**	**100.00**	**41**	**Total**	**100.00**	**0**	**100.00**	**0**

	Zone 39: 912 N Edgewood Street			
	To 912 N Edgewood Street:		From 912 N Edgewood Street:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0

	Zone 40: 113-133 Plymouth Street			
	To 113-133 Plymouth Street:		From 113-133 Plymouth Street:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0

21: 4609 W Slauson Avenue	0.00	0	0.00	0	21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0	22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0	23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0	24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0	25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0	26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0	27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0	28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0	29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0	30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0	31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0	32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0	33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0	34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0	35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0	36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0	37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0	38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0	39: 912 N Edgewood Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0	41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0	42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0	43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0	44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0	45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0	46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0	47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0	48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0	49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0	50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0	51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0	52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0	53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0	54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	0	5.00	1	2: Gate	5.00	0	5.00	0
3: Gate	0.00	0	0.00	0	3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0	4: Gate	0.00	0	0.00	0
5: Gate	2.00	0	2.00	0	5: Gate	2.00	0	2.00	0
6: Gate	0.00	0	0.00	0	6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0	7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0	8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0	9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0	10: Gate	0.00	0	0.00	0
11: Gate	2.00	0	2.00	0	11: Gate	2.00	0	2.00	0
12: Gate	0.00	0	0.00	0	12: Gate	0.00	0	0.00	0
13: Gate	2.00	0	2.00	0	13: Gate	2.00	0	2.00	0
14: Gate	25.00	1	25.00	3	14: Gate	25.00	1	25.00	2
15: Gate	2.00	0	2.00	0	15: Gate	2.00	0	2.00	0
16: Gate	5.00	0	5.00	1	16: Gate	5.00	0	5.00	0
17: Gate	2.00	0	2.00	0	17: Gate	2.00	0	2.00	0
55: Gate	25.00	1	25.00	3	55: Gate	25.00	1	25.00	2

56: Gate	5.00	0	5.00	1
57: Gate	25.00	1	25.00	4
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**3**	**100.00**	**13**

56: Gate	5.00	0	5.00	0
57: Gate	25.00	1	25.00	3
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**3**	**100.00**	**7**

	Zone 41: 411 E Hazel Street			
	To 411 E Hazel Street:		From 411 E Hazel Street:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	0	5.00	0
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	0	2.00	0
6: Gate	0.00	0	0.00	0

	Zone 42: 943-959 W Hyde Park Boulevard			
	To 943-959 W Hyde Park Boulevard:		From 943-959 W Hyde Park Boulevard:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	20.00	2	20.00	1
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	10.00	1	10.00	1
6: Gate	0.00	0	0.00	0

7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	0	2.00	0
12: Gate	0.00	0	0.00	0
13: Gate	2.00	0	2.00	0
14: Gate	10.00	0	10.00	1
15: Gate	2.00	0	2.00	0
16: Gate	5.00	0	5.00	0
17: Gate	2.00	0	2.00	0
55: Gate	25.00	1	25.00	2
56: Gate	20.00	0	20.00	1
57: Gate	25.00	1	25.00	2
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**2**	**100.00**	**6**

7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	5.00	1	5.00	0
10: Gate	0.00	0	0.00	0
11: Gate	5.00	1	5.00	0
12: Gate	0.00	0	0.00	0
13: Gate	0.00	0	0.00	0
14: Gate	10.00	1	10.00	1
15: Gate	0.00	0	0.00	0
16: Gate	20.00	2	20.00	1
17: Gate	10.00	1	10.00	1
55: Gate	5.00	1	5.00	0
56: Gate	0.00	0	0.00	0
57: Gate	5.00	1	5.00	0
58: Gate	10.00	1	10.00	1
59: Gate	0.00	0	0.00	0
Total	**100.00**	**12**	**100.00**	**6**

	Zone 43: 423 E Warren Lane			
	To 423 E Warren Lane:		From 423 E Warren Lane:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0

	Zone 44: 1001 N Welton Way			
	To 1001 N Welton Way:		From 1001 N Welton Way:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0

49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	0	5.00	1
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	0	2.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	0	2.00	0
12: Gate	0.00	0	0.00	0
13: Gate	2.00	0	2.00	0
14: Gate	10.00	1	10.00	2
15: Gate	2.00	0	2.00	0
16: Gate	5.00	0	5.00	1
17: Gate	2.00	0	2.00	0
55: Gate	25.00	1	25.00	4
56: Gate	20.00	1	20.00	3
57: Gate	25.00	1	25.00	4
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**4**	**100.00**	**15**

49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	0	5.00	0
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	0	2.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	0	2.00	0
12: Gate	0.00	0	0.00	0
13: Gate	2.00	0	2.00	0
14: Gate	10.00	0	10.00	0
15: Gate	2.00	0	2.00	0
16: Gate	5.00	0	5.00	0
17: Gate	2.00	0	2.00	0
55: Gate	25.00	0	25.00	1
56: Gate	20.00	0	20.00	1
57: Gate	25.00	0	25.00	2
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**0**	**100.00**	**4**

	Zone 45: 527 E Hyde Park Boulevard			
	To 527 E Hyde Park Boulevard:		From 527 E Hyde Park Boulevard:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0

	Zone 46: 704 N Market Street			
	To 704 N Market Street:		From 704 N Market Street:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0

38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	0	5.00	0
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	0	2.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	0	2.00	0
12: Gate	0.00	0	0.00	0
13: Gate	2.00	0	2.00	0
14: Gate	10.00	0	10.00	1
15: Gate	2.00	0	2.00	0
16: Gate	5.00	0	5.00	0
17: Gate	2.00	0	2.00	0
55: Gate	25.00	1	25.00	2
56: Gate	20.00	0	20.00	2
57: Gate	25.00	1	25.00	3
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**2**	**100.00**	**8**

38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	0	5.00	0
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	0	2.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	0	2.00	0
12: Gate	0.00	0	0.00	0
13: Gate	2.00	0	2.00	0
14: Gate	25.00	0	25.00	1
15: Gate	2.00	0	2.00	0
16: Gate	5.00	0	5.00	0
17: Gate	2.00	0	2.00	0
55: Gate	25.00	0	25.00	1
56: Gate	5.00	0	5.00	0
57: Gate	25.00	0	25.00	3
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**0**	**100.00**	**5**

	Zone 47: 205 N Market Street			
	To 205 N Market Street:		From 205 N Market Street:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0

	Zone 48: 332 Stepney Street			
	To 332 Stepney Street:		From 332 Stepney Street:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0

29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0	29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0	30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0	31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0	32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0	33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0	34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0	35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0	36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0	37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0	38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0	39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0	40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0	41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0	42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0	43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0	44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0	45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0	46: 704 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0	47: 205 N Market Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0	49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0	50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0	51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0	52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0	53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0	54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	4	5.00	5	2: Gate	5.00	0	5.00	0
3: Gate	0.00	0	0.00	0	3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0	4: Gate	0.00	0	0.00	0
5: Gate	2.00	2	2.00	2	5: Gate	2.00	0	2.00	0
6: Gate	0.00	0	0.00	0	6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0	7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0	8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0	9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0	10: Gate	0.00	0	0.00	0
11: Gate	2.00	2	2.00	2	11: Gate	2.00	0	2.00	0
12: Gate	0.00	0	0.00	0	12: Gate	0.00	0	0.00	0
13: Gate	2.00	2	2.00	2	13: Gate	2.00	0	2.00	0
14: Gate	25.00	20	25.00	24	14: Gate	10.00	0	10.00	0
15: Gate	2.00	2	2.00	2	15: Gate	2.00	0	2.00	0
16: Gate	5.00	4	5.00	5	16: Gate	5.00	0	5.00	0
17: Gate	2.00	2	2.00	2	17: Gate	2.00	0	2.00	0
55: Gate	25.00	20	25.00	24	55: Gate	25.00	0	25.00	1
56: Gate	5.00	4	5.00	5	56: Gate	20.00	0	20.00	1
57: Gate	25.00	20	25.00	22	57: Gate	25.00	0	25.00	1
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
Total	**100.00**	**82**	**100.00**	**95**	**Total**	**100.00**	**0**	**100.00**	**3**

Zone / Gate	Zone 49: 455 N Prairie Avenue			
	To 455 N Prairie Avenue:		From 455 N Prairie Avenue:	
	Share %	Trips	Share %	Trips

Zone / Gate	Zone 50: 716 W Beach Avenue			
	To 716 W Beach Avenue:		From 716 W Beach Avenue:	
	Share %	Trips	Share %	Trips

1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	1	5.00	0
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	0	2.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	0	2.00	0
12: Gate	0.00	0	0.00	0
13: Gate	2.00	0	2.00	0
14: Gate	10.00	1	10.00	0
15: Gate	2.00	0	2.00	0
16: Gate	5.00	1	5.00	0
17: Gate	2.00	0	2.00	0

1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	0	5.00	1
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	0	2.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	0	2.00	0
12: Gate	0.00	0	0.00	0
13: Gate	2.00	0	2.00	0
14: Gate	25.00	1	25.00	4
15: Gate	2.00	0	2.00	0
16: Gate	5.00	0	5.00	1
17: Gate	2.00	0	2.00	0

55: Gate	25.00	4	25.00	1
56: Gate	20.00	3	20.00	1
57: Gate	25.00	4	25.00	2
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**14**	**100.00**	**4**

55: Gate	25.00	1	25.00	4
56: Gate	5.00	0	5.00	1
57: Gate	25.00	1	25.00	4
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**3**	**100.00**	**15**

	Zone 51: 317 S La Brea Avenue			
	To 317 S La Brea Avenue:		From 317 S La Brea Avenue:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	2	5.00	6
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	1	2.00	2

	Zone 52: 201 N La Brea Avenue			
	To 201 N La Brea Avenue:		From 201 N La Brea Avenue:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	1	5.00	3
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	0	2.00	1

6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	1	2.00	2
12: Gate	0.00	0	0.00	0
13: Gate	2.00	1	2.00	2
14: Gate	25.00	12	25.00	30
15: Gate	2.00	1	2.00	2
16: Gate	5.00	2	5.00	6
17: Gate	2.00	1	2.00	2
55: Gate	25.00	12	25.00	30
56: Gate	5.00	2	5.00	6
57: Gate	25.00	12	25.00	30
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**47**	**100.00**	**118**

6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	0	2.00	1
12: Gate	0.00	0	0.00	0
13: Gate	2.00	0	2.00	1
14: Gate	25.00	4	25.00	13
15: Gate	2.00	0	2.00	1
16: Gate	5.00	1	5.00	3
17: Gate	2.00	0	2.00	1
55: Gate	25.00	4	25.00	13
56: Gate	5.00	1	5.00	3
57: Gate	25.00	4	25.00	11
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**15**	**100.00**	**51**

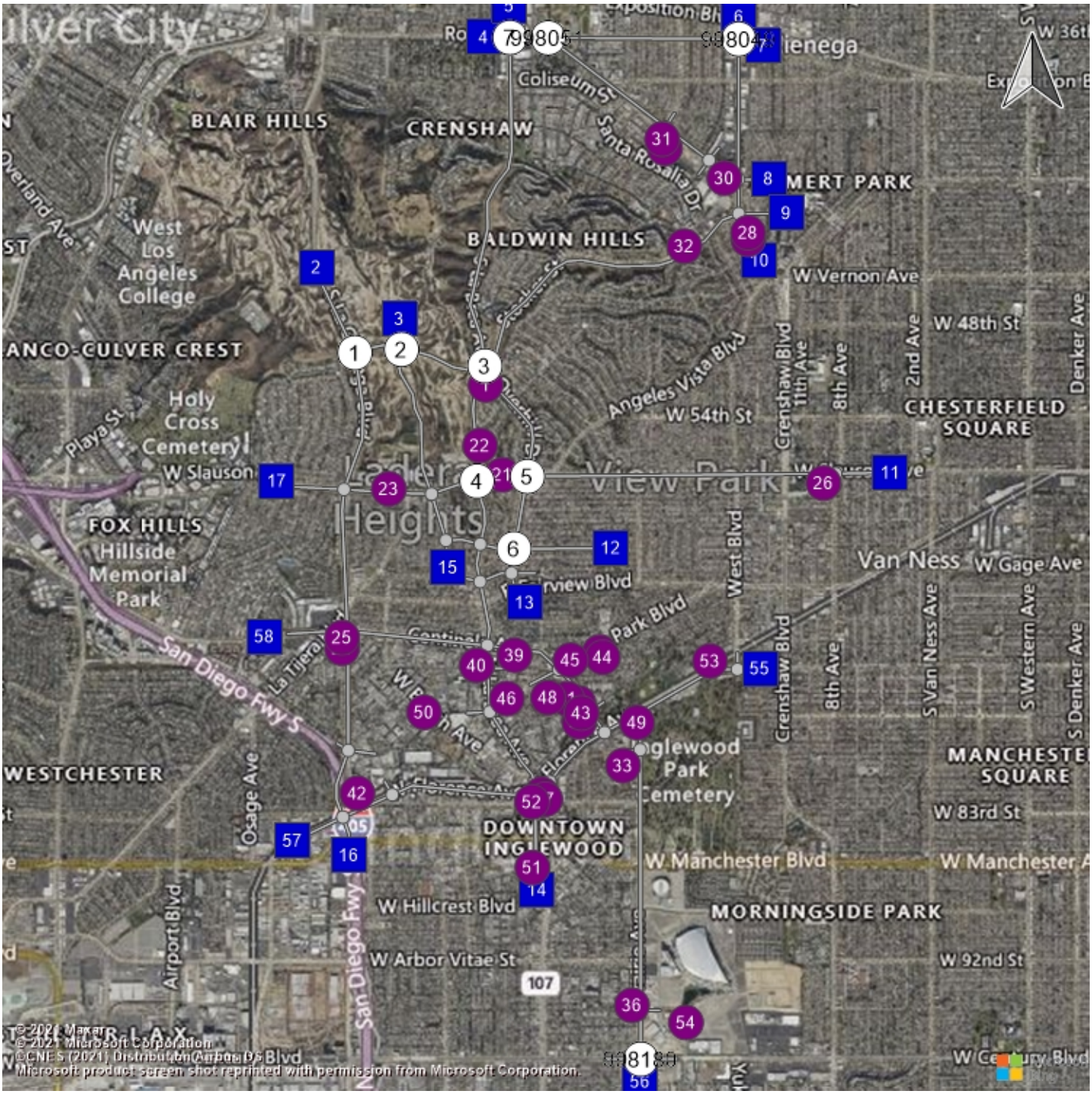
Zone / Gate	Zone 53: 923 Redondo Blvd			
	To 923 Redondo Blvd:		From 923 Redondo Blvd:	
	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0

