Appendix A

Traffic and Parking Study

9212 OLYMPIC BOULEVARD COMMERCIAL DEVELOPMENT TRAFFIC & PARKING STUDY BEVERLYHILLS - CALIFORNIA

Prepared for:

EHI 9222, LLC
C/O ETCO HOMES, Inc.

Beverly Hills, California

Prepared on:

January 19, 2016

COCO TRAFFIC PLANNERS, INC.

9212 OLYMPIC BOULEVARD
COMMERCIAL DEVELOPMENT
TRAFFIC & PARKING STUDY
BEVERLY HILLS - CALIFORNIA

Prepared for:

EHI-9222, LLC
C/O ETCO Homes, Inc.
8447 Wilshire Blvd., Suite 400
Beverly Hills, California 90211

Prepared on:

January 19, 2016

Prepared by:

COCO TRAFFIC PLANNERS, INC.
10835 Santa Monica Boulevard, Suite 202
Los Angeles, California 90025
Ph • Fax: (310) 470-4870
E-mail: info@cocotraffic.com

TABLE OF CONTENTS

EXECUTIVE SUMMARY i

PROJECT DESCRIPTION 1

DATA SOURCES 2

AREA LOCAL ROADWAY SYSTEM DESCRIPTION 2
- Rexford Drive 2
- Maple Drive 3
- Palm Drive 3
- Doheny Drive 3
- Olympic Boulevard 3

SITE TRAFFIC GENERATION 4

FUTURE RELATED PROJECTS TRAFFIC GENERATION 5

TRAFFIC DISTRIBUTION 5

ANALYSIS OF TRAFFIC CONDITIONS 6
- Signalized Intersections 6
- Two-Way Stop Control Intersection 8

SITE ACCESS AND CIRCULATION 10

PARKING SUPPLY 11

SUMMARY AND CONCLUSIONS 13

APPENDIX A - MANUAL TRAFFIC COUNT CALCULATION SHEETS
APPENDIX B - INTERSECTION CAPACITY UTILIZATION AND TWO-WAY-STOP CONTROL CALCULATION SHEETS

9212 OLYMPIC BOULEVARD COMMERCIAL DEVELOPMENT
TRAFFIC AND PARKING STUDY
BEVERLY HILLS - CALIFORNIA

EXECUTIVE SUMMARY

A commercial development consisting of a 21,339 square feet (sf) of mixed-use, office and retail space, has been proposed at 9212 Olympic Boulevard in the City of Beverly Hills. The site consists of one lot, with about 12,000 square feet of land, and is located on the south side of the street, between Maple Drive and Palm Drive. An analysis was conducted to evaluate the potential traffic and parking impacts associated with the proposed project. It was found that the proposed development will have a negligible traffic impact upon the surrounding street system, thus requiring no mitigation measures. Area motorists will not be able to detect any change in traffic operations due to the traffic generated by the proposed project.

The proposed 9212 Olympic Boulevard mixed-use project will be supported by a 58 stall underground parking garage located beneath the building. The parking garage will have access from the alley parallel to, and to the south of Olympic Boulevard. The parking analysis conducted showed that the proposed supply is in line with both the expected project's peak parking demand, and the City of Beverly Hills Parking Code requirements. No on-street parking overflow will result from the development of this residential project. A loading zone with alley access measures 12 feet by 60 feet, and will accommodate simultaneously two trucks, which is in line with the City requirements. The location of the loading zone, and the limited quantity of truck trips generated by the proposed commercial building will not determine any circulation problems in the alley.

The proposed parking entrance in the alley will have no significant impact upon current street traffic operations due to the limited number of vehicle trips generated by the site. Traffic operations in the alley, as well as on the surrounding street system, will maintain the good levels of service currently observed, even after the addition of the traffic associated with the subject development.

* * * * * *

COCO TRAFFIC PLANNERS, INC.
TRAFFIC • DESIGN • PARKING • MODELING • URBAN PLANNING
10835 Santa Monica Blvd., Suite 202 • Los Angeles, California 90025 • Ph/Fax: (310) 470-4870 • E-mail: info@cocotraffic.com

January 19, 2016

Sam Kashani, Project Manager
ETCO Homes
9560 Wilshire Boulevard, 2nd Floor
Beverly Hills, California 90212

Subject: 9212 OLYMPIC BOULEVARD COMMERCIAL DEVELOPMENT TRAFFIC AND PARKING STUDY, BEVERLY HILLS - CALIFORNIA

Dear Mr. Kashani,

As authorized, we have conducted a comprehensive traffic impact analysis of your proposed commercial project located at 9212 Olympic Boulevard, in the City of Beverly Hills, California. The scope of work was discussed with, and agreed upon by Mr. Bijan Vaziri, Traffic Engineer with the City of Beverly Hills. This report analyzes the traffic and transportation impacts, associated with your proposed development, upon the surrounding street system.

For the purpose of this study the City found a concern with the project's impact upon four intersections. They include the intersections of Olympic Boulevard with: **1)** Rexford Drive, **2)** Maple Drive, **3)** Palm Drive, and **4)** Doheny Drive. Traffic conditions at the key locations were analyzed under various scenarios, during the weekday commuter morning and evening peak hours, based upon the traffic study guidelines established by the City of Beverly hills. The findings and conclusions of our analysis are presented in this report with the necessary supporting data.

PROJECT DESCRIPTION

The site consists of about 12,000 gross square feet (gsf) of land located on the south side of Olympic Boulevard, between Maple, and Palm Drive, in the City of Beverly hills, California. The site is zoned C-3T-2, and currently consists of a parking lot for rental cars. The site currently has one driveway on Olympic Boulevard. Adjacent parcels also are zoned for commercial uses and mostly are developed. Figure 1 shows the location of the subject site on a regional basis.

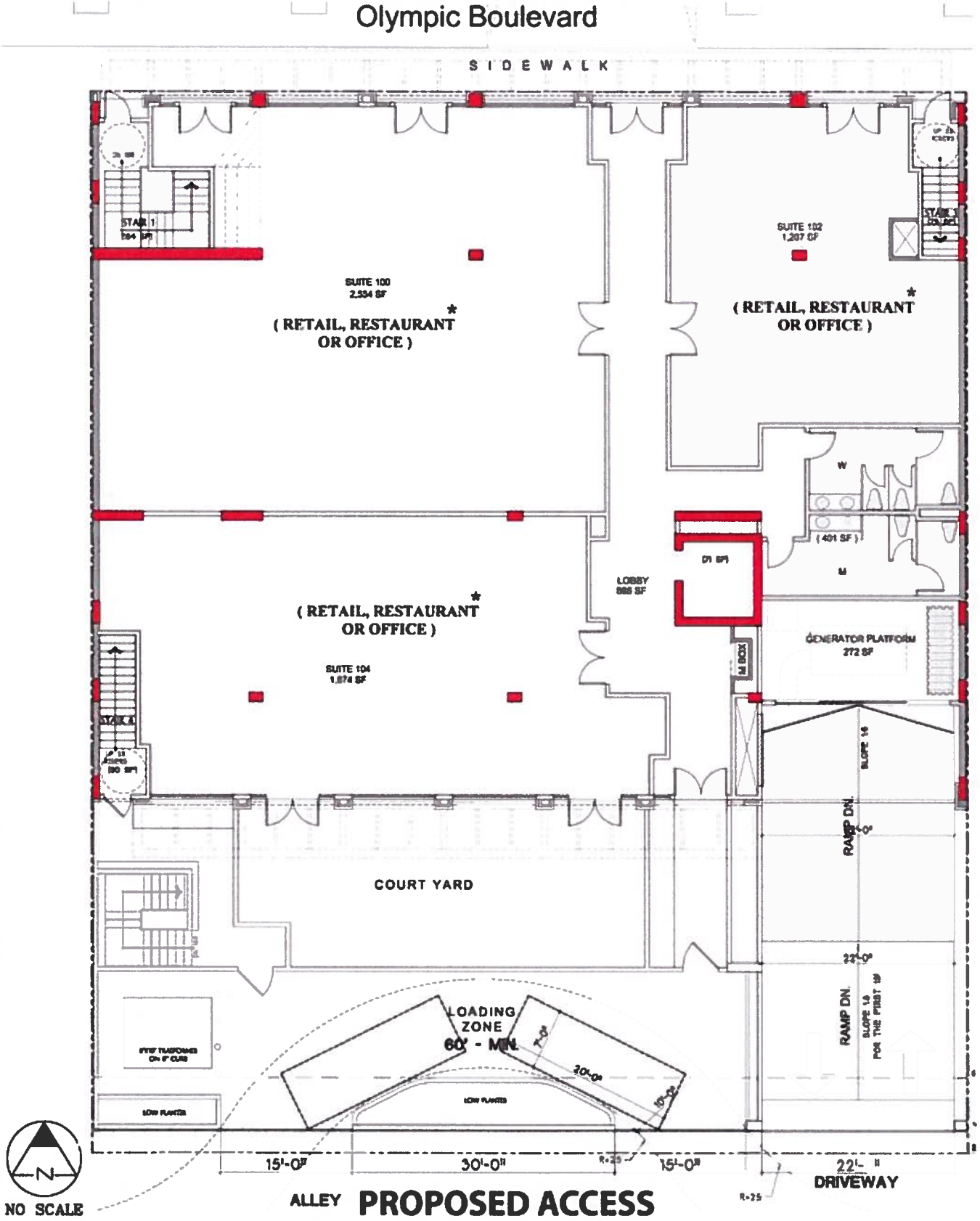
Figure 2 shows the site plan and its relationship to the adjacent street system. The proposed project consists of developing a three-story commercial building, with 21,339 gsf of mixed use commercial space, which translates into 20,292 sf of net space.