Zone / Gate	Zone 54: Prairie Avenue/Century Boulevard			
	To Prairie Avenue/Century Boulevard:		From Prairie Avenue/Century Boulevard:	
	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0

47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	0	5.00	1
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	0	2.00	1
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	0	2.00	1
12: Gate	0.00	0	0.00	0
13: Gate	2.00	0	2.00	1
14: Gate	10.00	1	10.00	3
15: Gate	2.00	0	2.00	1
16: Gate	5.00	0	5.00	1
17: Gate	2.00	0	2.00	1
55: Gate	25.00	2	25.00	7
56: Gate	20.00	2	20.00	5
57: Gate	25.00	2	25.00	5
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**7**	**100.00**	**27**

Boulevard				
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
2: Gate	7.00	16	7.00	4
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	5	2.00	1
6: Gate	2.00	5	2.00	1
7: Gate	2.00	5	2.00	1
8: Gate	0.00	0	0.00	0
9: Gate	2.00	5	2.00	1
10: Gate	0.00	0	0.00	0
11: Gate	5.00	12	5.00	3
12: Gate	0.00	0	0.00	0
13: Gate	0.00	0	0.00	0
14: Gate	0.00	0	0.00	0
15: Gate	0.00	0	0.00	0
16: Gate	5.00	12	5.00	3
17: Gate	2.00	5	2.00	1
55: Gate	23.00	53	23.00	14
56: Gate	30.00	69	30.00	21
57: Gate	20.00	46	20.00	13
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
Total	**100.00**	**233**	**100.00**	**63**

Report Figure 1: Study Intersections



The View

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Report File: P:\...\The View - CumuPM - TRIP DIST.pdf

Scenario 3 Future (Cumulative) Year PM
1/27/2022

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
21: 4609 W Slauson Avenue	Automated Car Wash	948	TSF	14.200	2.400	50.00	50.00	17	17	34	0.43
22: 5538 S La Brea Avenue	Multifamily Housing Low-Rise	220	DU	0.560	31.000	63.00	37.00	11	6	17	0.22
23: 5035 W Goldleaf Circle	Fast-Food Restaurant without Drive-Through Window	933	TSF	28.340	1.342	50.00	50.00	19	19	38	0.48
24: 6855 S La Cienega Boulevard	Supermarket	850	TSF	9.240	22.590	51.00	49.00	107	102	209	2.66
25: 5208 W Centinela Avenue	Fast-Food Restaurant with Drive-Through Window	934	TSF	32.670	4.642	52.00	48.00	79	73	152	1.93
26: 3130 W Slauson Avenue	Multifamily Housing Low-Rise	220	DU	0.560	742.000	63.00	37.00	262	154	416	5.30
27: 4252 S Crenshaw Boulevard	Multifamily Housing Low-Rise	220	DU	0.560	111.000	63.00	37.00	39	23	62	0.79
28: 4242 S Crenshaw Boulevard				1.000	0.000	50.00	50.00	54	37	91	1.16
29: 3900 W MLK Jr. Boulevard				1.000	0.000	50.00	50.00	285	257	542	6.90
30: 3650 W MLK Jr. Boulevard				1.000	0.000	50.00	50.00	0	0	0	0.00
31: 4018 S Buckingham Rd.	Senior Adult Housing - Attached	252	DU	0.260	130.000	55.00	45.00	19	15	34	0.43
32: 3831 W Stocker Street	Multifamily Housing (Low-Rise)	220	DU	0.560	127.000	63.00	37.00	45	26	71	0.90
33: 333 N Prairie Avenue	Multifamily Housing (Low-Rise)	220	DU	0.560	266.000	63.00	37.00	94	55	149	1.90
34: 408 E Warren Lane	Shopping Center	820	TSF	3.810	2.542	48.00	52.00	5	5	10	0.13
35: La Brea Av/Florence Avenue				1.000	0.000	50.00	50.00	158	129	287	3.65
36: 1050 S Prairie Avenue				1.000	0.000	50.00	50.00	2119	2396	4515	57.47
37: 417-433 Centinela Avenue	Multifamily Housing (Low-Rise)	220	DU	0.560	116.000	63.00	37.00	41	24	65	0.83
38: 614 E Hyde Park Boulevard	Congregate Care Facility	253	DU	0.180	18.000	53.00	47.00	2	1	3	0.04
39: 912 N Edgewood Street	Multifamily Housing (Low-Rise)	220	DU	0.560	38.000	63.00	37.00	13	8	21	0.27
40: 113-133 Plymouth Street	Multifamily Housing (Low-Rise)	220	DU	0.560	20.000	63.00	37.00	7	4	11	0.14
41: 411 E Hazel Street	Multifamily Housing (Low-Rise)	220	DU	0.560	18.000	63.00	37.00	6	4	10	0.13
42: 943-959 W Hyde Park Boulevard	Mini-Warehouse	151	TSF	0.170	159.498	47.00	53.00	13	14	27	0.34
43: 423 E Warren Lane	Multifamily Housing (Low-Rise)	220	DU	0.560	44.000	63.00	37.00	16	9	25	0.32
44: 1001 N Welton Way	Multifamily Housing (Low-Rise)	220	DU	0.560	11.000	63.00	37.00	4	2	6	0.08
45: 527 E Hyde Park Boulevard	Multifamily Housing (Low-Rise)	220	DU	0.560	21.000	63.00	37.00	8	4	12	0.15
46: 704 N Market Street	Multifamily Housing (Low-Rise)	220	DU	0.560	12.000	63.00	37.00	4	3	7	0.09
47: 205 N Market Street				1.000	0.000	50.00	50.00	96	103	199	2.53
48: 332 Stepney Street	Multifamily Housing (Low-Rise)	220	DU	0.560	8.000	63.00	37.00	3	1	4	0.05

49: 455 N Prairie Avenue	Medical-Dental Office Building	720	TSF	3.460	6.530	28.00	72.00	6	17	23	0.29
50: 716 W Beach Avenue	Multifamily Housing (Low-Rise)	220	DU	0.560	42.000	63.00	37.00	15	9	24	0.31
51: 317 S La Brea Avenue				1.000	0.000	50.00	50.00	150	108	258	3.28
52: 201 N La Brea Avenue	Multifamily Housing (Low-Rise)	220	DU	0.560	144.000	63.00	37.00	51	30	81	1.03
53: 923 Redondo Blvd	Multifamily Housing (Mid-Rise)	221	DU	0.440	101.000	61.00	39.00	27	17	44	0.56
54: Prairie Avenue/Century Boulevard				1.000	0.000	50.00	50.00	161	248	409	5.21
					Added Trips Total			**3936**	**3920**	**7856**	**100.00**

The View

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Report File: P:\...\The View - CumuPM - TRIP DIST.pdf

Scenario 3 Future (Cumulative) Year PM
1/27/2022

Trip Distribution summary

Zone / Gate	Zone 21: 4609 W Slauson Avenue			
	To 4609 W Slauson Avenue:		From 4609 W Slauson Avenue:	
	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	15.00	3	15.00	3
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	10.00	2	10.00	2

Zone / Gate	Zone 22: 5538 S La Brea Avenue			
	To 5538 S La Brea Avenue:		From 5538 S La Brea Avenue:	
	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	10.00	1	10.00	1
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	25.00	3	25.00	2

6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	5.00	1	5.00	1
10: Gate	0.00	0	0.00	0
11: Gate	25.00	4	25.00	4
12: Gate	0.00	0	0.00	0
13: Gate	0.00	0	0.00	0
14: Gate	10.00	2	10.00	2
15: Gate	0.00	0	0.00	0
16: Gate	10.00	2	10.00	2
17: Gate	25.00	4	25.00	3
55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
Total	**100.00**	**18**	**100.00**	**17**

6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	5.00	1	5.00	0
10: Gate	0.00	0	0.00	0
11: Gate	15.00	2	15.00	1
12: Gate	0.00	0	0.00	0
13: Gate	0.00	0	0.00	0
14: Gate	25.00	3	25.00	1
15: Gate	0.00	0	0.00	0
16: Gate	5.00	1	5.00	0
17: Gate	15.00	2	15.00	1
55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
Total	**100.00**	**13**	**100.00**	**6**

	Zone 23: 5035 W Goldleaf Circle			
	To 5035 W Goldleaf Circle:		From 5035 W Goldleaf Circle:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0

	Zone 24: 6855 S La Cienega Boulevard			
	To 6855 S La Cienega Boulevard:		From 6855 S La Cienega Boulevard:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0

49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	15.00	3	15.00	3
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	10.00	2	10.00	2
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	5.00	1	5.00	1
10: Gate	0.00	0	0.00	0
11: Gate	25.00	5	25.00	5
12: Gate	0.00	0	0.00	0
13: Gate	0.00	0	0.00	0
14: Gate	10.00	2	10.00	2
15: Gate	0.00	0	0.00	0
16: Gate	10.00	2	10.00	2
17: Gate	25.00	5	25.00	4
55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
Total	**100.00**	**20**	**100.00**	**19**

50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	20.00	21	20.00	20
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	10.00	11	10.00	10
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	5.00	5	5.00	5
10: Gate	0.00	0	0.00	0
11: Gate	5.00	5	5.00	5
12: Gate	0.00	0	0.00	0
13: Gate	0.00	0	0.00	0
14: Gate	10.00	11	10.00	10
15: Gate	0.00	0	0.00	0
16: Gate	20.00	21	20.00	22
17: Gate	10.00	11	10.00	10
55: Gate	5.00	5	5.00	5
56: Gate	0.00	0	0.00	0
57: Gate	5.00	5	5.00	5
58: Gate	10.00	11	10.00	10
Total	**100.00**	**106**	**100.00**	**102**

	Zone 25: 5208 W Centinela Avenue			
	To 5208 W Centinela Avenue:		From 5208 W Centinela Avenue:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0

	Zone 26: 3130 W Slauson Avenue			
	To 3130 W Slauson Avenue:		From 3130 W Slauson Avenue:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0

40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	20.00	16	20.00	15
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	10.00	8	10.00	7
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	5.00	4	5.00	4
10: Gate	0.00	0	0.00	0
11: Gate	5.00	4	5.00	4
12: Gate	0.00	0	0.00	0
13: Gate	0.00	0	0.00	0
14: Gate	10.00	8	10.00	7
15: Gate	0.00	0	0.00	0
16: Gate	20.00	16	20.00	14
17: Gate	10.00	8	10.00	7
55: Gate	5.00	4	5.00	4
56: Gate	0.00	0	0.00	0
57: Gate	5.00	4	5.00	4
58: Gate	10.00	8	10.00	7
Total	**100.00**	**80**	**100.00**	**73**

40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	13	5.00	8
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	0.00	0	0.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	60.00	157	60.00	91
12: Gate	0.00	0	0.00	0
13: Gate	0.00	0	0.00	0
14: Gate	5.00	13	5.00	8
15: Gate	0.00	0	0.00	0
16: Gate	5.00	13	5.00	8
17: Gate	25.00	66	25.00	39
55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
Total	**100.00**	**262**	**100.00**	**154**

	Zone 27: 4252 S Crenshaw Boulevard			
	To 4252 S Crenshaw Boulevard:		**From 4252 S Crenshaw Boulevard:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0

	Zone 28: 4242 S Crenshaw Boulevard			
	To 4242 S Crenshaw Boulevard:		**From 4242 S Crenshaw Boulevard:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0

32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	0.00	0	0.00	0
3: Gate	0.00	0	0.00	0
4: Gate	5.00	2	5.00	1
5: Gate	5.00	2	5.00	1
6: Gate	30.00	12	30.00	7
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	10.00	4	10.00	2
10: Gate	30.00	12	30.00	8
11: Gate	5.00	2	5.00	1
12: Gate	0.00	0	0.00	0
13: Gate	0.00	0	0.00	0
14: Gate	5.00	2	5.00	1
15: Gate	0.00	0	0.00	0
16: Gate	5.00	2	5.00	1
17: Gate	5.00	2	5.00	1
55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
Total	**100.00**	**40**	**100.00**	**23**

32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	0.00	0	0.00	0
3: Gate	0.00	0	0.00	0
4: Gate	5.00	3	5.00	2
5: Gate	5.00	3	5.00	2
6: Gate	30.00	16	30.00	11
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	10.00	5	10.00	4
10: Gate	30.00	16	30.00	10
11: Gate	5.00	3	5.00	2
12: Gate	0.00	0	0.00	0
13: Gate	0.00	0	0.00	0
14: Gate	5.00	3	5.00	2
15: Gate	0.00	0	0.00	0
16: Gate	5.00	3	5.00	2
17: Gate	5.00	3	5.00	2
55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
Total	**100.00**	**55**	**100.00**	**37**

	Zone 29: 3900 W MLK Jr. Boulevard			
	To 3900 W MLK Jr. Boulevard:		From 3900 W MLK Jr. Boulevard:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0

	Zone 30: 3650 W MLK Jr. Boulevard			
	To 3650 W MLK Jr. Boulevard:		From 3650 W MLK Jr. Boulevard:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0

24: 6855 S La Cienega Boulevard	0.00	0	0.00	0	24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0	25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0	26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0	27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0	28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0	29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0	31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0	32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0	33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0	34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0	35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0	36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0	37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0	38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0	39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0	40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0	41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0	42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0	43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0	44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0	45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0	46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0	47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0	48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0	49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0	50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0	51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0	52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0	53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0	54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	0.00	0	0.00	0	2: Gate	0.00	0	0.00	0
3: Gate	0.00	0	0.00	0	3: Gate	0.00	0	0.00	0
4: Gate	5.00	14	5.00	13	4: Gate	5.00	0	5.00	0
5: Gate	5.00	14	5.00	13	5: Gate	5.00	0	5.00	0
6: Gate	30.00	86	30.00	77	6: Gate	30.00	0	30.00	0
7: Gate	0.00	0	0.00	0	7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0	8: Gate	0.00	0	0.00	0
9: Gate	10.00	29	10.00	26	9: Gate	10.00	0	10.00	0
10: Gate	30.00	86	30.00	76	10: Gate	30.00	0	30.00	0
11: Gate	5.00	14	5.00	13	11: Gate	5.00	0	5.00	0
12: Gate	0.00	0	0.00	0	12: Gate	0.00	0	0.00	0
13: Gate	0.00	0	0.00	0	13: Gate	0.00	0	0.00	0
14: Gate	5.00	14	5.00	13	14: Gate	5.00	0	5.00	0
15: Gate	0.00	0	0.00	0	15: Gate	0.00	0	0.00	0
16: Gate	5.00	14	5.00	13	16: Gate	5.00	0	5.00	0
17: Gate	5.00	14	5.00	13	17: Gate	5.00	0	5.00	0
55: Gate	0.00	0	0.00	0	55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0	56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0	57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
Total	**100.00**	**285**	**100.00**	**257**	**Total**	**100.00**	**0**	**100.00**	**0**