COCO TRAFFIC PLANNERS, INC.
TRAFFIC AND TRANSPORTATION ENGINEERING AND CONSULTING
10835 SANTA MONICA BLVD., STE 202, LOS ANGELES CA 90025

SITELOCATION MAP

Project Name / No: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035PK

Figure 1



COCO TRAFFIC PLANNERS, INC.
TRAFFIC AND TRANSPORTATION ENGINEERING AND CONSULTING
10835 SANTA MONICA BLVD., STE 202, LOS ANGELES CA 90025

INCORPORATED
BUCILLA GROUP ARCHITECTURE

Project Name / No: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035PK

Figure 2

The project will be supported by a 58-stall three floors subterranean parking structure. A truck loading zone is provided at the ground level, and accommodates two trucks simultaneously. Access to the parking facility will be provided by a 22 foot driveway in the alley south of Olympic Boulevard. The existing driveway on Olympic Boulevard will be eliminated.

The year 2017 was assumed in our analysis as the first year of full operation of the project. It is estimated that by the end of 2017 the development will be completed and fully occupied. The purpose of this traffic study is to estimate the quantity of traffic that the proposed project is expected to add to the street system, and evaluate its impacts. Site plans and other pertinent information concerning the proposed development were obtained from Mr. Matt Hanson, of ETCO Homes.

DATA SOURCES

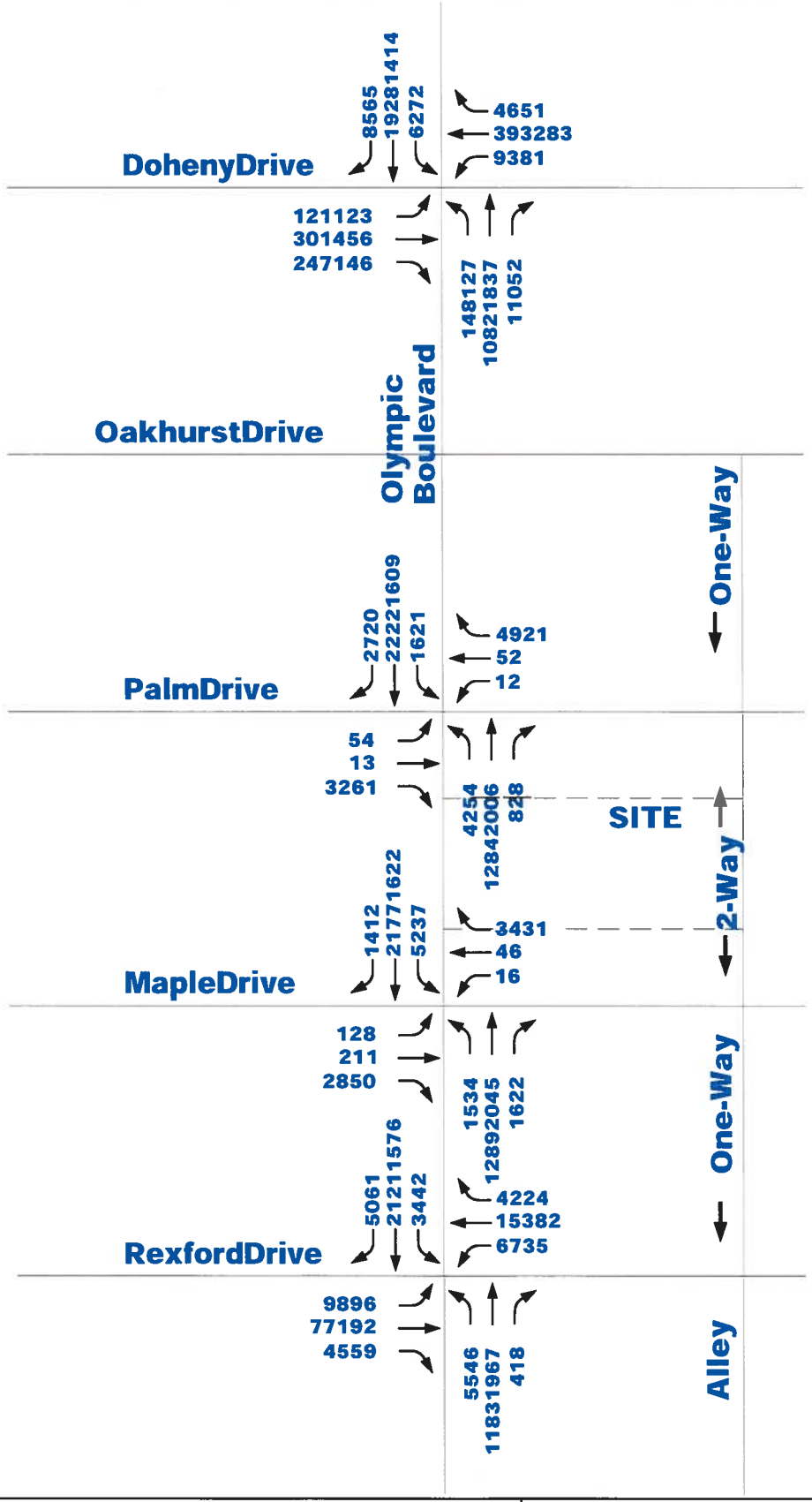
Field investigations were made by our personnel to ascertain existing intersection geometry and street characteristics in the vicinity of the site, and the proposed location and operation of the project's access points.

Peak period manual traffic counts were performed at our direction at the key intersections. The counts were conducted on Tuesday, July 21, 2015 during the morning (AM) and the evening (PM) peak periods, which were found to fall between the 7:00 to 9:00 AM and the 4:00 to 6:00 PM peak periods. The peak hours used in our analysis consist of the peak four consecutive 15-minute counts within the peak periods.

The results of all the traffic counts used in our analysis are summarized in Appendix A. The AM and PM peak volumes counted have been used for calculation purposes and represent the critical times associated with this part of the City of Beverly hills. The existing volumes (2015) used in the analysis are shown in Figure 3 both for the AM and the PM traffic conditions.

AREA LOCAL ROADWAY SYSTEM DESCRIPTION

- **Rexford Drive** is a north-south local collector street providing one lane in each direction of travel, generally by a yellow centerline. The intersection of Rexford Drive and Olympic Boulevard is controlled by a traffic signal and provides left turn pocket lanes. Most other intersections within the project's vicinity are controlled by all-way, or side street stop signs. Rexford Drive serves low to mid density residential developments. Parking is prohibited on the west side of the roadway. Parking is allowed on the east side with a 2-hour limit between 8:00 AM and 6:00 PM posted, except by permit. No speed limit was observed along the roadway.



NO SCALE

COCO TRAFFIC PLANNERS, INC.
TRAFFIC AND TRANSPORTATION ENGINEERING AND CONSULTING
10835 SANTA MONICA BLVD., STE 202, LOS ANGELES CA 90025

EXISTING(2015) AMPMPEAKHOUR TRAFFICVOLUMES

Project Name / No: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035PK

Figure 3

- **Maple Drive** is a north-south local collector street providing one lane in each direction of travel, with no painted centerline. The intersection of Maple Drive and Olympic Boulevard is controlled by a Side-street Stop signs, with traffic free flowing on Olympic Boulevard. Most other intersections within the project's vicinity are controlled by all-way, or side street stop signs. Maple Drive serves low to mid density residential developments. In the vicinity of Olympic Boulevard parking is metered with 2-hour limit between 8:00 AM and 6:00. Away from that parking on Maple Drive is allowed on both sides of the street, regulated at most locations with 2-hour limit between 8:00 AM and 6:00, except by permit. No speed limit was observed along the roadway.

- **Palm Drive** is a north-south local collector street providing one lane in each direction of travel, with no painted centerline. The intersection of Palm Drive and Olympic Boulevard is controlled by a Side-street Stop signs, with traffic free flowing on Olympic Boulevard. Most other intersections within the project's vicinity are controlled by all-way, or side street stop signs. Palm Drive serves low to mid density residential developments, except in the vicinity of Olympic Boulevard, where commercial uses are found. In the commercial area parking is metered with 10-hour limit between 8:00 AM and 6:00. Away from that parking on Palm Drive is allowed on both sides of the street, regulated at most locations with 2-hour limit between 8:00 AM and 6:00, except by permit. In addition, no overnight parking is allowed between 2:30 and 5:00 AM, except by permit. No speed limit was observed along the roadway.

- **Doheny Drive** is a north-south secondary highway providing one lane in each direction of travel separated by a double yellow centerline lane. All major intersections with Doheny Drive are signalized and provide left turn pocket lanes. The street serves low and medium density residential developments, with commercial uses in the vicinity of Olympic Boulevard. Red Curbs exist in the commercial area, as the roadway flares up to provide three lanes in each direction, with one left, one through, and one through-right lanes in the south bound direction, while the northbound direction is striped with one left, one through, and one right only lanes. Parking is allowed on both sides of the street, with 2-hour limit between 8:00 AM and 6:00 away from Olympic Boulevard, and no overnight parking between 2:30 and 5:00 AM, except by permit, posted. In the vicinity of the commercial area No Stopping signs are prohibiting parking between 7:00 and 9:00 Am, and 4:00 to 6:00 PM. No speed limit was observed along the roadway.

- **Olympic Boulevard** is an east-west arterial roadway designated as Major Highway. It provides a total of six travel lanes, during peak periods, separated

by a two-way left turn lane. The street serves retail and commercial developments. Parking signs exist on both sides of the street, prohibiting parking between 7:00 and 9:00 AM, and 3:00 and 7:00 PM on the south side of the street, while on the north side the prohibition extends to 10 AM during the morning peak. During off peak hours the roadway provides two travel lanes in each direction, plus a two-way left turn median lane. All major intersections with Olympic Boulevard are controlled by traffic signals and provide separate left turn pocket lanes. Left turn lanes also are provided at non-signalized intersections. 35 mph speed limit signs are posted on Olympic Boulevard.

SITE TRAFFIC GENERATION

Studies by the Institute of Transportation Engineers (ITE), Caltrans, ourselves and others have identified generalized factors which relate traffic characteristics with quantity and type of development. These traffic generation factors are useful in estimating the total future characteristics of a project yet to be constructed and occupied. Judgment is required on the part of the analyst to select the appropriate factors which best match the type of developments contemplated.

The quantity of floor area, number of employees, density of development, availability of public transportation, and regional location of the project all affect the traffic generation rate. While there are many different parameters upon which to estimate traffic (acreage, floor area square footage, employment, etc.), we determined that the best factors for the proposed development relate to the square footage of the different land uses included in the development.

In order to evaluate the quantity of traffic generated by the site, ITE traffic generation factors from the 9th Edition of the Traffic Generation Manual were applied to the proposed project's land use, for the daily and the morning and evening peak periods. As mentioned earlier, the AM and PM peak hours relate to a one-hour period within the 7:00 to 9:00 AM and the 4:00 to 6:00 PM peak periods respectively.

Table 1 shows in detail the generation factors used for analysis purposes along with the related volumes associated with the subject development during weekdays. The proposed office building is expected to generate about 650 vehicle trips per day (325 inbound and 325 outbound). Similarly, during the AM commuter peak hour, the project will generate a total of 39 vehicle trips (34 inbound and 5 outbound). The PM commuter peak hour traffic generation was estimated at 129 vehicle trips (33 inbound and 96 outbound). It should be noted that the retail section of the proposed development will not generate traffic during the morning commuter peak period because this type of land uses starts operations after 9:00 AM thus, after the commuter peak period. A negligible number of trips is expected during weekends, and was not included in our analysis.

TABLE 1

PROJECT TRAFFIC GENERATION
9212 Olympic Boulevard Commercial Development Traffic Impact Analysis - Beverly Hills

LAND USE	SIZE	UNIT	LAND USE CODE	AVERAGE DAILY TRAFFIC Trip Ends (TE) Rate (1)	TE (2)	AM PEAK HOUR TE Rate (1) In	Out	Trip Ends (2) In	Out	PM PEAK HOUR TE Rate (1) In	Out	Trip Ends (2) In	Out
Proposed Project													
General Office	13.913	KGSF	710	21.00	292	2.44	0.36	34	5	1.09	5.30	16	74
Specialty Retail Center (3)	7.426	KGSF	814	47.85	356	0.00	0.00	0	0	2.27	2.89	17	22
Proposed Project Traffic Generation					648	*(AM Total = 39)*		34	5	*(PM Total = 129)*		33	96
Existing Project													
Car Storage/Rental (4)	12.000	KGSF	710	0.00	0	0.00	0.00	0	0	0.00	0.00	0	0
Existing Site Traffic Generation					0	*(AM Total = 0)*		0	0	*(PM Total = 0)*		0	0
Proposed Project Net Traffic Generation					648	*(AM Total = 39)*		34	5	*(PM Total = 129)*		33	96

1) TE Rate is the average number of Trip Ends generated per "SIZE" Unit (i.e. KGSF) per ITE Trip Generation Manual - 9th Edition.
2) Trip End is a one-way vehicle movement entering or leaving the traffic generator.
3) Specialty Retail Centers operate after 10:00 AM, so AM traffic generation during commuter AM peak hours are negligible.
4) Existing site traffic generation assumed as zero to evaluate traffic impact under a "worst case" scenario.

FUTURE RELATED PROJECTS TRAFFIC GENERATION

The traffic impact of a project yet to be built requires the evaluation of the traffic volumes which will occur at the time when the project is constructed and fully operational. Future volumes, will include the traffic generated by those other area projects which currently are being proposed or built in the vicinity of the site. Our research of City files indicated that several such projects have been proposed in the vicinity of the subject site. However, based upon the list of related projects provided to us by the City of Beverly Hills, most of those projects contained in the list fall beyond the one half mile radius discussed with the City of Beverly Hills. Table 2 lists the developments that were considered in our analysis, which are located within half a mile from the proposed project. Their locations are shown in Figure 4. In order to also take into account the area proposed projects located beyond the one half mile radius, it was agreed with the city that our analysis should apply an "ambient growth" greater than the average 1.0 percent per year normally used in the City of Beverly Hills. As indicated later in this report, our analysis assumed a 1.5 percent per year traffic growth.

Table 3 shows in detail the generation factors used for analysis purposes as well as the related volumes. As shown in Table 3, at full development the related projects are expected to generate about 900 vehicle trips per day (450 inbound and 450 outbound), with an AM peak of 60 trips (33 inbound and 27 outbound), and a PM peak of 74 trips (35 inbound and 39 outbound). These volumes were used in our analysis.

TRAFFIC DISTRIBUTION

Once the total quantity of traffic generated by a project is known, estimates are made of the directional distribution of this traffic. This will allow for an assignment of the vehicle trips to the roadway system to analyze the impacts. On a regional level, it was estimated that about 15 percent of the total site traffic volumes will be oriented to and from the north; 30 percent to and from the east; 25 percent to and from the south; and 30 percent to and from the west. The site traffic distribution used in the analysis is shown in Figure 5. The values shown are expressed in terms of percentage of total traffic generated.

Based upon the regional traffic distribution, the traffic volumes are then assigned locally to the study intersections for the AM and PM peak periods. The expected site traffic volumes were distributed to the adjacent street system based upon the manual traffic counts conducted, observations of peak hour traffic movements, the characteristics of the nearby street system, and the distribution of the population in the site environs. The assignment was based upon the assumption that traffic will follow the shortest route available. No attempt was made to reassign the traffic to alternate

TABLE 2

RELATED PROJECTS LIST
9212 Olympic Boulevard Commercial Development Traffic Impact Analysis - Beverly Hills

Map #	Proposed Land Use	Size	Unit (1)	City Case #	Location	Status
1	New Cars Sales	19.8	KGSF	NA	8955 Olympic Boulevard	Under development
2	Condominium	30	DU	NA	305-339 S. Elm Drive	Developed

1) DU = Dwelling Unit; KGSF = Thousand Gross Square Feet;

COCO TRAFFIC PLANNERS, INC.
TRAFFIC AND TRANSPORTATION ENGINEERING AND CONSULTING
10835 SANTA MONICA BLVD., STE 202, LOS ANGELES CA 90025

RELATEDPROJECTS LOCATIONMAP

Project Name / No: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035PK

Figure 4

TABLE 3

RELATED PROJECTS - TRAFFIC GENERATION
9212 Olympic Boulevard Commercial Development Traffic Impact Analysis - Beverly Hills

MAP #	LAND USE	SIZE	UNIT	LAND USE CODE	AVERAGE DAILY TRAFFIC (1) TE Rate	AVERAGE DAILY TRAFFIC (2) Trip Ends	AM PEAK HOUR TE Rate (1) In	AM PEAK HOUR TE Rate (1) Out	AM PEAK HOUR Trip Ends (2) In	AM PEAK HOUR Trip Ends (2) Out	PM PEAK HOUR TE Rate (1)	PM PEAK HOUR TE Rate (1) Out	PM PEAK HOUR Trip Ends (2) In	PM PEAK HOUR Trip Ends (2) Out
1	New Cars Sales	19.8	KGSF	841	33.34	660	1.502	0.528	30	10	1.010	1.580	20	31
Related Project #1 Net Traffic Generation						660	*Total = 40*		30	10	*Total = 51*		20	31
2	Condominiums	30	DU	230	7.52	226	0.110	0.550	3	17	0.500	0.250	15	8
Related Project #2 Net Traffic Generation						226	*Total = 20*		3	17	*Total = 23*		15	8
RELATED PROJECTS TOTAL TRAFFIC GENERATION						886	*Total = 60*		33	27	*Total = 74*		35	39

Note: DU = Dwelling Unit; KGSF = Thousand Gross Square Feet, KGLA = Thousand Gross Floor Area.
1) TE Rate is the average number of Trip Ends generated per "SIZE" Unit (i.e. DU) per ITE Trip Generation Manual - 9th Edition.
2) Trip End is a one-way vehicle movement entering or leaving the traffic generator.