Zone / Gate	Zone 31: 4018 S Buckingham Rd.			
	To 4018 S Buckingham Rd.:		From 4018 S Buckingham Rd.:	
	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	0.00	0	0.00	0
3: Gate	0.00	0	0.00	0
4: Gate	5.00	1	5.00	1
5: Gate	5.00	1	5.00	1
6: Gate	30.00	6	30.00	5
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	10.00	2	10.00	2
10: Gate	30.00	6	30.00	2
11: Gate	5.00	1	5.00	1
12: Gate	0.00	0	0.00	0

Zone / Gate	Zone 32: 3831 W Stocker Street			
	To 3831 W Stocker Street:		From 3831 W Stocker Street:	
	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	0.00	0	0.00	0
3: Gate	0.00	0	0.00	0
4: Gate	5.00	2	5.00	1
5: Gate	5.00	2	5.00	1
6: Gate	30.00	14	30.00	8
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	10.00	5	10.00	3
10: Gate	25.00	11	25.00	7
11: Gate	5.00	2	5.00	1
12: Gate	0.00	0	0.00	0

13: Gate	0.00	0	0.00	0
14: Gate	5.00	1	5.00	1
15: Gate	0.00	0	0.00	0
16: Gate	5.00	1	5.00	1
17: Gate	5.00	1	5.00	1
55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
Total	**100.00**	**20**	**100.00**	**15**

13: Gate	0.00	0	0.00	0
14: Gate	10.00	5	10.00	3
15: Gate	0.00	0	0.00	0
16: Gate	5.00	2	5.00	1
17: Gate	5.00	2	5.00	1
55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
Total	**100.00**	**45**	**100.00**	**26**

	Zone 33: 333 N Prairie Avenue			
	To 333 N Prairie Avenue:		**From 333 N Prairie Avenue:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0

	Zone 34: 408 E Warren Lane			
	To 408 E Warren Lane:		**From 408 E Warren Lane:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0

2: Gate	5.00	5	5.00	3	2: Gate	5.00	0	5.00	0
3: Gate	0.00	0	0.00	0	3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0	4: Gate	0.00	0	0.00	0
5: Gate	2.00	2	2.00	1	5: Gate	2.00	0	2.00	0
6: Gate	0.00	0	0.00	0	6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0	7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0	8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0	9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0	10: Gate	0.00	0	0.00	0
11: Gate	2.00	2	2.00	1	11: Gate	2.00	0	2.00	0
12: Gate	0.00	0	0.00	0	12: Gate	0.00	0	0.00	0
13: Gate	2.00	2	2.00	1	13: Gate	2.00	0	2.00	0
14: Gate	10.00	9	10.00	6	14: Gate	10.00	1	10.00	1
15: Gate	2.00	2	2.00	1	15: Gate	2.00	0	2.00	0
16: Gate	5.00	5	5.00	3	16: Gate	5.00	0	5.00	0
17: Gate	2.00	2	2.00	1	17: Gate	2.00	0	2.00	0
55: Gate	25.00	24	25.00	14	55: Gate	25.00	1	25.00	1
56: Gate	20.00	19	20.00	11	56: Gate	20.00	1	20.00	1
57: Gate	25.00	24	25.00	13	57: Gate	25.00	1	25.00	2
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
Total	**100.00**	**96**	**100.00**	**55**	**Total**	**100.00**	**4**	**100.00**	**5**

	Zone 35: La Brea Av/Florence Avenue			
	To La Brea Av/Florence Avenue:		From La Brea Av/Florence Avenue:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park	0.00	0	0.00	0

	Zone 36: 1050 S Prairie Avenue			
	To 1050 S Prairie Avenue:		From 1050 S Prairie Avenue:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0

Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	8	5.00	6
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	3	2.00	3
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	3	2.00	3
12: Gate	0.00	0	0.00	0
13: Gate	2.00	3	2.00	3
14: Gate	25.00	40	25.00	32
15: Gate	2.00	3	2.00	3
16: Gate	5.00	8	5.00	6
17: Gate	2.00	3	2.00	3
55: Gate	25.00	40	25.00	32
56: Gate	5.00	8	5.00	6
57: Gate	25.00	40	25.00	32
58: Gate	0.00	0	0.00	0
Total	**100.00**	**159**	**100.00**	**129**

45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	106	5.00	120
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	42	2.00	48
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	42	2.00	48
12: Gate	0.00	0	0.00	0
13: Gate	2.00	42	2.00	48
14: Gate	0.00	0	0.00	0
15: Gate	2.00	42	2.00	48
16: Gate	5.00	106	5.00	120
17: Gate	2.00	42	2.00	48
55: Gate	25.00	530	25.00	599
56: Gate	30.00	636	30.00	718
57: Gate	25.00	530	25.00	599
58: Gate	0.00	0	0.00	0
Total	**100.00**	**2118**	**100.00**	**2396**

	Zone 37: 417-433 Centinela Avenue			
	To 417-433 Centinela Avenue:		**From 417-433 Centinela Avenue:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0

	Zone 38: 614 E Hyde Park Boulevard			
	To 614 E Hyde Park Boulevard:		**From 614 E Hyde Park Boulevard:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0

36: 1050 S Prairie Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	2	5.00	1
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	1	2.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	1	2.00	0
12: Gate	0.00	0	0.00	0
13: Gate	2.00	1	2.00	0
14: Gate	10.00	4	10.00	2
15: Gate	2.00	1	2.00	0
16: Gate	5.00	2	5.00	1
17: Gate	2.00	1	2.00	0
55: Gate	25.00	10	25.00	6
56: Gate	20.00	8	20.00	5
57: Gate	25.00	10	25.00	9
58: Gate	0.00	0	0.00	0
Total	**100.00**	**41**	**100.00**	**24**

36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	0	5.00	0
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	0	2.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	0	2.00	0
12: Gate	0.00	0	0.00	0
13: Gate	2.00	0	2.00	0
14: Gate	10.00	0	10.00	0
15: Gate	2.00	0	2.00	0
16: Gate	5.00	0	5.00	0
17: Gate	2.00	0	2.00	0
55: Gate	25.00	1	25.00	0
56: Gate	20.00	0	20.00	0
57: Gate	25.00	1	25.00	1
58: Gate	0.00	0	0.00	0
Total	**100.00**	**2**	**100.00**	**1**

	Zone 39: 912 N Edgewood Street			
	To 912 N Edgewood Street:		From 912 N Edgewood Street:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0

	Zone 40: 113-133 Plymouth Street			
	To 113-133 Plymouth Street:		From 113-133 Plymouth Street:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0

29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	1	5.00	0
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	0	2.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	0	2.00	0
12: Gate	0.00	0	0.00	0
13: Gate	2.00	0	2.00	0
14: Gate	25.00	3	25.00	2
15: Gate	2.00	0	2.00	0
16: Gate	5.00	1	5.00	0
17: Gate	2.00	0	2.00	0
55: Gate	25.00	3	25.00	2
56: Gate	5.00	1	5.00	0
57: Gate	25.00	3	25.00	4
58: Gate	0.00	0	0.00	0
Total	**100.00**	**12**	**100.00**	**8**

29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	0	5.00	0
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	0	2.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	0	2.00	0
12: Gate	0.00	0	0.00	0
13: Gate	2.00	0	2.00	0
14: Gate	25.00	2	25.00	1
15: Gate	2.00	0	2.00	0
16: Gate	5.00	0	5.00	0
17: Gate	2.00	0	2.00	0
55: Gate	25.00	2	25.00	1
56: Gate	5.00	0	5.00	0
57: Gate	25.00	2	25.00	2
58: Gate	0.00	0	0.00	0
Total	**100.00**	**6**	**100.00**	**4**

Zone / Gate	Zone 41: 411 E Hazel Street			
	To 411 E Hazel Street:		From 411 E Hazel Street:	
	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0

Zone / Gate	Zone 42: 943-959 W Hyde Park Boulevard			
	To 943-959 W Hyde Park Boulevard:		From 943-959 W Hyde Park Boulevard:	
	Share %	Trips	Share %	Trips

21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	0	5.00	0
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	0	2.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	0	2.00	0
12: Gate	0.00	0	0.00	0
13: Gate	2.00	0	2.00	0
14: Gate	10.00	1	10.00	0
15: Gate	2.00	0	2.00	0
16: Gate	5.00	0	5.00	0
17: Gate	2.00	0	2.00	0
55: Gate	25.00	2	25.00	1

1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	20.00	3	20.00	3
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	10.00	1	10.00	1
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	5.00	1	5.00	1
10: Gate	0.00	0	0.00	0
11: Gate	5.00	1	5.00	1
12: Gate	0.00	0	0.00	0
13: Gate	0.00	0	0.00	0
14: Gate	10.00	1	10.00	1
15: Gate	0.00	0	0.00	0
16: Gate	20.00	3	20.00	3
17: Gate	10.00	1	10.00	1
55: Gate	5.00	1	5.00	1

56: Gate	20.00	1	20.00	1
57: Gate	25.00	2	25.00	2
58: Gate	0.00	0	0.00	0
Total	**100.00**	**6**	**100.00**	**4**

56: Gate	0.00	0	0.00	0
57: Gate	5.00	1	5.00	1
58: Gate	10.00	1	10.00	1
Total	**100.00**	**14**	**100.00**	**14**

	Zone 43: 423 E Warren Lane			
	To 423 E Warren Lane:		From 423 E Warren Lane:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	1	5.00	0
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	0	2.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0

	Zone 44: 1001 N Welton Way			
	To 1001 N Welton Way:		From 1001 N Welton Way:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	0	5.00	0
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	0	2.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0

8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	0	2.00	0
12: Gate	0.00	0	0.00	0
13: Gate	2.00	0	2.00	0
14: Gate	10.00	2	10.00	1
15: Gate	2.00	0	2.00	0
16: Gate	5.00	1	5.00	0
17: Gate	2.00	0	2.00	0
55: Gate	25.00	4	25.00	2
56: Gate	20.00	3	20.00	2
57: Gate	25.00	4	25.00	4
58: Gate	0.00	0	0.00	0
Total	**100.00**	**15**	**100.00**	**9**

8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	0	2.00	0
12: Gate	0.00	0	0.00	0
13: Gate	2.00	0	2.00	0
14: Gate	10.00	0	10.00	0
15: Gate	2.00	0	2.00	0
16: Gate	5.00	0	5.00	0
17: Gate	2.00	0	2.00	0
55: Gate	25.00	1	25.00	1
56: Gate	20.00	1	20.00	0
57: Gate	25.00	1	25.00	1
58: Gate	0.00	0	0.00	0
Total	**100.00**	**3**	**100.00**	**2**

	Zone 45: 527 E Hyde Park Boulevard			
	To 527 E Hyde Park Boulevard:		From 527 E Hyde Park Boulevard:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0

	Zone 46: 704 N Market Street			
	To 704 N Market Street:		From 704 N Market Street:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0

52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	0	5.00	0
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	0	2.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	0	2.00	0
12: Gate	0.00	0	0.00	0
13: Gate	2.00	0	2.00	0
14: Gate	10.00	1	10.00	0
15: Gate	2.00	0	2.00	0
16: Gate	5.00	0	5.00	0
17: Gate	2.00	0	2.00	0
55: Gate	25.00	2	25.00	1
56: Gate	20.00	2	20.00	1
57: Gate	25.00	2	25.00	2
58: Gate	0.00	0	0.00	0
Total	**100.00**	**7**	**100.00**	**4**

51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	0	5.00	0
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	0	2.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	0	2.00	0
12: Gate	0.00	0	0.00	0
13: Gate	2.00	0	2.00	0
14: Gate	25.00	1	25.00	1
15: Gate	2.00	0	2.00	0
16: Gate	5.00	0	5.00	0
17: Gate	2.00	0	2.00	0
55: Gate	25.00	1	25.00	1
56: Gate	5.00	0	5.00	0
57: Gate	25.00	1	25.00	1
58: Gate	0.00	0	0.00	0
Total	**100.00**	**3**	**100.00**	**3**

	Zone 47: 205 N Market Street			
	To 205 N Market Street:		**From 205 N Market Street:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0

	Zone 48: 332 Stepney Street			
	To 332 Stepney Street:		**From 332 Stepney Street:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0

41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	5	5.00	5
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	2	2.00	2
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	2	2.00	2
12: Gate	0.00	0	0.00	0
13: Gate	2.00	2	2.00	2
14: Gate	25.00	24	25.00	26
15: Gate	2.00	2	2.00	2
16: Gate	5.00	5	5.00	5
17: Gate	2.00	2	2.00	2
55: Gate	25.00	24	25.00	26
56: Gate	5.00	5	5.00	5
57: Gate	25.00	24	25.00	26
58: Gate	0.00	0	0.00	0
Total	**100.00**	**97**	**100.00**	**103**

41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	0	5.00	0
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	0	2.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	0	2.00	0
12: Gate	0.00	0	0.00	0
13: Gate	2.00	0	2.00	0
14: Gate	10.00	0	10.00	0
15: Gate	2.00	0	2.00	0
16: Gate	5.00	0	5.00	0
17: Gate	2.00	0	2.00	0
55: Gate	25.00	1	25.00	0
56: Gate	20.00	1	20.00	0
57: Gate	25.00	1	25.00	1
58: Gate	0.00	0	0.00	0
Total	**100.00**	**3**	**100.00**	**1**

	Zone 49: 455 N Prairie Avenue			
	To 455 N Prairie Avenue:		**From 455 N Prairie Avenue:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0