COCO TRAFFIC PLANNERS, INC.
TRAFFIC AND TRANSPORTATION ENGINEERING AND CONSULTING
10835 SANTA MONICA BLVD., STE 202, LOS ANGELES CA 90025

SITEREGIONAL TRAFFICDISTRIBUTION

Project Name / No: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035PK

Figure 5

routes. This would have reflected common motorists behavior trying to avoid congested intersections. The methodology used therefore, presents a worst case scenario.

Figure 6 shows the estimated traffic assignment for the proposed project's inbound and outbound vehicles, expressed as percentages of the total traffic generated. In addition, Figure 6 shows the traffic assignment at the project's driveways level. Figure 7 shows the proposed project's estimated morning and evening traffic volumes at the key intersections, along with the resulting traffic volumes again for the morning and evening conditions, at the driveways level.

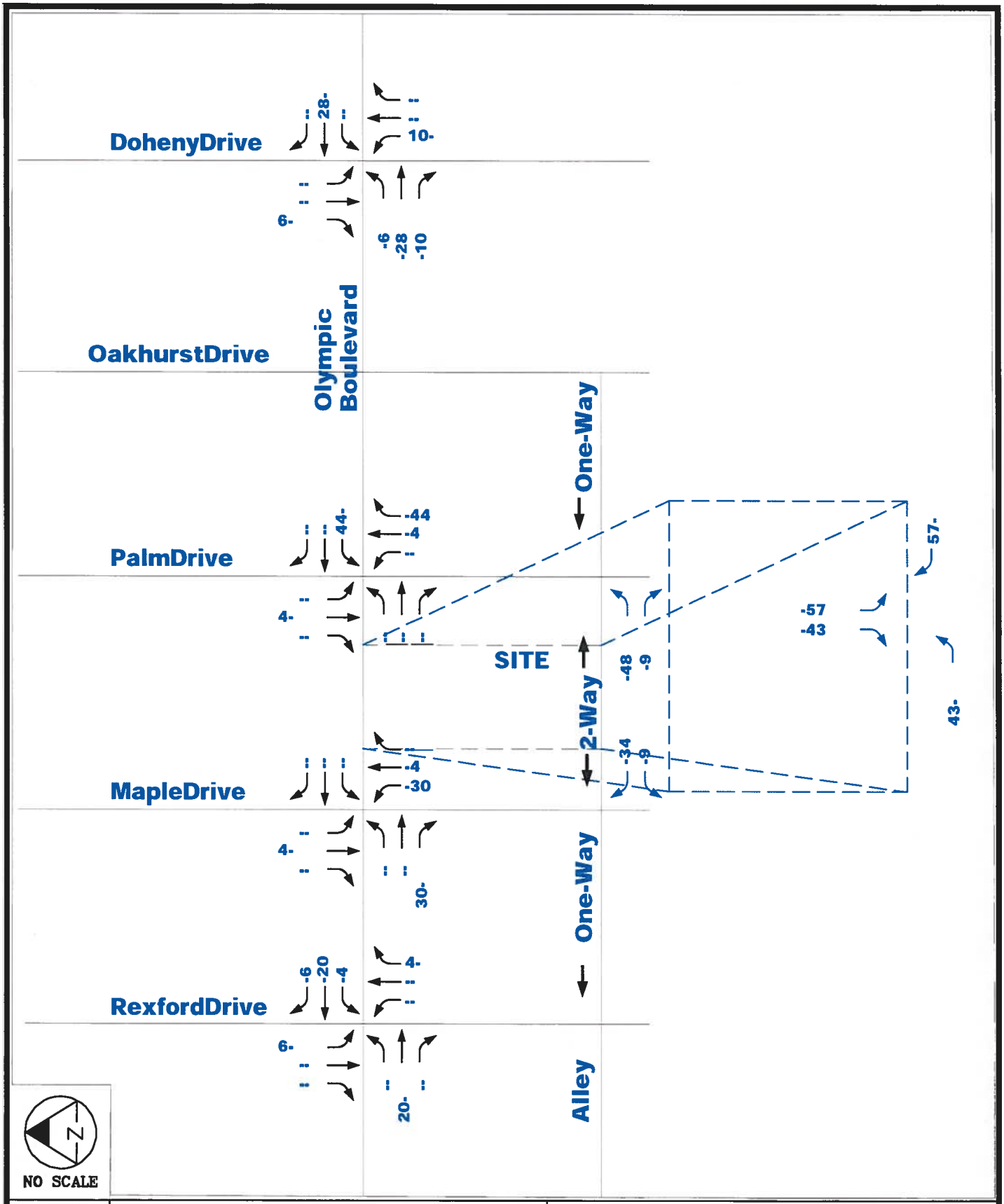
ANALYSIS OF TRAFFIC CONDITIONS

Signalized Intersections

In order to analyze the operating characteristics at the key signalized locations, the Intersection Capacity Utilization (ICU) method was used. The basic ICU methodology consists of calculating the volume/capacity ratios for each of the critical turning movements which would determine traffic signal timing, add an allowance for yellow clearance times, and determine the total percentage of available capacity which is utilized by the approach volumes. A capacity of 1,600 vehicles per lane per hour of green time (vphG) was used for all movements, dual left turns were evaluated as having a capacity of 2,880 vphG.

The ICU value is related to Level of Service (LOS). LOS A through C represent good operating conditions with minimal delays. The ICU's associated with these levels are 0.000 to 0.600 for LOS A, 0.601 to 0.700 for LOS B, and 0.701 to 0.800 for LOS C respectively. LOS C is used by the City of Culver City as an urban design value. Some queues may occur with ICU's between 0.801 and 0.900, and LOS D which is taken as tolerable for short periods of time. LOS E represents congested traffic conditions with short stop-and-go type of operations characteristic of service volumes approaching capacity, represented by an ICU of between 0.901 and 1.000. LOS F represents forced flow conditions, extended stop-and-go type of operations, and service volumes beyond capacity. This condition is characterized by ICU's greater than 1.000.

The City of Beverly hills has established thresholds of traffic, beyond which a project's impact is "significant" thus requiring implementation of mitigation measures. These thresholds relate to the increase in the ICU index a project determines during peak hours. Specifically, the traffic impact is significant if: a) a project increases the ICU by 1.2 or more at an intersection operating at LOS E or worse; or b) a project increases the ICU by 0.03 or more at an intersection operating at LOS D or better. The ICU technique was applied to all the study intersections for the following conditions of increasing traffic:

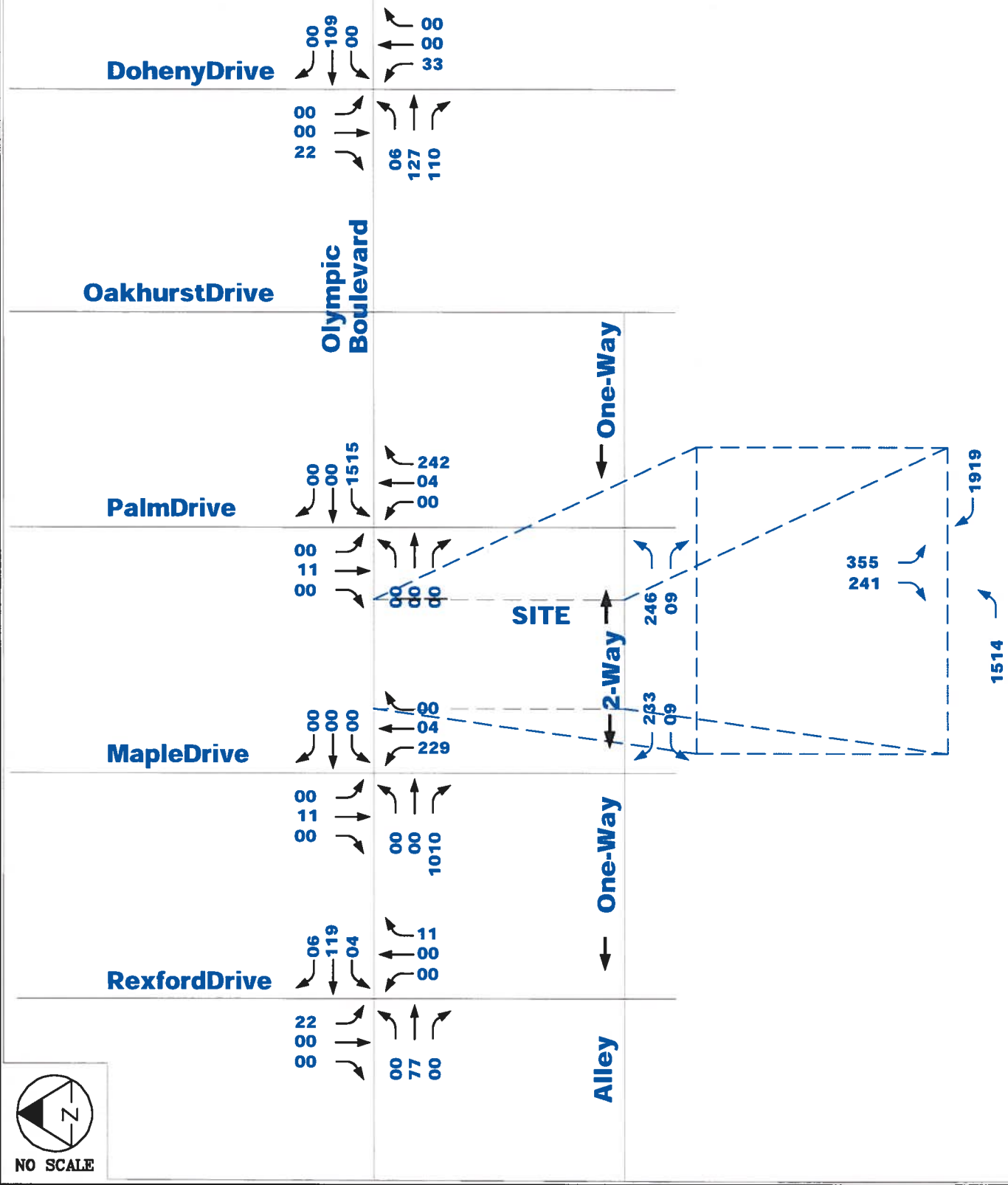


COCO TRAFFIC PLANNERS, INC.
TRAFFIC AND TRANSPORTATION ENGINEERING AND CONSULTING
10835 SANTA MONICA BLVD., STE 202, LOS ANGELES CA 90025

PROPOSEDPROJECT TRAFFICASSIGNMENT

Project Name / No: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035PK

Figure 6



COCO TRAFFIC PLANNERS, INC.
TRAFFIC AND TRANSPORTATION ENGINEERING AND CONSULTING
10835 SANTA MONICA BLVD., STE 202, LOS ANGELES CA 90025

PROPOSEDPROJECT TRAFFICVOLUMES

Project Name / No: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035PK

Figure 7

1. Existing (2015) traffic volumes.
2. Future (2017) traffic volumes (expanded existing traffic).
3. Condition 2 plus related projects' traffic volumes (2017 Background).
4. Condition 3 plus proposed project's traffic volumes.
5. Condition 4 with mitigation measures (where applicable).

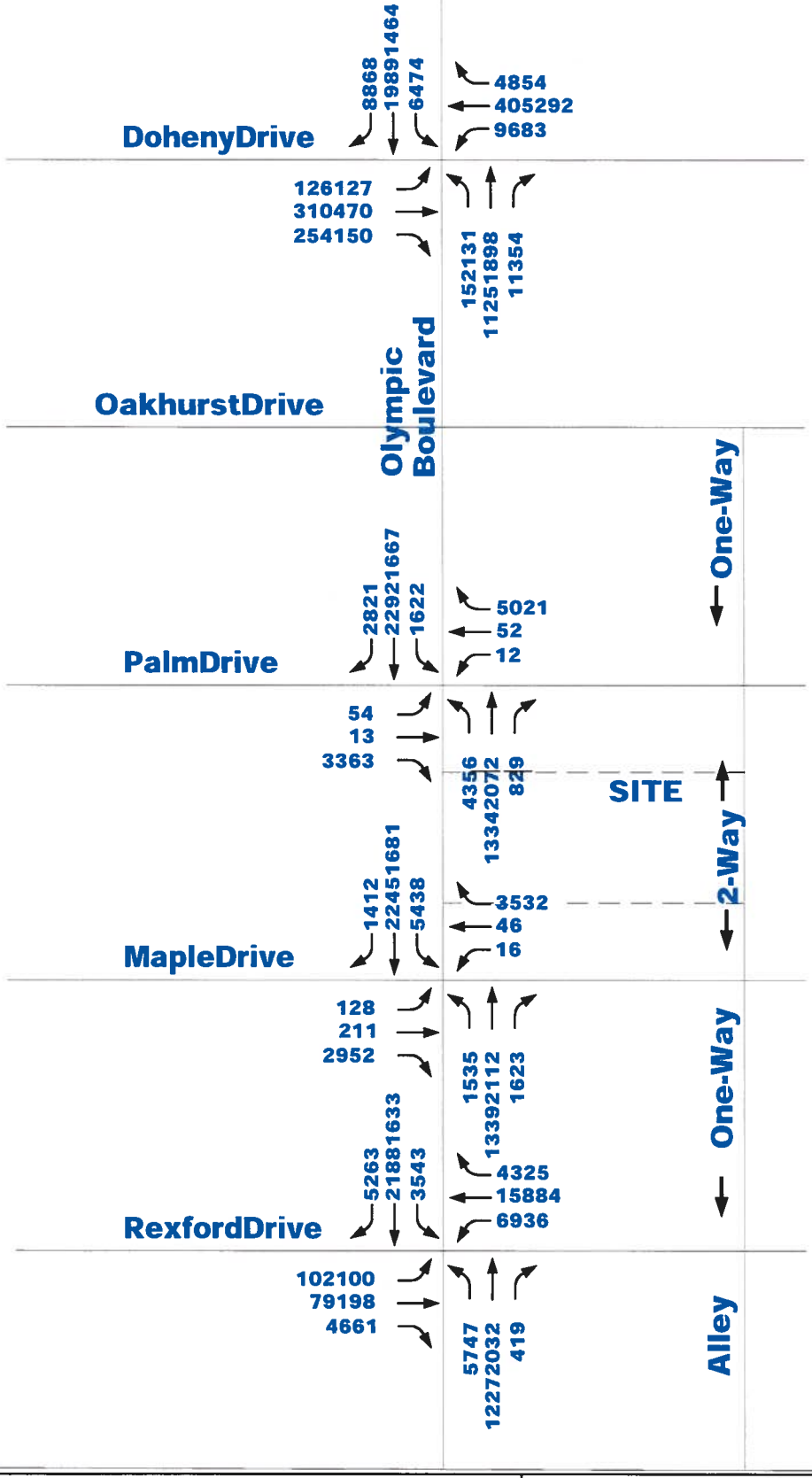
As indicated, Conditions 1 and 2 relate to the traffic volumes occurring during the year 2015 and 2017 respectively. The year 2017 was assumed as the first year of full operation of the proposed development. The volumes were obtained by expanding 2015 traffic volumes to the year 2017 with a 1.5 percent traffic growth rate per year. The annual growth is due to the combined effect of the increasing vehicle availability, intensification of use of existing developments and other factors. In the evaluation of the 2017 traffic, it will account for possible future developments not known at the present time, and those projects located beyond a half a mile radius from the proposed project location.

The 2017 background traffic volumes are shown in Figure 8 for the morning and the evening peak hours. It should be noted that the peak hours for the intersections analyzed, and for the traffic generators evaluated in this analysis (site and related projects) will not necessarily occur during the same single hour. In order to be conservative they have been assumed to occur simultaneously.

The results of the ICU calculations were summarized in Table 4. Appendix B shows the details of the ICU calculations for the analyzed intersection and for all the above mentioned traffic conditions for the AM and the PM peak periods. It should be noted that the ICU method was applied to all the key intersections (four), including those that are not signalized (two). While this methodology cannot be applied to non-signalized intersections, the results are useful in terms that are relative to the proposed project impact. In addition, the results show how those locations would operate if they were signalized. The analysis of non-signalized intersections is reported later in this chapter.

As reported in Table 4, under existing conditions the intersections operate at between LOS A and LOS C, during both the AM or the PM peak hours, except the intersection of Doheny Drive and Olympic Boulevard, which operates at LOS D during both the morning and the evening peak hours. With proportionally increased ICU's, traffic operations during the year 2017 show patterns similar to the existing conditions. Traffic conditions remain good, with traffic operations between LOS A and D during both peak hours, and virtually no change in LOS.