	Zone 50: 716 W Beach Avenue			
	To 716 W Beach Avenue:		**From 716 W Beach Avenue:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0

33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	0	5.00	1
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	0	2.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	0	2.00	0
12: Gate	0.00	0	0.00	0
13: Gate	2.00	0	2.00	0
14: Gate	10.00	1	10.00	2
15: Gate	2.00	0	2.00	0
16: Gate	5.00	0	5.00	1
17: Gate	2.00	0	2.00	0
55: Gate	25.00	2	25.00	4
56: Gate	20.00	1	20.00	3
57: Gate	25.00	2	25.00	6
58: Gate	0.00	0	0.00	0
Total	**100.00**	**6**	**100.00**	**17**

33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	1	5.00	0
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	0	2.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	0	2.00	0
12: Gate	0.00	0	0.00	0
13: Gate	2.00	0	2.00	0
14: Gate	25.00	4	25.00	2
15: Gate	2.00	0	2.00	0
16: Gate	5.00	1	5.00	0
17: Gate	2.00	0	2.00	0
55: Gate	25.00	4	25.00	2
56: Gate	5.00	1	5.00	0
57: Gate	25.00	4	25.00	5
58: Gate	0.00	0	0.00	0
Total	**100.00**	**15**	**100.00**	**9**

	Zone 51: 317 S La Brea Avenue			
	To 317 S La Brea Avenue:		From 317 S La Brea Avenue:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0

	Zone 52: 201 N La Brea Avenue			
	To 201 N La Brea Avenue:		From 201 N La Brea Avenue:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0

26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	8	5.00	5
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	3	2.00	2
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	3	2.00	2
12: Gate	0.00	0	0.00	0
13: Gate	2.00	3	2.00	2
14: Gate	25.00	38	25.00	27
15: Gate	2.00	3	2.00	2
16: Gate	5.00	8	5.00	5
17: Gate	2.00	3	2.00	2
55: Gate	25.00	38	25.00	27
56: Gate	5.00	8	5.00	5
57: Gate	25.00	38	25.00	29
58: Gate	0.00	0	0.00	0
Total	**100.00**	**153**	**100.00**	**108**

26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	3	5.00	2
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	1	2.00	1
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	1	2.00	1
12: Gate	0.00	0	0.00	0
13: Gate	2.00	1	2.00	1
14: Gate	25.00	13	25.00	8
15: Gate	2.00	1	2.00	1
16: Gate	5.00	3	5.00	2
17: Gate	2.00	1	2.00	1
55: Gate	25.00	13	25.00	8
56: Gate	5.00	3	5.00	2
57: Gate	25.00	13	25.00	3
58: Gate	0.00	0	0.00	0
Total	**100.00**	**53**	**100.00**	**30**

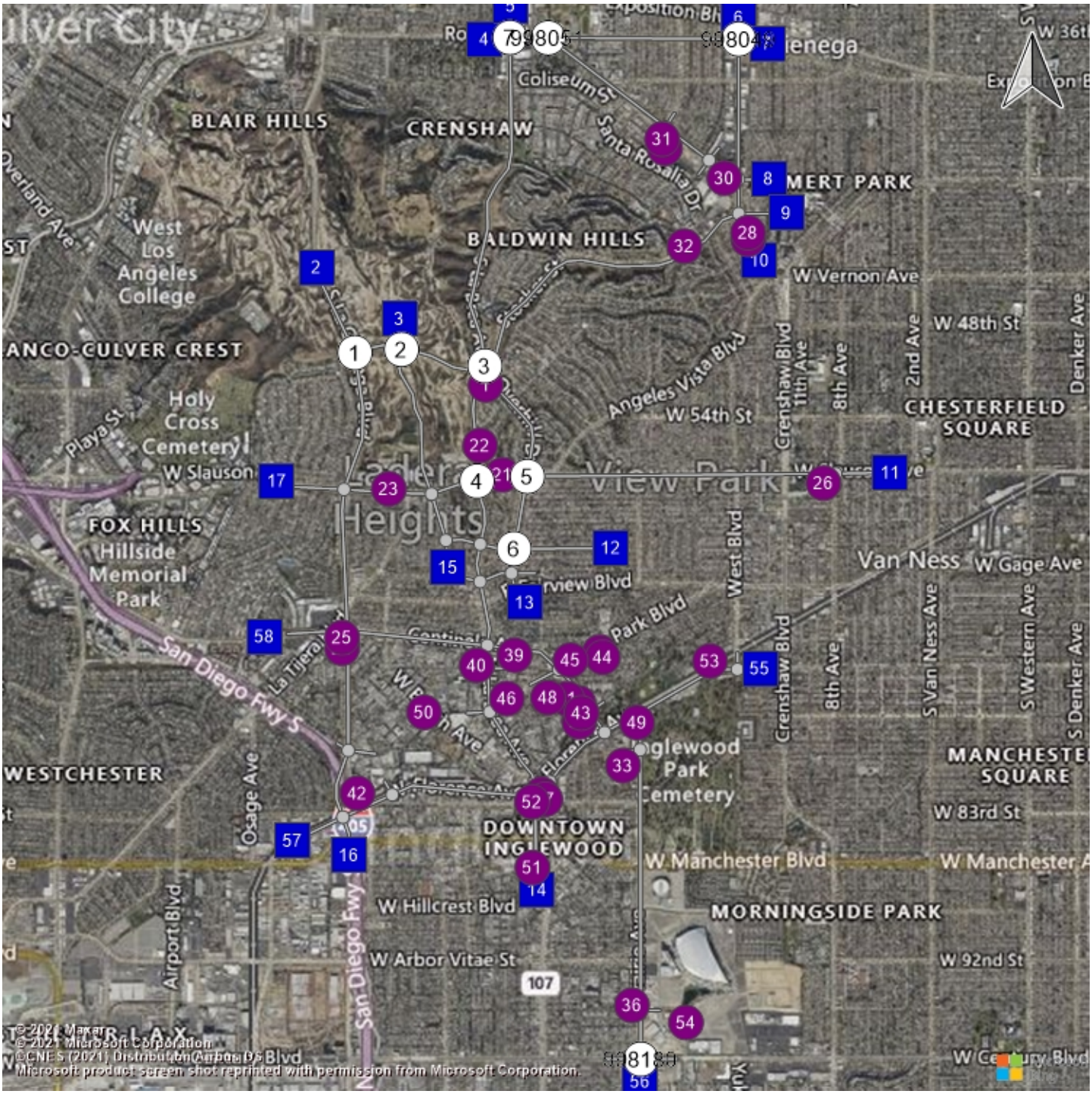
Zone / Gate	Zone 53: 923 Redondo Blvd			
	To 923 Redondo Blvd:		From 923 Redondo Blvd:	
	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
54: Prairie Avenue/Century Boulevard	0.00	0	0.00	0
2: Gate	5.00	1	5.00	1
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	1	2.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	2.00	1	2.00	0
12: Gate	0.00	0	0.00	0
13: Gate	2.00	1	2.00	0

Zone / Gate	Zone 54: Prairie Avenue/Century Boulevard			
	To Prairie Avenue/Century Boulevard:		From Prairie Avenue/Century Boulevard:	
	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
21: 4609 W Slauson Avenue	0.00	0	0.00	0
22: 5538 S La Brea Avenue	0.00	0	0.00	0
23: 5035 W Goldleaf Circle	0.00	0	0.00	0
24: 6855 S La Cienega Boulevard	0.00	0	0.00	0
25: 5208 W Centinela Avenue	0.00	0	0.00	0
26: 3130 W Slauson Avenue	0.00	0	0.00	0
27: 4252 S Crenshaw Boulevard	0.00	0	0.00	0
28: 4242 S Crenshaw Boulevard	0.00	0	0.00	0
29: 3900 W MLK Jr. Boulevard	0.00	0	0.00	0
30: 3650 W MLK Jr. Boulevard	0.00	0	0.00	0
31: 4018 S Buckingham Rd.	0.00	0	0.00	0
32: 3831 W Stocker Street	0.00	0	0.00	0
33: 333 N Prairie Avenue	0.00	0	0.00	0
34: 408 E Warren Lane	0.00	0	0.00	0
35: La Brea Av/Florence Avenue	0.00	0	0.00	0
36: 1050 S Prairie Avenue	0.00	0	0.00	0
37: 417-433 Centinela Avenue	0.00	0	0.00	0
38: 614 E Hyde Park Boulevard	0.00	0	0.00	0
39: 912 N Edgewood Street	0.00	0	0.00	0
40: 113-133 Plymouth Street	0.00	0	0.00	0
41: 411 E Hazel Street	0.00	0	0.00	0
42: 943-959 W Hyde Park Boulevard	0.00	0	0.00	0
43: 423 E Warren Lane	0.00	0	0.00	0
44: 1001 N Welton Way	0.00	0	0.00	0
45: 527 E Hyde Park Boulevard	0.00	0	0.00	0
46: 704 N Market Street	0.00	0	0.00	0
47: 205 N Market Street	0.00	0	0.00	0
48: 332 Stepney Street	0.00	0	0.00	0
49: 455 N Prairie Avenue	0.00	0	0.00	0
50: 716 W Beach Avenue	0.00	0	0.00	0
51: 317 S La Brea Avenue	0.00	0	0.00	0
52: 201 N La Brea Avenue	0.00	0	0.00	0
53: 923 Redondo Blvd	0.00	0	0.00	0
2: Gate	7.00	11	7.00	17
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	2.00	3	2.00	5
6: Gate	2.00	3	2.00	5
7: Gate	2.00	3	2.00	5
8: Gate	0.00	0	0.00	0
9: Gate	2.00	3	2.00	5
10: Gate	0.00	0	0.00	0
11: Gate	5.00	8	5.00	12
12: Gate	0.00	0	0.00	0

14: Gate	10.00	3	10.00	2
15: Gate	2.00	1	2.00	0
16: Gate	5.00	1	5.00	1
17: Gate	2.00	1	2.00	0
55: Gate	25.00	7	25.00	4
56: Gate	20.00	5	20.00	3
57: Gate	25.00	7	25.00	6
58: Gate	0.00	0	0.00	0
Total	**100.00**	**29**	**100.00**	**17**

13: Gate	0.00	0	0.00	0
14: Gate	0.00	0	0.00	0
15: Gate	0.00	0	0.00	0
16: Gate	5.00	8	5.00	12
17: Gate	2.00	3	2.00	5
55: Gate	23.00	37	23.00	57
56: Gate	30.00	48	30.00	75
57: Gate	20.00	32	20.00	50
58: Gate	0.00	0	0.00	0
Total	**100.00**	**159**	**100.00**	**248**

Report Figure 1: Study Intersections



Appendix C

Overhill Drive Interim Striping Plan



REVISIONS

CHANGE	BY	DATE

DRAWN	
SPOTTED	
AS BUILT	
SUPERVISED BY	
REVIEWED BY	

TG. 673-C5

o:\job_file\4093\dwg chu\overhill existing with prop widening.dwg 11/11/2015 09:30:42 chu dot_geo_2005_bw.ctb

LINSCOTT LAW & GREENSPAN
engineers

TRANSPORTATION PLANNING – TRAFFIC ENGINEERING – PARKING

■ 600 SOUTH LAKE AVENUE, SUITE 500, PASADENA, CA 91106	(626) 796-2322
□ 2 EXECUTIVE CIRCLE, SUITE 250, IRVINE, CA 92614	(949) 825-6173
□ 4542 RUFFNER STREET, SUITE 100, SAN DIEGO, CA 92111	(858) 300-8800
□ 20931 BURBANK BOULEVARD, SUITE C, WOODLAND HILLS, CA 91367	(818) 835-8649

RCE NO. DATE

REVIEWED
By _____ Date _____

RECOMMENDED
By _____ Date _____

APPROVED
Director of Public Works
By _____ Date _____
Assistant Deputy Director

LOS ANGELES COUNTY
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION

INTERIM STRIPING PLAN
OVERHILL DRIVE
S/O STOCKER STREET AND E/O LA BREA AVENUE

–	SHT. 1 OF 1	SCALE: 1" = 40'	G.D. 3688

Appendix D

LACDPW 1997 Traffic Impact Study Report Guidelines

Traffic Impact Analysis Report Guidelines



January 1, 1997

Prepared by the County of Los Angeles
Department of Public Works

Donald L. Wolfe
Acting Director of Public Works

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JHC:ce
T-2/ACCESS2
(01/22/99)

I. Introduction

The County of Los Angeles Department of Public Works has established the following Guidelines for the preparation of Traffic Impact Analysis (TIA) reports. The purpose of these Guidelines is to establish procedures to ensure consistency of analysis and the adequacy of information presented and timely review by County staff. It is strongly recommended that the applicant's traffic engineer consult with County staff before beginning the study to establish the scope and basic assumptions of the study and any deviations from these Guidelines to avoid unnecessary delays or revisions. For assistance in the TIA scoping process, the Traffic and Lighting Division, Traffic Studies Unit, can be contacted at (626) 300-4820.

II. Requirements

Generally, the Department staff is concerned with adverse impacts on traffic if:

1. Traffic generated by a project considered alone or cumulatively with other related projects, when added to existing traffic volumes, exceeds certain capacity thresholds of an intersection or roadway, contributes to an unacceptable level of service (LOS), or exacerbates an existing congested condition.

2. Project generated traffic interferes with the existing traffic flow (e.g., due to the location of access roads, driveways, and parking facilities).

3. Proposed access locations do not provide for adequate safety (e.g., due to limited visibility on curving roadways).

4. Nonresidential uses generate commuter or truck traffic through a residential area.

5. Project generated traffic significantly increases on a residential street and alters its residential character.

A traffic report must be prepared by a registered Civil or Traffic Engineer. A traffic report is generally needed if a project generates over 500 trips per day or where other possible adverse impacts as discussed in the Analysis and Impact Section (see page 4) of these Guidelines are identified. Before a full review is conducted, the County staff will check the completeness of the TIA report using the attached check list (Exhibit A). If the report is missing any of the check list items, it will be returned for revision.

III. TIA Report Contents

A. Project Description

The following information is required:

1. A description of the project, including those factors which quantify traffic generators, e.g., dwelling units, square feet of office space, persons to be employed, restaurant seats, acres of raw land, etc. For residential developments, the description should indicate the type of residence, (e.g., one level or townhouse condominiums, and if its use is for families, adults or retirees).

2. A plot plan showing proposed driveways, streets, internal circulation, and any new parking facilities on the project site.

3. A vicinity map showing the site location and the study area relative to other transportation systems.

4. A brief history of the projects that are part of the phased Master Plan or a parent tract/parcel map.

B. Transportation Circulation Setting

The following information is required:

1. <u>Existing and Proposed Site Uses</u>

A description of the permitted and/or proposed uses of the project site in terms of the various zoning and land use categories of the County, and the status and the usage of any facilities currently existing on the site.

2. <u>Existing and Proposed Roadways and Intersections</u>

A description of existing streets and roadways, both within the project site (if any) and in the surrounding area. Include information on the roadway classifications (per the Highway Plan), the number of lanes and roadway widths, signalized intersections, separate turn lanes, and the signal phases for turning movements.

Existing daily directional and peak-hour through and turning traffic volumes on the roadways surrounding and/or logically associated with the project site, including Secondary and Major highways and freeways. Local streets affected by the project should also be shown. Each report shall include appendices providing count data used in the preparation of the report. The source and date of the traffic volume information shall be indicated. Count data should not be over one year old. Since peak volumes vary considerably, a ten percent daily variation is not uncommon, especially on recreational routes or roadways near shopping centers; therefore, representative peak-hour volumes are to be chosen carefully.

All assumed roadways and intersections or any other transportation circulation improvements must be identified and discussed. The discussion should include the scope and the status of the assumed improvements including the construction schedule and financing plan. It should be noted that all assumed roadways and intersections or any other transportation circulation improvements will be made a condition of approval for the project to be in place prior to the issuance of building permits. If assumed improvements do not get built on time due to an unforeseeable condition, traffic conditions for a different assumed highway network or other mitigation measures will be considered if a traffic study is submitted with a different assumed network or other measures are recommended to mitigate the traffic impact in question.

C. Analysis and Impact

The following information is required:

1. <u>Trip Generation Analysis</u>

Tabulate the estimated number of daily trips and a.m. and p.m. peak-hour trips generated by the proposed project entering and exiting the site. Trip generation factors and source are to be included. The trip generation rates contained in the latest edition of the Institute of Transportation Engineers Trip Generation manual should generally be used, except in the case of condominiums/townhomes when the following rates should be used per unit:

	ADT	A.M.-Peak	P.M.-Peak
		Outgoing/Incoming	Outgoing/Incoming
Condominiums/ Townhomes	8.0	0.48/0.06	0.26/0.47

There may be a trip reduction due to internal and/or pass-by trips. Internal trip reduction can only be applied for mixed-use types of developments and pass-by trip reduction for retail/commercial types of developments. Internal or pass-by trip reduction assumptions will require analytical support based on verifiable actual similar developments to demonstrate how the figures were derived and will require approval by the County.

2. Trip Distribution

Diagrams showing the percentages and volumes of the project and nearby project's a.m. and p.m. peak-hour trips logically distributed on the roadway system must be provided. The Regional Daily Trip Distribution Factors (Exhibit D-3) contained in the Congestion Management Program (CMP) Land Use Analysis Guidelines shall be referenced for regional trip distribution assumptions. If it is assumed that new routes will alter traffic patterns, adequate backup including traffic distribution maps must be provided showing how and why these routes will alter traffic patterns.

The study area should include arterial highways, freeways, and intersections generally within a one-mile radius of the project site.

Note: This distance may be greater than one-mile for rural areas depending on the proximity to nearby signalized intersections and the availability of master plan access routes.

3. Related Projects List

A list of related projects that are approximately within a one-and-a-half mile radius of the project site and would reasonably be expected to be in place by the project's build out year must be included in the report. Related projects shall include all pending, approved, recorded, or constructed projects that are not occupied at the time of the existing traffic counts.

The County of Los Angeles Department of Regional Planning (DRP) and other public agencies (if necessary) should be contacted to obtain the latest listings. A table and a map showing the status, project/zone change/conditional use permit/parcel map/tract number, and the location of each project must be provided. For a computer printout of the listing of all filed projects within the County, Land Development Management Section of the DRP, at (213) 974-6481 can be contacted.

4. LOS Analysis

If it appears that the project's generated traffic alone or together with other projects in the area could worsen the LOS of an intersection or roadway, a "before" and "after" LOS analysis is necessary. The Intersection Capacity Utilization (ICU) or Critical Movement Analysis are two methods often used to assess existing and future LOS at intersections.

If the ICU planning method is used, a maximum of 1,600 vehicles per hour per lane should be used (2,880 vehicles per hour should be used for dual left-turn lanes) and a ten percent yellow clearance cycle should be included. Intersection LOS analysis and calculation work sheets, as well as diagrams showing turning volumes shall be included in the report for the following traffic conditions.

(a) Existing traffic;
(b) Existing traffic plus ambient growth to the year the project will be completed (preproject);
(c) Traffic in (b) plus project traffic;
(d) Traffic in (c) with the proposed mitigation measures (if necessary);
(e) Traffic in (c) plus the cumulative traffic of other known developments; and
(f) Traffic in (e) with the proposed mitigation measures (if necessary).

The project's impact on two-lane roadways should also be analyzed for all of the above traffic conditions if those two-lane roadways are used for access. LOS service analysis contained in the Highway Capacity Analysis, Chapter 8, Two-Lane Highways, should be used to evaluate the project=s impact. For simplified

analysis, use the established significant impact thresholds for two-lane roadways as shown on page 6.

5. Significant Impact Threshold

For intersections, the impact is considered significant if the project related increase in the volume to capacity (v/c) ratio equals or exceeds the threshold shown below.

INTERSECTIONS		
Preproject		Project V/C Increase
LOS	V/C	
C	0.71 to 0.80	0.04 or more
D	0.81 to 0.90	0.02 or more
E/F	0.91 or more	0.01 or more

The project is deemed to have a significant impact on two-lane roadways when it adds the following percentages based on LOS of the preproject conditions.

TWO-LANE ROADWAYS				
		Percentages Increase in Passenger Car Per Hour (PCPH) by Project		
		Preproject LOS		
Directional Split	Total Capacity (PCPH)	C	D	E/F
50/50	2,800	4	2	1
60/40	2,650	4	2	1
70/30	2,500	4	2	1
80/20	2,300	4	2	1
90/10	2,100	4	2	1
100/0	2,000	4	2	1

6. Analysis Discussion

Discuss conclusions regarding the adverse impacts caused by the proposed project on the roadway system. If the cumulative traffic impact of this and other projects require mitigation measures, such as traffic signals, then estimate the percent share using the project percent share formula given in the Section III D of the TIA Guidelines. When the proposed project and other nearby developments are expected to significantly impact adjacent roadways, the developer may be required to enter into a secured agreement to contribute to a benefit district to fund major roadway and bridge improvements in the region. Also, for all recommendations to increase the number of travel lanes on a street or at an intersection as a mitigation measure, the report must clearly identify the impacts associated with such a change such as whether or not additional right of way will be required and whether it is feasible to acquire the right of way based on the level of development of the adjacent land and buildings (if any).

Discuss other possible adverse impacts on traffic. Examples of these are: (1) the limited visibility of access points on curved roadways; (2) the need for pavement widening to provide left-turn and right-turn lanes at access points into the proposed project; (3) the impact of increased traffic volumes on local residential streets; and (4) the need for road realignment to improve sight distance.

Projects which propose to amend the County=s General Plan Land Use and substantially increase potential traffic generation must provide an analysis of the project at current planned land use versus proposed land use in the build out condition for the project area. The purpose of such analysis is to provide decision makers with the understanding of the planned circulation network=s ability to accommodate additional traffic generation caused by the proposed General Plan Land Use amendments.

D. Traffic Models and Model Generated TIA=s

Computerized traffic models are planning tools used to develop future traffic projections based on development growth patterns. The Department currently operates two traffic models, one for the Santa Clarita Valley and another for the Ventura Corridor area. The Department can test proposed development project traffic impacts for the public in these areas for a fee. For assistance in the traffic modeling, the Planning Division, Transportation

Planning/Assessments Section, can be contacted at (626) 458-4351.
For TIA=s prepared using data from outside traffic modeling, the following information is required:

1. The type of modeling software used to generate the traffic analysis report data (i.e., TRANPLAN, EMME/2, etc.).

2. The list of land use assumptions by traffic analysis zones (TAZ=s) and their sources used in the traffic model in lieu of a related projects list.

3. A copy of the computerized roadway network assumed to be in place at the time of the project. Streets should be color-coded by street type. Also, TAZ=s and their corresponding centroidal connectors, as well as number of lanes should be displayed.

4. The list of trip generation rates used in the traffic model and their sources.

5. Model runs (plots) identifying both the with and without project scenarios. The volumes displayed on the plots should be in 100's for Average Daily Vehicle Trips (ADT) and 10's for peak-hour plots.

E. Traffic Signals

The following information is required:

Traffic signal warrant analysis using the State of California Department of Transportation (Caltrans) Peak-Hour (Figures 9-8 and 9-9 of Caltrans Traffic Manual) and Estimated Average Daily (Figure 9-4 of Caltrans Traffic Manual) Traffic Warrant Analysis should be provided. If the installation of signals is warranted with the addition of the project's traffic, then the installation will be the sole responsibility of the project. If it is warranted with cumulative traffic of the project and other related projects, the following formula should be used to calculate the project percent share.

$$\textbf{Project Percentage Share} = \frac{\textbf{Project Traffic}}{\textbf{Project+Other Related Projects Traffic}}$$

The project percent share should be based on the peak-hour volumes that warrant signals. If both peak hours satisfy the installation of signals, the average of the two peak-hour volumes should be used in the percent share analysis.

F. Mitigation Measures

The following information is required.

Identify feasible mitigation measures which would mitigate the project and/or other related projects' significant impacts to a level of insignificance. Also, identify those mitigation measures which will be implemented by others. Those mitigation measures that are assumed to be implemented by others will be made a condition of approval for the project to be in place prior to issuance of building permits. Mitigation measures may include, but are not limited to, the following:

1. Traffic Engineering Techniques.

a. Locate access points to optimize visibility and reduce potential conflict.
b. Design parking facilities to avoid queuing into public streets during peak arrival periods.
c. Provide additional off-street parking.
d. Dedicate visibility easements to assure adequate sight distance at intersections and driveways.
e. Signalize or modify traffic signals at intersections.
f. Install left-turn phasing and/or multiple turning lanes to accommodate particularly heavy turning movements.
g. Widen the pavement to provide left- or right-turn lanes to lessen the interference with the traffic flow.[1]
h. Widen intersection approaches to provide additional capacity.
I. Prohibit left turns to and from the proposed development.
j. Restrict on-street parking during peak hours to increase street capacity.[1]

[1] Physical roadway improvements to improve capacity should be considered before considering parking restrictions.

2. <u>Contribute to a benefit district to fund major capital improvements</u>

a. Construct a grade separation.
b. Improve or construct alternate routes.
c. Complete proposed routes shown on the Los Angeles Highway Plan.
d. Improve freeway interchanges (bridge, widening, modifications, and etc.).

3. Transportation System Management (TSM) Techniques[2]

a. Establish flexible working hours.
b. Encourage employee use of carpools and public transportation (specific measures must be indicated).
c. Establish preferential parking for carpools.
d. Restrict truck deliveries to Major and Secondary highways and encourage deliveries during the off-peak hours.
e. Establish a monitoring program to ensure that project traffic volumes do not exceed projected traffic demand.

<u>Note: When it appears that other jurisdictions will be impacted by a development, the Department will request that the involved jurisdiction also review the TIA. A written response from that jurisdiction should be provided with appropriate follow-up to the lead County agency.</u>

G. CMP Guidelines

The following information is required:

[2] Contributions to a benefit district and/or TSM techniques may not be used to lower LOS in the capacity calculations.

Where the project meets the criteria established in the County of Los Angeles' CMP Land Use Analysis Guidelines, a CMP analysis must be provided. A copy of the latest Guidelines will be available upon request. A CMP TIA is required for all projects required to prepare an Environmental Assessment based on local determination or projects requiring a traffic study. The geographic area examined in the TIA must include the following, at a minimum.

$ All CMP arterial monitoring intersections (see Exhibit B of the Guidelines), including freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. peak hours.

$ Main line freeway monitoring locations (see Exhibit C of the Guidelines) where the project will add 150 or more trips, in either direction, during the a.m. or p.m. weekday peak hours.

$ Caltrans must also be consulted to identify other specific locations to be analyzed on the State highway system.

If, based on these criteria, the TIA identifies no facilities for study, no further traffic analysis is required.

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(01/07/99)

Attach.

EXHIBIT A
TRAFFIC IMPACT ANALYSIS REPORT CONTENTS CHECK LIST

Note: Before a full review is conducted, PW's staff will check the completeness of the Traffic Impact Analysis Report. If the Report is missing any of the items listed below, it will be returned for revision.

CONTENT	YES/ NO	COMMENT
Site Plan $ Access locations $ Interior circulation		
Trip Generation Rates $ Institute of Transportation Engineers (ITE) trip generation rates $ Documentation for alternate rates		
Trip Distribution $ Regional $ Local project (am/pm) $ Local related projects(am/pm)		
Traffic Counts $ Taken within one year $ Date/Time		
Discounting $ Internal trip discounts for mixed use developments $ Pass-by trip discounts for commercial/retail developments $ Backup		
Level of Service Calculations $ Intersection Capacity Utilization (ICU) or Criteria Movement Analysis $ 10 percent yellow clearance for ICU planning method $ 1,600 vehicles per lane (vpl); 2,880 vpl for dual left-turn lanes for ICU planning method $ Calculation sheets $ Scenarios as required per Guidelines $ Existing/Future lane configurations		
Signal Warrant Analysis $ Peak-hour/Average Daily Traffic per the State of California Department of Transportation standards		
Mitigation Measures $ Project impacts $ Cumulative developments impacts $ Projects percent share of the cost to mitigate cumulative development impacts		
Congestion Management Program Analysis		

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02/22/99

Appendix E

LA Metro Route Information



Transit Service Guide

The table shows *approximate frequency in minutes* for all Metro services and major municipal bus lines on this map. Information reflects the main part of the line. Consult schedules for details.