The addition of the related projects' traffic causes no significant impact at any locations during the AM, or the PM peak hours. The impact is identified on the right side of the



COCO TRAFFIC PLANNERS, INC.
TRAFFIC AND TRANSPORTATION ENGINEERING AND CONSULTING
10835 SANTA MONICA BLVD., STE 202, LOS ANGELES CA 90025

2017(BACKGROUND) AMPMPEAKHOUR TRAFFICVOLUMES

Project Name / No: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035PK

Figure 8

TABLE 4

ICU AND LOS
SUMMARY
9212 Olympic Boulevard Commercial Development Traffic Impact Analysis - Beverly Hills

INTERSECTION	TIME PERIOD	Existing (2015) Traffic Volumes	Future (2017) Expanded Volumes	Future 2017 With Related Projects Traffic Volumes	Future 2017 With Proposed Project Traffic Volumes	Total (2017) Traffic w/Mitigtn Measures	Intersection Capacity Utilization Method Traffic Impact Analysis: Change In Icu Index		
North/South @ East/West	AM / PM	ICU / LOS	ICU / LOS	ICU / LOS	ICU / LOS	ICU / LOS	Rel Projects Impact	Site Traffic Impact W/O Mitig.	Site Traffic Impact W/Mitig.
Rexford Drive @ Olympic Boulevard	AM	0.769 C	0.791 C	0.792 C	0.794 C	0.794 C	0.002 * Not Significant	0.002 * Not Significant	0.002 * Not Significant
	PM	0.718 C	0.738 C	0.739 C	0.743 C	0.743 C	0.001 * Not Significant	0.003 Not Significant	0.003 Not Significant
Maple Drive @ Olympic Boulevard	AM	0.592 A	0.606 B	0.607 B	0.607 B	0.607 B	0.001 Not Significant	0.001 Not Significant	0.001 Not Significant
	PM	0.597 A	0.612 B	0.613 B	0.619 B	0.619 B	0.001 * Not Significant	0.006 * Not Significant	0.006 * Not Significant
Palm Drive @ Olympic Boulevard	AM	0.629 B	0.645 B	0.645 B	0.647 B	0.647 B	0.001 Not Significant	0.001 Not Significant	0.001 Not Significant
	PM	0.579 A	0.594 A	0.595 A	0.606 B	0.606 B	0.001 * Not Significant	0.010 Not Significant	0.010 Not Significant
Doheny Drive @ Olympic Boulevard	AM	0.859 D	0.881 D	0.881 D	0.886 D	0.886 D	0.001 Not Significant	0.004 Not Significant	0.004 Not Significant
	PM	0.875 D	0.897 D	0.898 D	0.908 E	0.908 E	0.001 Not Significant	0.010 Not Significant	0.010 Not Significant
						Max AM Impact	0.002	0.002	0.002
						Max PM Impact	0.001	0.006	0.006

* = Intersection with peak impact

Tables, under the heading "Intersection Capacity Utilization Method - Change in ICU Index". This section of the Table calculates the relative traffic impact of the related projects, as well as that of the proposed development. No change in LOS will be experienced at the study intersections.

The addition of the proposed development project's traffic determines a relatively low traffic impacts at all locations, and causes no "significant" impact at any of the intersections analyzed. Overall, the subject development will have a negligible impact upon area traffic operations. The site traffic will cause no change in LOS at any of the analyzed intersections, except at the intersection of Doheny Drive and Olympic Boulevard, which will operate at LOS E, during the evening peak hour, from LOS D. The project's maximum traffic impact will be experienced at the intersection of Rexford/Olympic, with an ICU increase of 0.002 at LOS C during the AM peak hour. The project's maximum traffic impact during the PM peak hour will be 0.006, experienced at the intersection of Maple/Olympic at LOS B. Consequently, no mitigation measures were provided, as none was needed.

Two-Way Stop Control Intersection

As indicated above, the ICU analysis conducted assumes that all the key intersections are signalized. However, the intersections of Olympic Boulevard with Maple Drive, and Olympic Boulevard with Palm Drive are controlled by side street STOP signs, with traffic free-flowing on Olympic Boulevard, and stopping on Maple and Palm Drives respectively. Still, the ICU analysis conducted allows us to determine the proposed project's relative impact upon that intersection, and to verify the need for more detailed analysis. The subject intersections therefore, were analyzed through the use of a methodology, reported in the Special Report 209 of the Highway Capacity Manual (HCM) 2000 Edition, for Two-Way Stop-Controlled (TWSC) intersections.

The methodology consists of evaluating the "Average Total Delay" (ATD) of the intersection's critical movements. The ATD is related to the number of approach lanes, the vehicle volumes and other factors. The ATD is identified with the level of service, according to the following criteria: LOS A for delays of between zero and ten seconds; LOS B for delays between ten and 15 seconds; LOS C for delays between 15 and 25 seconds; these levels of service represent good operating conditions with minimal or acceptable delays. LOS D for delays between 25 and 35 seconds; LOS E for delays between 35 and 50 seconds; LOS F for delays of more than 50 seconds. The TWSC methodology was applied to the two intersections reported above for the following conditions of increasing traffic:

1. Existing (2015) traffic volumes.

2. Future (2017) traffic volumes (expanded existing traffic).
3. Condition 2 with related projects traffic volumes.
4. Condition 3 plus proposed project's traffic volumes.

The results of the volume/capacity calculations were summarized in Table 5 for the intersection of Maple/Olympic, and in Table 6 for Palm/Olympic. As indicated in Table 5, under existing (2015), and future (without project) traffic conditions, the intersection of Maple/Olympic will operate at LOS A and an average total delay of less than 0.2 seconds, and about 0.3 seconds per vehicle, respectively for the morning and the evening peak hours. The major street left turn movements into Maple Drive were estimated to operate at LOS A during both the morning and the evening peak hours. These are good traffic conditions.

The north and southbound left turn movements out of Maple Drive operate at LOS D during the evening peak hour, with delays of 26.1 and 25.1 seconds per vehicle, respectively for north and southbound movements. A minor increase in total delays will be experienced during the year 2017, due to the traffic expansion factor, with no change in LOS. Minor increases in delays also will be experienced as a result of the Related Project's traffic.

As anticipated by the ICU calculations, the addition of the site project traffic causes minor impacts at the subject intersection. A change in LOS will be experienced at that location where the northbound left turn movement will operate at LOS E, with an average delay of 36.4 seconds during the PM peak hour. Overall the total per vehicle delay will be 0.6 seconds during the evening peak hour at LOS A, with no change during the morning peak. No change in LOS will be experienced by any of the major street left turning movements.

As indicated in Table 6, under existing (2015) traffic conditions, the intersection of Palm/Olympic operates at LOS A and an average total delay of less than 0.2 seconds per vehicle for the morning and the evening peak hours. The major street left turn movements into Palm Drive were estimated to operate at LOS A during both the morning and the evening peak hours. The north and southbound left turn movements out of Palm Drive operate at LOS C during both peak hours, with maximum delays of 24.5 and 22.9 seconds per vehicle during the evening peak, respectively for north and southbound movements. These are good traffic conditions.

A minor increase in total delays will be experienced during the year 2017, which will cause a change in LOS at the northbound left turning movements, from LOS C to D during the evening peak hour. Minor increases in delays also will be experienced as a result of the Related Project's traffic, with no change in LOS. As anticipated by the ICU calculations, the addition of the site project traffic causes minor impacts at the subject

TABLE 5

INTERSECTION CAPACITY ANALYSIS SUMMARY
9212 Olympic Boulevard Commercial Development Traffic Impact Analysis - Beverly Hills

MOVEMENT	DELAY AND LEVEL OF SERVICE											
	Morning (AM) Peak Hour Traffic Volumes						Evening (PM) Peak Hour Traffic Volumes					
	Individual Movement				Cumulative	Intersection	Individual Movement				Cumulative	Intersection
	Exclusive Lane		Shared Lane		Approach	Total	Exclusive Lane		Shared Lane		Approach	Total
	atd*	LOS	atd*	LOS	Da **	Di ***	atd*	LOS	atd*	LOS	Da **	Di ***
Maple Drive / Olympic Boulevard - Existing (2015) Traffic Volumes												
Nb Left	21.0	C					26.1	D				
Nb Thru	15.2	C	6.5	A	7.2		16.7	C	9.1	A	11.7	
Nb Right	5.8	A					8.0	A				
Sb Left	22.4	C					25.1	D				
Sb Thru	15.1	C	8.4	A	12.7	0.2	17.1	C	8.3	A	10.6	0.3
Sb Right	8.4	A					6.9	A				
Eb Left	3.4	A					3.1	A				
Wb Left	2.9	A					3.4	A				
Maple Drive / Olympic Boulevard - Future (2017) Background Traffic Volumes												
Nb Left	22.3	C					27.9	D				
Nb Thru	15.9	C	6.6	A	7.3		17.5	C	9.4	A	12.2	
Nb Right	5.9	A					8.2	A				
Sb Left	23.9	C					26.9	D				
Sb Thru	15.7	C	8.6	A	13.3	0.2	18.0	C	8.5	A	11.0	0.3
Sb Right	8.7	A					7.1	A				
Eb Left	3.4	A					3.1	A				
Wb Left	3.0	A					3.4	A				
Maple Drive / Olympic Boulevard - Background (2017) Traffic Volumes w/Related Projects' Traffic												
Nb Left	22.5	C					28.1	D				
Nb Thru	16.0	C	6.6	A	7.3		17.6	C	9.4	A	12.2	
Nb Right	5.9	A					8.2	A				
Sb Left	24.1	C					27.1	D				
Sb Thru	15.9	C	8.6	A	13.3	0.2	18.1	C	8.5	A	11.1	0.3
Sb Right	8.7	A					7.1	A				
Eb Left	3.4	A					3.1	A				
Wb Left	3.0	A					3.4	A				
Maple Drive / Olympic Boulevard - Background (2017) Traffic Volumes w/ Site Traffic												
Nb Left	22.8	C					36.4	E				
Nb Thru	15.9	C	6.6	A	8.1		18.0	C	10.2	B	22.3	
Nb Right	5.9	A					8.2	A				
Sb Left	23.9	C					27.5	D				
Sb Thru	15.9	C	8.8	A	13.3	0.2	18.2	C	8.7	A	11.2	0.6
Sb Right	8.7	A					7.1	A				
Eb Left	3.4	A					3.1	A				
Wb Left	3.0	A					3.4	A				

atd* = Average Total Delay (sec/veh); Da = Approach Average Total Delay (sec/veh);
Di = Average Total Dealy for the Intersection (sec).