Metro Rail & Busway

LINE	WEEKDAY PEAK	WEEKDAY DAY	WEEKDAY EVE	SATURDAY DAY	SATURDAY EVE	SUNDAY DAY	SUNDAY EVE
A Line	8	12	10-20	12	15-20	12	15-20
B Line	10	12	10-20	12	15-20	12	15-20
C Line	8	15	15-20	15	15-20	15	15-20
D Line	8	12	10-20	12	15-20	12	15-20
E Line	8	12	10-20	12	15-20	12	15-20
J Line	5	10	12-40	15	15-40	15	15-40
K Line	10-20	10-20	20	10-20	20	10-20	20

Metro Bus & Shuttle

LINE	WEEKDAY PEAK	WEEKDAY DAY	WEEKDAY EVE	SATURDAY DAY	SATURDAY EVE	SUNDAY DAY	SUNDAY EVE
2	8	12	10-20	12	15-20	12	15-20
4	10	15	10-20	15	20-40	15	20-40
14	6	7.5	10-30	7.5-10	20-30	6-10	10-30
16	6	7.5	10-35	7.5	20-35	7.5	20-35
18	10-15	15	20-60	15	30-60	15	30-60
20	7.5	10	20-30	12	20-30	12	20-30
28	7.5	10	20-30	12	20-30	12	20-30
30	7.5	7.5	12-30	10	20-30	10	20-30
33	7.5	7.5	12-30	10	20-30	10	20-30
35	10	15	20-60	15	20-40	15	20-40
37	10	15	20-60	15	20-40	15	20-40
40	8-10	10	15-60	12	15-40	15	15-60
42	10	15	20-60	15	20-40	15	20-40
51	10-15	15	20-60	15	20-40	15	20-40
52	10	15	20-60	15	20-40	15	20-40
53	10	15	20-60	15	20-40	15	20-40
60	12-15	15	20-60	20	30-40	20	30-60
62	20-60	25-45	30-60	40-60	30-40	45-60	50-60
66	6-10	10	20-60	15	20-40	15	20-60
68	7.5	7.5	15-60	10	15-40	10	15-60
70	20	20	30-60	30	30-60	30	30-60
71	12-15	15	30-60	20	30-60	20	30-60
76	12-15	15	30-60	20	30-60	20	30-60
78	20-60	25-45	30-60	40-60	30-40	45-60	50-60
81	6-10	10	20-60	15	20-40	15	20-60
83	7.5	7.5	15-60	10	15-40	10	15-60
84	20	20	30-60	30	30-60	30	30-60
85	20	20	30-60	30	30-60	30	30-60
90	12-15	15	30-60	20	30-60	20	30-60
91	12-15	15	30-60	30	30-60	30	30-60
94	10	10	30-60	12	30-60	12	30-60
96	10	10	30-60	12	30-60	12	30-60
97	30-60	60	60	30-60	60	30-60	60
102	10	10	15-60	10	15-40	10	15-60
105	10	15	20-60	15	20-40	15	20-60
108	10	15	20-60	15	20-40	15	20-60
110	10	15	20-60	15	20-40	15	20-60
111	10	15	20-60	15	20-40	15	20-60
115	10	15	20-60	15	20-40	15	20-60
117	10	15	20-60	15	20-40	15	20-60
120	20	20	30-60	30	30-60	30	30-60
125	20-40	20-40	30-60	40-60	30-60	40-60	30-60
128	10	10	15-60	10	15-40	10	15-60
130	10	10	10-30	10-12	15-30	10-12	15-30
150	10	10	10-30	12	30-60	12	30-60
152	10	10	10-30	12	30-60	12	30-60
153	6-10	10	15-60	10	30-60	10	30-60
154	10	15	30-60	15	60	15	60
155	10	15	30-60	15	60	15	60
156	10	15	30-60	15	60	15	60
158	10	15	30-60	15	60	15	60
160	10	15	30-60	15	60	15	60
161	10	15	30-60	15	60	15	60
162	10	15	30-60	15	60	15	60

Monday through Friday

Effective Dec 19 2021

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Northbound (Approximate Times)

HAWTHORNE		INGLEWOOD		BALDWIN HILLS		MIRACLE MILE	HOLLYWOOD
1		2	3	5		6	7	8
Hawthorne / Lennox Station		Manchester & Market 88	Overhill & Slauson	Expo / La Brea Station		La Brea & Melrose	Hawthorne & Orange	Hollywood / Vine Station
—		4:31A	4:43A	4:49A		5:00A	—	5:17A
—		4:55	5:04	5:13		5:24	—	5:41
4:58A		5:16	5:25	5:34		5:45	—	6:02
—		5:34	5:43	5:53		6:04	—	6:21
5:22		5:34	5:46	5:56		6:07	—	6:27
—		5:42	5:54	6:02		6:17	—	6:37
5:39		5:51	6:03	6:12		6:27	—	6:47
—		6:00	6:13	6:22		6:37	—	6:57
5:57		6:18	6:23	6:32		6:47	—	7:07
—		6:20	6:33	6:42		6:57	—	7:17
6:15		6:39	6:52	7:02		7:07	—	7:27
6:34		6:48	7:01	7:11		7:17	—	7:37
6:54		6:58	7:11	7:21		7:27	—	7:47
—		7:08	7:21	7:31		7:37	—	7:57
7:03		7:17	7:30	7:41		7:47	—	8:07
—		7:27	7:40	7:51		8:01	—	8:21
7:23		7:37	7:50	8:01		8:17	—	8:39
—		7:41	8:00	8:11		8:27	—	8:49
7:41		7:52	8:05	8:17		8:33	—	8:55
8:01		8:05	8:19	8:30		8:47	—	9:10
8:01		8:15	8:29	8:40		8:57	—	9:20
8:20		8:35	8:39	8:50		9:07	—	9:30
—		8:45	8:59	9:10		9:27	—	9:51
8:40		8:55	9:09	9:20		9:37	—	10:01
—		9:05	9:19	9:30		9:47	—	10:11
9:01		9:16	9:30	9:40		9:57	—	10:21
—		9:25	9:40	9:50		10:07	—	10:31
9:20		9:35	9:50	10:00		10:17	—	10:42
—		9:44	9:57	10:09		10:26	—	10:52
9:40		9:55	10:10	10:20		10:37	—	11:03
—		10:05	10:20	10:30		10:47	—	11:13
10:00		10:15	10:30	10:40		10:57	—	11:23
—		10:25	10:40	10:50		11:07	—	11:33
10:20		10:35	10:50	11:00		11:18	—	11:45
—		10:44	10:59	11:09		11:27	—	11:54
10:39		10:54	11:09	11:19		11:37	—	12:04P
—		11:04	11:19	11:29		11:47	—	12:14
10:58		11:13	11:28	11:39		11:57	—	12:24
—		11:23	11:38	11:49		12:07P	—	12:34
11:18		11:33	11:48	11:59		12:17	—	12:44
—		11:43	11:58	12:09P		12:27	—	12:54
11:38		11:53	12:08P	12:19		12:37	—	1:05
—		12:03P	12:18	12:29		12:47	—	1:15
11:58		12:13	12:28	12:39		12:57	—	1:25
—		12:23	12:38	12:49		1:07	—	1:35
12:17P		12:32	12:48	12:59		1:17	—	1:45
—		12:42	12:58	1:09		1:27	—	1:55
12:36		12:52	1:08	1:19		1:37	—	2:05
—		1:02	1:18	1:29		1:47	—	2:15
12:56		1:12	1:28	1:39		1:57	—	2:26
—		1:22	1:38	1:49		2:07	—	2:36
1:16		1:32	1:48	1:59		2:17	—	2:46
—		1:41	1:57	2:09		2:27	—	2:56
1:35		2:01	2:17	2:29		2:37	—	3:06
—		2:01	2:17	2:29		2:47	—	3:16
1:55		2:21	2:37	2:49		2:57	—	3:26
—		2:21	2:37	2:49		3:07	—	3:36
2:15		2:41	2:57	3:09		3:17	—	3:46
—		2:41	2:57	3:09		3:27	—	3:56
2:35		2:51	3:07	3:19		3:37	—	4:06
—		3:01	3:17	3:29		3:47	—	4:16
2:55		3:11	3:27	3:39		3:57	—	4:26
—		3:21	3:37	3:49		4:07	—	4:36
3:15		3:31	3:47	3:59		4:17	—	4:46
—		3:41	3:57	4:09		4:27	—	4:56
3:35		3:51	4:07	4:19		4:37	—	5:06
—		4:01	4:17	4:29		4:47	—	5:16
3:55		4:11	4:27	4:39		4:57	—	5:26
—		4:21	4:37	4:49		5:07	—	5:36
4:15		4:31	4:47	4:59		5:17	—	5:46
—		4:41	4:57	5:09		5:27	—	5:56
4:35		4:51	5:07	5:19		5:37	—	6:06
—		5:01	5:17	5:29		5:47	—	6:16
4:55		5:11	5:27	5:39		5:57	—	6:26
—		5:21	5:37	5:49		6:07	—	6:36
5:15		5:31	5:47	5:59		6:17	—	6:44
—		5:41	5:57	6:09		6:27	—	6:54
5:35		5:51	6:07	6:19		6:37	—	7:04
—		6:02	6:18	6:29		6:47	—	7:15
5:58		6:24	6:39	6:50		7:08	▣7:30P	7:36
6:21		6:36	6:51	7:02		7:20	▣7:42	7:48
6:34		6:49	7:04	7:15		7:33	▣7:56	8:01
6:59		7:14	7:28	7:37		7:54	▣8:15	8:23
7:26		7:39	7:52	8:01		8:18	▣8:39	—
8:03		8:13	8:26	8:35		8:49	▣9:10	—
9:35		9:44	9:57	10:05		10:16	▣9:44	—
9:47		9:58	10:10	10:18		10:31	▣10:49	—
10:12		10:23	10:35	10:43		10:56	▣11:12	—
—		11:04	11:15	11:23		11:36	▣11:51	—
—		12:04A	12:14A	12:21A		12:32A	▣12:49A	—
—		1:04	1:14	1:21		1:32	▣1:49	—

Southbound (Approximate Times)

HOLLYWOOD		MIRACLE MILE	BALDWIN HILLS		INGLEWOOD	HAWTHORNE
8	7	6	5	3	2	1
Hollywood / Vine Station	Hawthorne & Orange	La Brea & Melrose	Expo / La Brea Station	Slauson & Overhill	Manchester & Market 88	Hawthorne / Lennox Station
4:47A	—	5:06A	5:18A	5:26A	5:38A	5:50A
5:04	—	5:23	5:35	5:43	5:57	6:09
5:21	—	5:40	5:52	6:00	6:12	6:24
5:38	—	5:57	6:11	6:20	6:32	6:45
5:47	—	6:07	6:21	6:30	6:41	—
5:56	—	6:17	6:31	6:40	6:52	7:05
6:04	—	6:27	6:41	6:50	7:01	—
6:16	—	6:37	6:51	7:00	7:13	7:26
6:26	—	6:47	7:01	7:10	7:21	—
6:35	—	6:56	7:11	7:20	7:33	7:46
6:46	—	7:07	7:21	7:30	7:43	—
6:56	—	7:16	7:31	7:40	7:53	8:06
7:02	—	7:24	7:41	7:50	8:01	—
7:12	—	7:36	7:51	8:00	8:13	8:26
7:21	—	7:46	8:01	8:10	8:21	—
7:31	—	7:56	8:11	8:20	8:33	8:46
7:40	—	8:06	8:21	8:30	8:41	—
7:50	—	8:16	8:31	8:40	8:53	9:06
7:59	—	8:25	8:41	8:50	9:03	—
8:09	—	8:35	8:51	9:00	9:13	9:27
8:19	—	8:44	9:02	9:11	9:22	—
8:29	—	8:54	9:12	9:21	9:34	9:48
8:39	—	9:04	9:22	9:31	9:43	—
8:48	—	9:15	9:31	9:40	9:53	10:07
8:58	—	9:25	9:41	9:50	10:03	—
9:04	—	9:33	9:50	9:59	10:13	10:27
9:17	—	9:46	10:01	10:10	10:22	—
9:26	—	9:55	10:12	10:21	10:35	10:49
9:37	—	10:06	10:23	10:32	10:44	—
9:48	—	10:17	10:34	10:43	10:57	11:11
9:58	—	10:27	10:44	10:53	11:05	—
10:08	—	10:37	10:54	11:03	11:17	11:31
10:18	—	10:47	11:04	11:13	11:25	—
10:27	—	10:56	11:14	11:23	11:37	11:51
10:37	—	11:06	11:24	11:33	11:45	—
10:46	—	11:16	11:34	11:43	11:57	12:11P
10:55	—	11:26	11:44	11:53	12:05P	—
11:04	—	11:36	11:54	12:03P	12:17	12:31
11:14	—	11:46	12:04P	12:13	12:25	—
11:24	—	11:56	12:14	12:23	12:37	12:51
11:34	—	12:06P	12:24	12:33	12:47	—
11:44	—	12:16	12:34	12:43	12:57	1:11
11:51	—	12:23	12:41	12:50	1:05	—
12:01P	—	12:33	12:52	1:02	1:17	1:31
12:11	—	12:44	1:03	1:13	1:25	—
12:21	—	12:54	1:13	1:23	1:37	1:52
12:30	—	1:04	1:23	1:33	1:45	—
12:39	—	1:14	1:33	1:43	1:57	2:12
12:49	—	1:24	1:43	1:53	2:05	—
12:59	—	1:34	1:53	2:03	2:15	2:32
1:08	—	1:44	2:03	2:13	2:25	—
1:17	—	1:53	2:13	2:23	2:37	2:52
1:27	—	2:03	2:23	2:33	2:45	—
1:37	—	2:13	2:33	2:43	2:57	3:12
1:47	—	2:23	2:43	2:53	3:05	—
1:57	—	2:33	2:53	3:03	3:18	3:33
2:07	—	2:43	3:03	3:13	3:27	—
2:14	—	2:52	3:13	3:23	3:38	3:53
2:24	—	3:02	3:23	3:33	3:45	—
2:34	—	3:12	3:33	3:43	3:58	4:13
2:46	—	3:22	3:43	3:53	4:05	—
2:55	—	3:32	3:53	4:03	4:18	4:33
3:05	—	3:42	4:03	4:13	4:25	—
3:15	—	3:52	4:13	4:23	4:38	4:53
3:25	—	4:02	4:23	4:33	4:45	—
3:35	—	4:12	4:33	4:43	4:58	5:13
3:45	—	4:22	4:43	4:53	5:05	—
3:54	—	4:32	4:53	5:03	5:18	5:33
4:04	—	4:42	5:03	5:13	5:25	—
4:14	—	4:52	5:13	5:23	5:38	5:53
4:24	—	5:02	5:23	5:33	5:45	—
4:36	—	5:13	5:33	5:43	5:58	6:13
4:47	—	5:24	5:44	5:54	6:09	—
4:57	—	5:33	5:53	6:03	6:18	6:33
5:07	—	5:43	6:03	6:13	6:28	6:43
5:18	—	5:54	6:13	6:23	6:37	6:52
5:29	—	6:05	6:24	6:34	6:46	—
5:42	—	6:17	6:35	6:44	6:57	7:11
5:53	—	6:28	6:45	6:54	7:06	—
6:03	—	6:38	6:55	7:04	7:17	7:31
6:13	—	6:48	7:05	7:14	7:27	—
6:23	—	6:58	7:15	7:24	7:37	7:50
6:35	—	7:09	7:26	7:35	7:47	—
6:51	—	7:25	7:42	7:51	8:04	8:17
7:11	—	7:43	7:58	8:07	8:20	8:33
—	▣7:45P	8:05	8:20	8:29	8:42	8:55
—	▣8:06	8:24	8:40	8:49	9:02	9:16
—	▣8:26	8:46	9:00	9:09	9:21	9:33
—	▣8:51	9:10	9:25	9:33	9:45	9:57
—	▣9:23	9:41	9:55	10:03	10:15	10:27
—	▣9:54	10:12	10:25	10:33	10:44	—
—	▣10:36	10:52	11:05	11:13	11:25	11:37
—	▣11:00	11:18	11:31	11:39	11:50	—
—	▣11:30	11:48	12:01A	12:08A	12:19A	—
—	▣12:02A	12:19A	12:31	12:38	12:49	—
—	▣1:02	1:19	1:31	1:38	1:49	—
—	▣2:02	2:19	2:31	2:38	2:49	—

Saturday

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Northbound (Approximate Times)

HAWTHORNE		INGLEWOOD		BALDWIN HILLS		MIRACLE MILE	HOLLYWOOD
1		2	3	5		6	7	8
Hawthorne / Lennox Station		Manchester & Market 88	Overhill & Slauson	Expo / La Brea Station		La Brea & Melrose	Hawthorne & Orange	Hollywood / Vine Station
—		5:31A	5:43A	5:51A		6:03A	—	6:20A
—		6:01	6:13	6:21		6:33	—	6:51
6:22A		6:35	6:47	6:55		7:08	—	7:26
—		6:48	7:00	7:09		7:22	—	7:40
6:48		7:02	7:15	7:24		7:38	—	7:59
—		7:18	7:31	7:40		7:54	—	8:15
7:20		7:34	7:47	7:56		8:10	—	8:31
7:50		7:49	8:02	8:11		8:25	—	8:47
—		8:04	8:17	8:26		8:40	—	9:02
8:18		8:17	8:30	8:40		8:55	—	9:18
—		8:44	8:57	9:07		9:22	—	9:44
8:46		9:00	9:13	9:23		9:38	—	10:02
—		9:14	9:27	9:37		9:53	—	10:17
9:14		9:28	9:42	9:52		10:08	—	10:32
—		9:41	9:55	10:05		10:22	—	10:47
9:42		9:56	10:10	10:20		10:37	—	11:03
—		10:11	10:25	10:35		10:52	—	11:18
10:13		10:27	10:41	10:51		11:08	—	11:34
—		10:42	10:56	11:06		11:23	—	11:49
10:42		10:56	11:11	11:22		11:40	—	12:07P
—		11:11	11:26	11:37		11:55	—	12:22
11:12		11:26	11:41	11:52		12:10P	—	12:37
—		11:41	11:56	12:07P		12:25	—	12:52
11:42		11:56	12:11P	12:22		12:40	—	1:08
—		12:11P	12:26	12:37		12:55	—	1:23
12:12P		12:26	12:41	12:52		1:10	—	1:38
—		12:41	12:56	1:07		1:25	—	1:53
12:42		12:56	1:12	1:23		1:41	—	2:10
—		1:13	1:29	1:40		1:58	—	2:27
1:14		1:28	1:44	1:55		2:13	—	2:42
—		1:43	1:59	2:10		2:28	—	2:57
1:44		1:58	2:14	2:25		2:43	—	3:12
—		2:13	2:29	2:40		2:58	—	3:27
2:14		2:28	2:44	2:55		3:13	—	3:42
—		2:43	2:59	3:10		3:28	—	3:57
2:44		2:58	3:14	3:25		3:43	—	4:12
—		3:13	3:29	3:40		3:58	—	4:26
3:15		3:29	3:44	3:55		4:13	—	4:42
—		3:44	3:59	4:10		4:28	—	4:57
3:45		3:59	4:14	4:25		4:43	—	5:12
—		4:14	4:29	4:40		4:58	—	5:27
4:16		4:30	4:45	4:56		5:14	—	5:42
—		4:45	5:00	5:11		5:28	—	5:57
4:46		5:00	5:15	5:26		5:43	—	6:12
—		5:15	5:30	5:41		5:58	—	6:27
5:17		5:31	5:46	5:57		6:13	—	6:42
—		5:47	6:02	6:12		6:28	—	6:57
5:56		6:08	6:22	6:32		6:48	▣7:10P	—
6:17		6:31	6:45	6:55		7:10	▣7:32	—
6:37		6:51	7:05	7:14		7:29	▣7:52	—
7:04		7:20	7:34	7:43		7:58	▣8:19	—
7:31		7:45	7:58	8:07		8:22	▣8:43	—
8:02		8:16	8:29	8:38		8:52	▣9:13	—
8:36		8:47	9:00	9:09		9:23	▣9:43	—
9:10		9:21	9:34	9:42		9:55	▣10:15	—
9:46		9:55	10:07	10:15		10:28	▣10:46	—
10:20		10:31	10:42	10:50		11:01	▣11:19	—
—		11:04	11:15	11:23		11:36	▣11:51	—
—		12:04A	12:14A	12:21A		12:32A	▣12:49A	—
—		1:04	1:14	1:21		1:32	▣1:49	—

Southbound (Approximate Times)

HOLLYWOOD		MIRACLE MILE	BALDWIN HILLS		INGLEWOOD	HAWTHORNE
8	7	6	5	3	2	1
Hollywood / Vine Station	Hawthorne & Orange	La Brea & Melrose	Expo / La Brea Station	Slauson & Overhill	Manchester & Market 88	Hawthorne / Lennox Station
5:38A	—	5:56A	6:07A	6:17A	6:29A	6:40A
5:52	—	6:11	6:23	6:33	6:46	6:58
6:07	—	6:26	6:38	6:48	7:01	7:13
6:22	—	6:41	6:53	7:03	7:16	7:28
6:37	—	6:56	7:08	7:18	7:31	7:43
6:52	—	7:11	7:23	7:33	7:46	7:58
7:07	—	7:26	7:38	7:48	8:01	8:13
7:21	—	7:40	7:54	8:04	8:18	8:30
7:36	—	7:55	8:09	8:19	8:33	8:45
7:51	—	8:10	8:24	8:34	8:48	9:00
8:06	—	8:25	8:39	8:49	9:03	9:15
8:21	—	8:40	8:54	9:04	9:18	9:30
8:36	—	8:55	9:09	9:19	9:33	9:45
8:51	—	9:10	9:24	9:34	9:48	10:00
9:06	—	9:25	9:39	9:49	10:03	10:15
9:21	—	9:40	9:54	10:04	10:18	10:30
9:36	—	9:55	10:09	10:19	10:33	10:45
9:51	—	10:10	10:24	10:34	10:48	11:00
10:06	—	10:25	10:39	10:49	11:03	11:15
10:21	—	10:40	10:54	11:04	11:18	11:30
10:36	—	10:55	11:09	11:19	11:33	11:45
10:51	—	11:10	11:24	11:34	11:48	12:00
11:06	—	11:25	11:39	11:49	12:03	12:15
11:21	—	11:40	11:54	12:04P	12:18	12:30
11:36	—	11:55	12:09P	12:19	12:33	12:45
11:51	—	12:10P	12:24	12:34	12:48	1:00
12:06P	—	12:25	12:39	12:49	1:03	1:15
12:21	—	12:40	12:54	1:04	1:18	1:30
12:36	—	12:55	1:09	1:19	1:33	1:45
12:51	—	1:10	1:24	1:34	1:48	2:00
1:06	—	1:25	1:39	1:49	2:03	2:15
1:21	—	1:40	1:54	2:04	2:18	2:30
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1:51	—	2:10	2:24	2:34	2:48	3:00
2:06	—	2:25	2:39	2:49	3:03	3:15
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3:06	—	3:25	3:39	3:49	4:03	4:15
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4:06	—	4:27	4:41	4:51	5:05	5:17
4:21	—	4:42	4:56	5:06	5:20	5:32
4:36	—	4:57	5:11	5:21	5:35	5:47
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5:06	—	5:27	5:41	5:51	6:05	6:17
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6:06	—	6:27	6:41	6:51	7:05	7:17
6:21	—	6:42	6:56	7:06	7:20	7:32
6:36	—	6:57	7:11	7:21	7:35	7:47
6:51	—	7:12	7:26	7:36	7:50	8:02
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10:51	—	11:12	11:26	11:36	11:50	12:02A
11:06	—	11:27	11:41	11:51	12:05A	12:17A
11:21	—	11:42	11:56	12:06A	12:20A	12:32A
11:36	—	11:57	12:11A	12:21A	12:35A	12:47A
11:51	—	12:12A	12:26A	12:36A	12:50A	1:02
12:06A	—	12:27A	12:41A	12:51A	1:05	1:17
12:21A	—	12:42A	12:56A	1:06	1:20	1:32
12:36A	—	12:57A	1:11	1:21	1:35	1:47
12:51A	—	1:12	1:26	1:36	1:50	2:02
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11:21	—	11:42	11:56	12:06A	12:20A	12:32A
11:36	—	11:57	12:11A	12:21A	12:35A	12:47A
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12:06A	—	12:27A	12:41A	12:51A	1:05	1:17
12:21A	—	12:42A	12:56A	1:06	1:20	1:32
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1:06	—	1:27	1:41	1:51	2:05	2:17
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1:36	—	1:57	2:11	2:21	2:35	2:47
1:51	—	2:12	2:26	2:36	2:50	3:02
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2:21	—	2:42	2:56	3:06	3:20	3:32
2:36	—	2:57	3:11	3

Sunday & Holidays

Effective Dec 19 2021

212

Northbound (Approximate Times)

Southbound (Approximate Times)

1 HAWTHORNE	2 HOLLYWOOD	3 HOLLYWOOD HILLS	4 MIRACLE MILE	5 HOLLYWOOD	6 HOLLYWOOD	7 MIRACLE MILE	8 HOLLYWOOD HILLS	9 HOLLYWOOD	10 HAWTHORNE
Hawthorne / Lennox Station	Manchester & Market EB	Overhill & Sycamore	Expo / La Brea Station	La Brea & Wilshire	Hawthorn & Orange	Hollywood / Vine Station	Hollywood / Cahuenga Station	Hawthorn & Orange	La Brea & Wilshire	Expo / La Brea Station	Sycamore & Overhill	Manchester & Market EB	Hawthorne / Lennox Station
—	5:31A	5:43A	5:51A	6:03A	—	6:20A	5:42A	—	6:00A	6:13A	6:21A	6:33A	6:45A
—	6:01	6:13	6:21	6:33	—	6:51	6:05	—	6:23	6:37	6:48	7:00	7:13
—	6:31	6:43	6:51	7:03	—	7:21	6:35	—	6:53	7:07	7:18	7:30	7:43
6:26A	6:59	7:11	7:19	7:31	—	7:48	6:48	—	7:06	7:17	7:26	7:40	7:53
—	7:29	7:41	7:49	8:01	—	8:18	7:18	—	7:36	7:47	7:56	8:10	8:23
6:54	7:59	8:11	8:19	8:31	—	8:48	7:48	—	8:06	8:17	8:26	8:40	8:53
—	8:29	8:41	8:49	9:01	—	9:18	8:18	—	8:36	8:47	8:56	9:10	9:23
7:24	8:59	9:11	9:19	9:31	—	9:48	8:48	—	9:06	9:17	9:26	9:40	9:53
—	9:29	9:41	9:49	10:01	—	10:18	9:18	—	9:36	9:47	9:56	10:10	10:23
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8:23	10:59	11:11	11:19	11:31	—	11:48	10:48	—	11:06	11:17	11:26	11:40	—
8:51	11:29	11:41	11:49	12:01P	—	12:18P	11:18	—	11:36	11:47	11:56	12:10P	11:23
—	11:59	12:11P	12:19P	12:31	—	12:48	11:48	—	12:06P	12:17P	12:26P	12:40	—
9:20	12:29P	12:41	12:49	1:01	—	1:18	12:18P	—	12:36	12:47	12:56	1:10	11:53
—	12:59	1:11	1:19	1:31	—	1:48	12:48	—	1:06	1:17	1:26	1:40	—
9:49	1:29	1:41	1:49	2:01	—	2:18	1:18	—	1:36	1:47	1:56	2:10	12:23P
—	1:59	2:11	2:19	2:31	—	2:48	1:48	—	2:06	2:17	2:26	2:40	—
10:18	2:29	2:41	2:49	3:01	—	3:18	2:18	—	2:36	2:47	2:56	3:10	12:53P
—	2:59	3:11	3:19	3:31	—	3:48	2:48	—	3:06	3:17	3:26	3:40	—
10:48	3:29	3:41	3:49	4:01	—	4:18	3:18	—	3:36	3:47	3:56	4:10	1:23P
—	3:59	4:11	4:19	4:31	—	4:48	3:48	—	4:06	4:17	4:26	4:40	—
11:18	4:29	4:41	4:49	5:01	—	5:18	4:18	—	4:36	4:47	4:56	5:10	1:53P
—	4:59	5:11	5:19	5:31	—	5:48	4:48	—	5:06	5:17	5:26	5:40	—
11:48	5:29	5:41	5:49	6:01	—	6:18	5:18	—	5:36	5:47	5:56	6:10	2:23P
—	5:59	6:11	6:19	6:31	—	6:48	5:48	—	6:06	6:17	6:26	6:40	—
12:18P	6:29	6:41	6:49	7:01	—	7:18	6:18	—	6:36	6:47	6:56	7:10	2:53P
—	6:59	7:11	7:19	7:31	—	7:48	6:48	—	7:06	7:17	7:26	7:40	—
12:47	7:29	7:41	7:49	8:01	—	8:18	7:18	—	7:36	7:47	7:56	8:10	3:23P
—	7:59	8:11	8:19	8:31	—	8:48	7:48	—	8:06	8:17	8:26	8:40	—
1:16	8:29	8:41	8:49	9:01	—	9:18	8:18	—	8:36	8:47	8:56	9:10	3:53P
—	8:59	9:11	9:19	9:31	—	9:48	8:48	—	9:06	9:17	9:26	9:40	—
1:45	9:29	9:41	9:49	10:01	—	10:18	9:18	—	9:36	9:47	9:56	10:10	4:23P
—	9:59	10:11	10:19	10:31	—	10:48	9:48	—	10:06	10:17	10:26	10:40	—
2:15	10:29	10:41	10:49	11:01	—	11:18	10:18	—	10:36	10:47	10:56	11:10	4:53P
—	10:59	11:11	11:19	11:31	—	11:48	10:48	—	11:06	11:17	11:26	11:40	—
2:45	11:29	11:41	11:49	12:01A	—	12:18A	11:18	—	11:36	11:47	11:56	12:10A	5:23P
—	11:59	12:11A	12:19A	12:31	—	12:48	11:48	—	12:06A	12:17A	12:26A	12:40	—
3:15	12:29A	12:41	12:49	1:01	—	1:18	12:18A	—	12:36	12:47	12:56	1:10	5:53P
—	12:59	1:11	1:19	1:31	—	1:48	12:48	—	1:06	1:17	1:26	1:40	—
3:45	1:29	1:41	1:49	2:01	—	2:18	1:18	—	1:36	1:47	1:56	2:10	6:23P
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—	11:59	12:11A	12:19A	12:31	—	12:48	11:48	—	12:06A	12:17A	12:26A	12:40	—
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Appendix D