TABLE 6

INTERSECTION CAPACITY ANALYSIS SUMMARY
9212 Olympic Boulevard Commercial Development Traffic Impact Analysis - Beverly Hills

MOVEMENT	DELAY AND LEVEL OF SERVICE											
	Morning (AM) Peak Hour Traffic Volumes						Evening (PM) Peak Hour Traffic Volumes					
	Individual Movement				Cumulative	Intersection	Individual Movement				Cumulative	Intersection
	Exclusive Lane		Shared Lane		Approach	Total	Exclusive Lane		Shared Lane		Approach	Total
	atd*	LOS	atd*	LOS	Da **	Di ***	atd*	LOS	atd*	LOS	Da **	Di ***
Palm Drive / Olympic Boulevard - Existing (2015) Traffic Volumes												
Nb Left	21.2	C					24.5	C				
Nb Thru	15.3	C	6.5	A	7.0		16.2	C	8.1	A	9.7	
Nb Right	5.9	A					7.7	A				
Sb Left	22.3	C					22.9	C				
Sb Thru	15.0	B	8.2	A	10.6	0.2	16.3	C	6.7	A	8.3	0.2
Sb Right	8.6	A					7.0	A				
Eb Left	3.5	A					3.1	A				
Wb Left	2.8	A					3.3	A				
Palm Drive / Olympic Boulevard - Future (2017) Background Traffic Volumes												
Nb Left	22.5	C					26.2	D				
Nb Thru	15.9	C	6.6	A	7.3		17.0	C	8.3	A	10.0	
Nb Right	6.1	A					7.9	A				
Sb Left	23.6	C					24.4	C				
Sb Thru	15.7	C	8.5	A	11.0	0.2	17.0	C	6.8	A	8.6	0.2
Sb Right	8.9	A					7.2	A				
Eb Left	3.6	A					3.2	A				
Wb Left	2.9	A					3.3	A				
Palm Drive / Olympic Boulevard - Background (2017) Traffic Volumes w/Related Projects' Traffic												
Nb Left	22.7	C					26.4	D				
Nb Thru	16.0	C	6.7	A	7.3		17.1	C	8.3	A	10.0	
Nb Right	6.1	A					7.9	A				
Sb Left	23.9	C					24.6	C				
Sb Thru	15.7	C	8.5	A	11.0	0.2	17.2	C	6.9	A	8.6	0.2
Sb Right	8.9	A					7.2	A				
Eb Left	3.6	A					3.2	A				
Wb Left	2.9	A					3.3	A				
Palm Drive / Olympic Boulevard - Background (2017) Traffic Volumes w/ Site Traffic												
Nb Left	23.5	C					27.5	D				
Nb Thru	16.5	C	6.7	A	7.3		18.0	C	8.6	A	10.0	
Nb Right	6.1	A					8.7	A				
Sb Left	24.6	C					29.0	D				
Sb Thru	16.3	C	8.7	A	11.2	0.2	17.8	C	7.1	A	9.0	0.3
Sb Right	8.9	A					7.2	A				
Eb Left	3.6	A					3.2	A				
Wb Left	2.9	A					3.4	A				

atd* = Average Total Delay (sec/veh); Da = Approach Average Total Delay (sec/veh);
Di = Average Total Dealy for the Intersection (sec).

intersection, which will operate at LOS A. The only change in LOS will be experienced by the southbound left turning movements, from LOS C to D, and delays from 24.6 to 29.0 seconds per vehicle, during the evening peak hour. This good traffic conditions do not require any mitigation measures consequently, none was proposed.

As indicated above, Appendix B shows the details of the ICU and HCM calculations for the analyzed intersections and for all the above mentioned traffic conditions both for AM and PM peak periods. Figure 9 shows the total future traffic volumes which will occur during the year 2017, thus including the proposed project traffic. Figure 10 shows the analyzed intersections' current lane configuration, along with the existing traffic signal phasing, as used in the analysis.

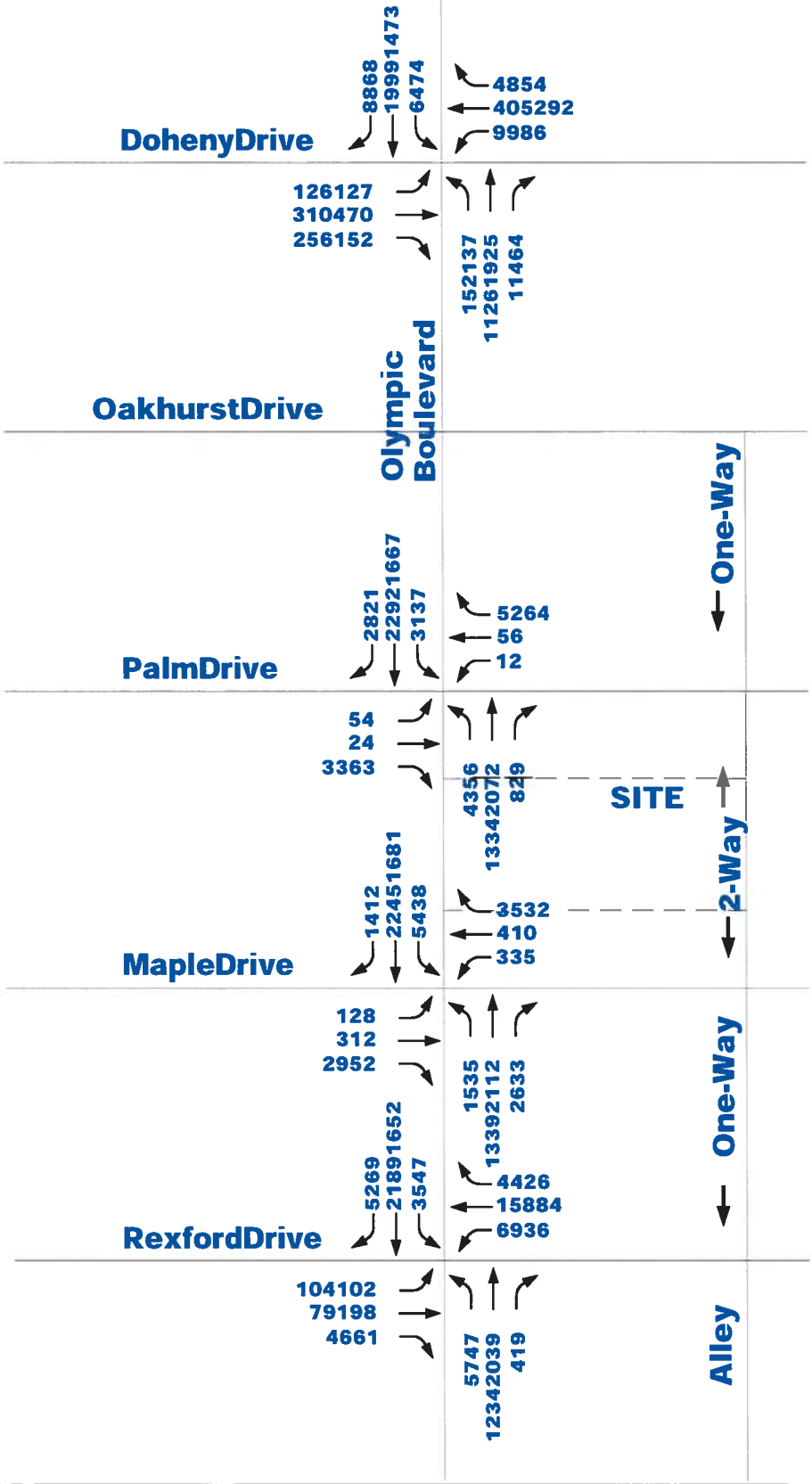
SITE ACCESS AND CIRCULATION

As shown in Figure 2, the proposed office building will be accessible via a 2-way driveway off the alley to the south of Olympic Boulevard. The driveway will be 22 feet wide, and will provide access to the project's subterranean parking garage. In order to maintain a safe sight distance for all exiting vehicles, it is recommended that landscaping in the vicinity of the project's driveway be kept below three feet in height. No obstacles which may block view of oncoming traffic should be located in those areas.