Methane Monitoring Plan

Methane Gas Monitoring Plan
The View Residential Project at 5101 S. Overhill Drive
County of Los Angeles

Prepared for:

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1	Project Location	9

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1 Introduction

This Methane Gas Monitoring Plan (plan) presents vapor barrier system operations and maintenance (O&M) requirements, vapor sampling protocol, and a contingency plan for the proposed The View Residential Project located at 5101 S. Overhill Drive (site) in the unincorporated Windsor Hills area of Los Angeles County (County). The intent of this plan is to ensure the proper O&M of the vapor barrier and to protect the integrity of the vapor barrier system.

Within 300-feet of the site there are ten wells per the CalGEM Well Finder application (CalGEM 2021). The wells include plugged oil and gas, active oil and gas, idle oil and gas, and active water flood (Figure 1). Because potential gas generation/migration exists at the site, a methane gas protection system is necessary. As stated in the County Public Works Gas Hazards Mitigation Policy and Standards (LACPW 2020) a passive gas control system can be applied to structures within 300-feet of active, abandoned, or idle oil and gas wells.

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2 Passive Gas Control System

The primary objective of the passive gas control system (membrane sheeting and gravel filled ventilation trench) is to ensure protection of human health and the environment from potential exposure to methane gas originating from the soil and groundwater beneath the site due to potential gas hazards from the nearby oil and gas wells.

The passive gas control system will be designed and installed in general conformance with the County Public Works Gas Hazards Mitigation Policy and Standards (LACPW 2020). The passive gas control system will be designed to reduce methane to below hazardous levels of 5,000 parts per million by volume (ppmv) as described in the County Public Works Gas Hazards Mitigation Policy and Standards (LACPW 2020).

The proposed passive gas control system includes a sub-slab vapor barrier, sub-slab passive venting system, and vapor monitoring system detailed below.

2.1 Membrane Sheeting

The vapor barrier proposed to be installed consists of 20 mils of VI-20® membrane used in conjunction with 60 dry mils of Liquid Boot® spray applied membrane. This combination is known as Liquid Boot PLUS and has been approved by the County. VI-20® is a 7-layer co-extruded geomembrane that provides resistance to volatile organic compound (VOC) vapor and methane transmission, and it is specially designed to be used in conjunction with Liquid Boot (Membrane Barrier).

The Membrane Barrier is to be placed beneath the building slab of enclosed areas of the basement levels. The Membrane Barrier must completely encapsulate the foundation, footings, and exterior walls located below grade of the enclosed areas. The Membrane Barrier is to be installed in accordance with the manufacturer's recommended specifications in place of the moisture barrier specified in the foundation plan. The Membrane Barrier is smoke tested and certified in accordance with the manufacturer's specifications.

2.2 Sub-Slab Vapor Ventilation System

The sub-slab passive vapor ventilation system is to be located below the VI-20® Membrane Barrier. It would consist of a minimum 12" wide X 12" deep ventilation trench provided with a 3" diameter perforated pipe. The trenches would be located throughout the building footprint. The sub-slab ventilation system is connected to vertical ventilation pipes which exit at the roofline. Per the Gas Hazard Mitigation Policy and Standards, vertical ventilation pipes must be provided for every 400 feet of ventilation trench or at the end of the trench, whichever is least. The passive venting system would provide a venting pathway to the atmosphere for VOC vapor that may potentially migrate below the building.

2.3 Monitoring System

Monitoring probes would be installed to monitor the performance of the passive barrier system relative to subsurface methane gas concentrations. The proposed monitoring system consists of pairs of sub-slab monitoring probes set with a sand cover (one probe below and one probe above the membrane). The probe's monitoring end must be 12-inches in length, 1/2-inch diameter, perforated with a minimum of 10 holes and wrapped with burlap,

fiber glass or similar material to prevent the holes from clogging. The sampling end of each probe at the monitoring station must be provided with a valve and a ¼-inch rubber hose connection.

Approximate locations are shown on the design plans. Each probe set would be accessed through a securable monitoring station sample box. A sign must be posted adjacent to each monitoring station stating: “Methane Gas Monitoring Station – Do Not Block.”

3 Operations and Maintenance

3.1 Performance Goals and Monitoring

The following section discusses performance goals, action levels, and monitoring of the vapor barrier system. The County Public Works Gas Hazard Mitigation Policy and Standards (LACPW 2020) outlines the requirements, processes, and standards for the mitigation of potential hazards arising from the presence of methane gas and other volatile compounds.

The monitoring system schedule required by the County is:

- Test all monitoring probes prior to occupancy
- Test monthly for three months after the building occupancy
- Test quarterly thereafter

Initial test results must be submitted prior to obtaining occupancy certification for the building. No specific guidance regarding monitoring protocols and procedures are detailed in the County Public Works Gas Hazard Mitigation Policy and Standards. The City of Los Angeles Department of Building and Safety (LADBS 2022) allows use of a Landtec GA-90 gas analyzer field meter or collection of samples by US EPA Method 8015 laboratory analysis for testing of methane concentration, so a similar approach may be applied to this project.

For consideration to terminate an existing Methane Gas Monitoring Program, a request must be submitted in writing to the County. A report accompanying the request shall provide at minimum of 5 years of recorded sampling history, on a quarterly basis, exhibiting methane gas concentrations consistently below 5,000 parts per million volume (ppmv).

3.2 General Operations and Maintenance Requirements

The test, maintenance, and service procedure for the gas detection system and mechanical ventilation system shall be performed in accordance with the manufacturer's instructions. All components required to reduce methane hazards shall be repaired or replaced to the manufacturer's original specification. The owner , or in the case of a condominium residential project, the Homeowners' Association, is responsible for periodic inspection and maintenance of the vapor barrier system. Vent pipe risers must be inspected annually to ensure that they are free of obstructions. Obstructed vent pipe risers must be cleared immediately to maintain optimum system performance.

In the future, the owner, or in the case of a condominium residential project, the Homeowners' Association, must take precautions when making alterations to the structure to ensure that the vapor barrier system is not adversely affected. Any improvements or repairs that result in damage to the vapor barrier must be repaired by a VI-20® certified installer or similarly qualified membrane installer. Vent pipes and risers are located beneath the concrete floor slab of the building. These pipes and risers must not be disturbed or relocated without the approval of a Professional Engineer registered in the State of California and experienced with vapor barrier systems designed to control VOC vapor intrusion.

3.3 Records Retention

Inspection and testing records shall be maintained by the owner, or Homeowners' Association for a minimum period of five (5) years and shall be made available to the County Public Works department upon request.

3.3 Contingency Plan

A responsible person shall be assigned by the owner, or Homeowners' Association, to manage the contingency plan and post the contingency plan. The following contingency actions or equivalent measures approved by the County Public Works must be implemented if methane results from sampling of probes exceed the 5,000 ppmv level as described in the County Public Works Gas Hazards Mitigation Policy and Standards.

1) Resample probes, conduct indoor air and ambient air sampling within 1 week of exceedance.
2) Convert the passive sub-slab venting system to an active system by addition of blowers or fans at the vent risers. Probes, indoor air and ambient air samples will be collected weekly for one month. This shall be done within 1 month of second indoor air exceedance. The design of the modified system shall be completed by a Professional Engineer registered in the State of California and experienced with vapor barrier systems.
3) If indoor air samples and probes above the vapor barrier are below actionable levels, the operation of the active venting system may cease or be modified based on the data and observed site conditions to the discretion of a Professional Engineer registered in the State of California and experienced with vapor barrier systems.

4 References

CalGEM 2021. California Department of Conservation Geologic Energy Management Division (CalGEM) Well Finder Application. https://maps.conservation.ca.gov/doggr/wellfinder/#openModal. Accessed August 6, 2021.

LACPW 2020. Los Angeles County Public Works (LACPW) Gas Hazard Mitigation Policy and Standards. Updated February 3, 2020.

LADBS 2022. City Los Angeles Department of Building and Safety (LADBS). Site Testing Standards for Methane. Accessed March 2, 2022. https://www.ladbs.org/docs/default-source/publications/information-bulletins/building-code/site-testing-standards-for-methane-ib-p-bc2014-101.pdf?sfvrsn=e898eb53_20.

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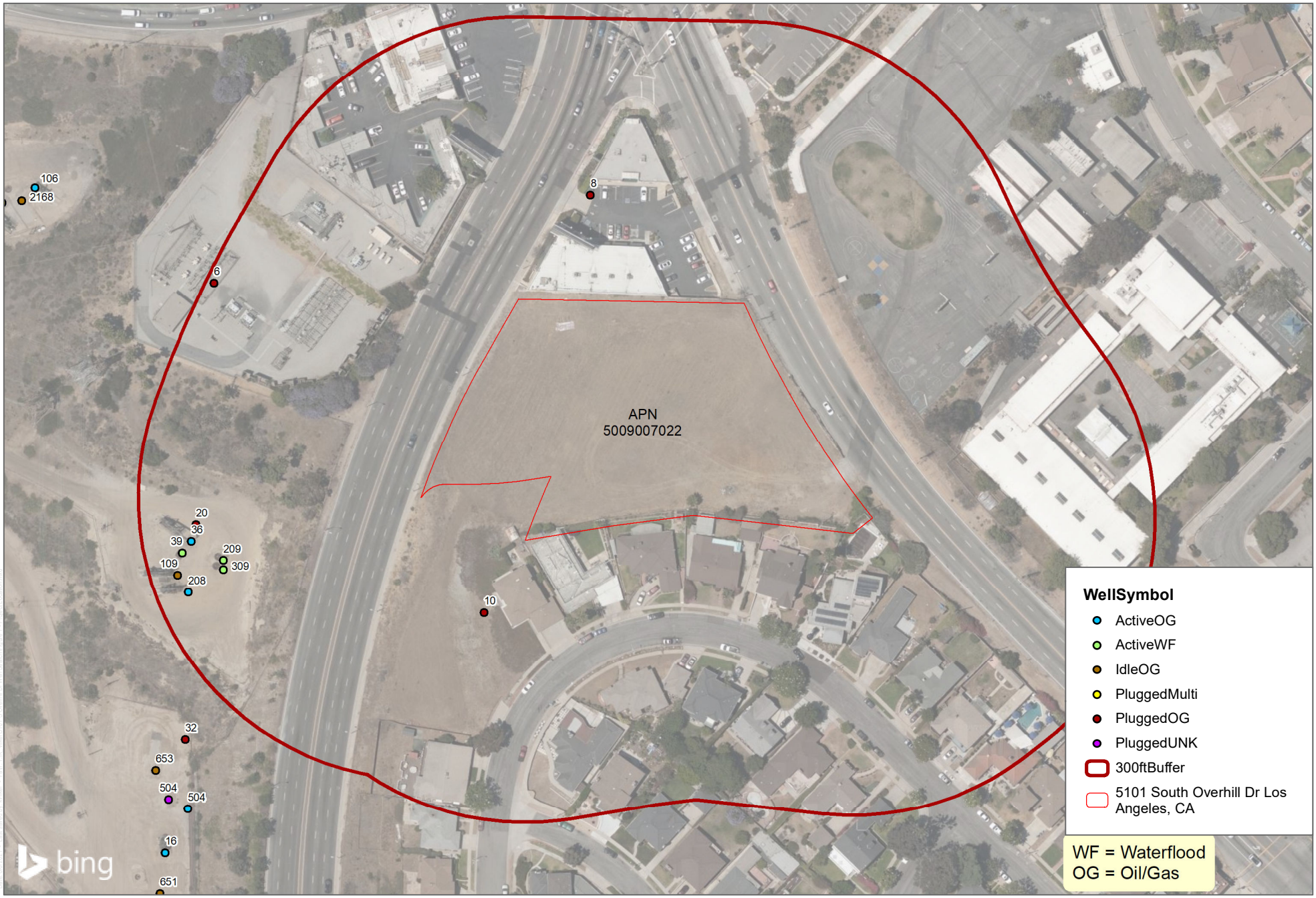

SOURCE: Calgem 2021;and bing

DUDEK

0 50 100 Feet

FIGURE 1

Project Location

5101 South Overhill Drive

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