In order to improve project related vehicles' sight distance, it is recommended that parabolic mirrors be installed at the project's access point, facing east and westbound alley vehicles respectively. This will provide an advanced warning to site exiting vehicles about oncoming alley pedestrian and vehicular traffic thus, allowing ingress and egress movement to be performed in a safer fashion. Alternatively, a flashing warning light, triggered by vehicles leaving the garage, could be installed at the parking entrance, and provide similar results. At the present time, the type of access control to the parking area has not been finalized. It is expected that a swinging gate will be utilized, possibly about 40 feet from the property line. The gate will be remote control activated for the building's tenants.

The driveway provides proper ingress and egress interface with alley traffic flows. From the property line, the proposed 22 foot driveway, will have an 18 foot transition with a 12.5 percent slope. The driveway then will slope down with a 16.7 percent grade for about 45 feet, to the garage level. That slope also exists for the two ramps connecting the upper garage level with the second level below, and the bottom level respectively.

The parking garage has proper circulation. Passenger car access to all parking areas is satisfactory, and the parking garage has proper circulation. Turning radii are adequate both for ingress and egress movements. The location of the handicapped



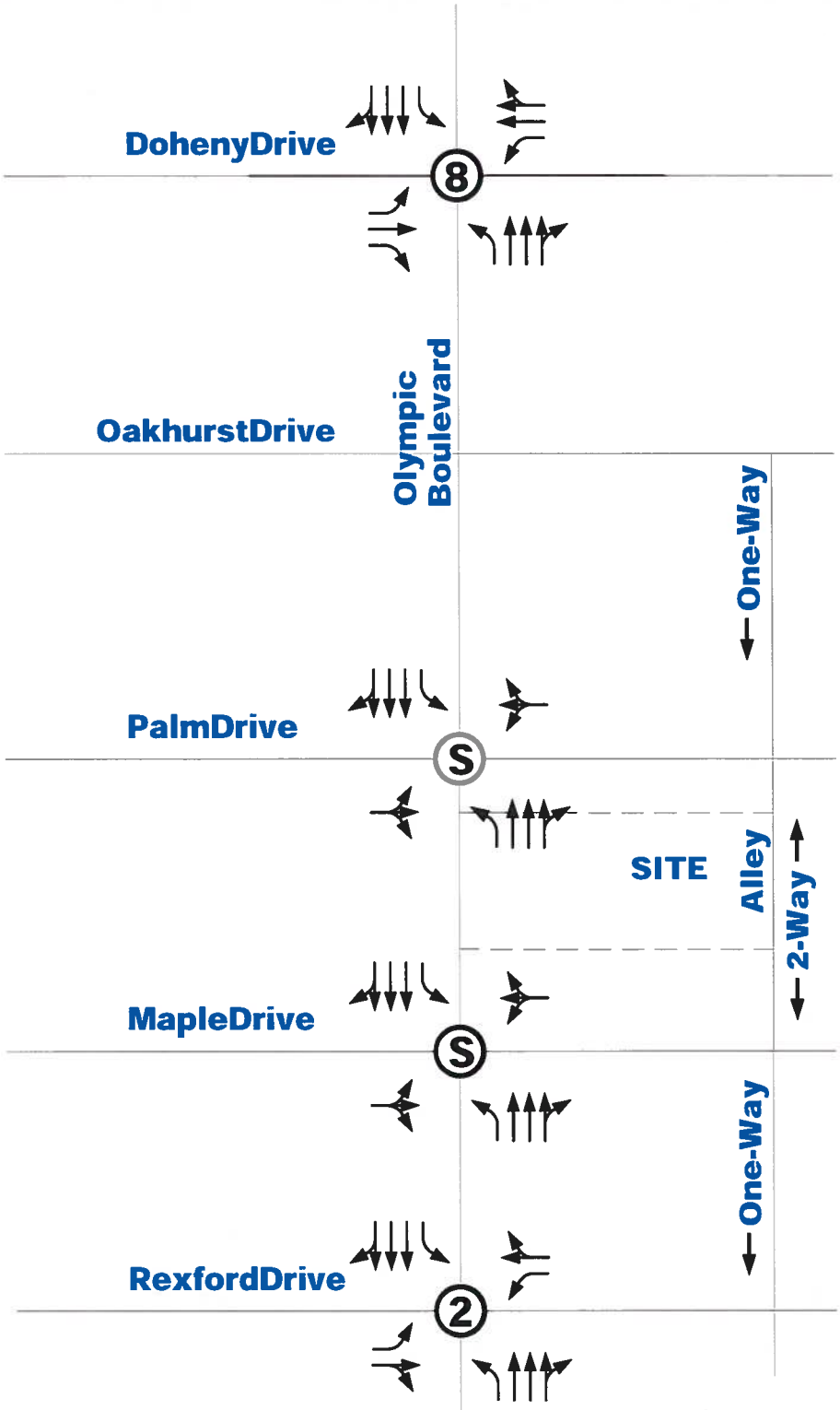
NO SCALE

COCO TRAFFIC PLANNERS, INC.
TRAFFIC AND TRANSPORTATION ENGINEERING AND CONSULTING
10835 SANTA MONICA BLVD., STE 202, LOS ANGELES CA 90025

TOTALFUTURE(2017) PEAKHOURTRAFFIC VOLUMES

Project Name / No: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035PK

Figure 9



NO SCALE

LEGEND
(X) = Number of Signal Phases
(S = Stop Sign)
→ = Exclusive Traffic Lane
= Shared Traffic Lane

COCO TRAFFIC PLANNERS, INC.
TRAFFIC AND TRANSPORTATION ENGINEERING AND CONSULTING
10835 SANTA MONICA BLVD., STE 202, LOS ANGELES CA 90025

EXISTING(2015)KEY INTERSECTIONSLANE CONFIGURATION

Project Name / No: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035PK

Figure 10

parking stalls is satisfactory. Current plans show that sufficient isle widths, and parking stall configurations exist to accommodate the garage's internal circulation. The turning movements that vehicles will have to negotiate to access and egress the individual parking stalls were tested on the project's preliminary plans, in order to verify the viability of those movements with a minimal number of maneuvers. The subject condition was verified by utilizing a procedure reported in the Geometric Design of Highways and Streets manual, published by AASHTO.

The procedure consists of superimposing vehicle templates showing a given vehicle with the path it would "sweep" while negotiating a maximum turn. We found that the total number of maneuvers needed to ingress and egress the critical parking stalls is satisfactory, and it appears that all inbound and outbound movements will be negotiated with "three point" turns. Consequently, we established that the internal design of the parking garage is acceptable and has proper circulation.

As reported in Figure 2, a loading zone is provided at the ground level adjacent to the garage driveway, and measures about 12 by 60 feet. This area will accommodate two trucks, which is in line with the City requirements. The loading zone is parallel to the above mentioned alley, and has one 15-foot driveway at each end of the 60 feet loading zone. It is recommended that trucks approach the site from eastbound Olympic Boulevard, turn right (southbound) into Palm Drive, and continue in a clockwise direction into the 2-way alley. This will allow trucks to turn straight into the loading area, and circulate out of it through the next 15-foot driveway. Consequently, all trucks' ingress and egress maneuvers will occur on site.

The limited quantity of truck traffic generated by the proposed commercial building will not create circulation problems in the alley since trucks will be able to access and egress the loading area very quickly thus, reducing the potential for traffic delays due to trucks operations. We do not anticipate that truck maneuvers will have a significant impact upon the street system flow of traffic.

Standard UPS/FedEx deliveries to the site will occur throughout the day. In order to reduce potential impacts upon the adjacent residential developments, major deliveries to all project's land uses will be scheduled between 10:00 AM and 4:00 PM daily, except Sundays. In addition, in order to avoid potential conflicts among tenants, moving in or out of the building should be scheduled in advance with the property manager. To the extent possible, these movements will occur on Saturdays, and Sundays. Should special circumstances develop, they may be allowed on weekdays, between 10:00 PM and 4:00 PM.

PARKING SUPPLY

In order to verify the adequacy of the proposed parking supply to support the intended land uses, we conducted an analysis of the project's parking demand based upon data provided by the ITE Parking Generation Manual, 3rd Edition. The results of the analysis show the parking generation factors and the resulting number of parking stalls needed to satisfy the project's parking demand.

The ITE factors used in our analysis relate to the peak number of stalls occupied, which will evaluate the project's parking needs under a worse case scenario. The parking demand was evaluated for the "General Office" (land use #710), while the parking needs of the retail area were evaluated with using the factors required by the City of Beverly Hills. This was done because the ITE factors are not reliable for very small retail space. The results of the analysis are shown in Table 7. As indicated in that table, the ITE factors used for General Office related to the parking generation factor associated with the 85th percentile of the peak parking demand, a more conservative scenario. Under this scenario the proposed project will have a peak parking demand for 59 stalls.

Table 7 also reports the subject project's parking demand based upon the City of Beverly Hills Parking Code. The actual parking supply, also is reported for comparison purposes. As indicated in Table 7, the City Code requires the project to provide a total of 58 parking stalls, which translates into a rate of 2.86 stalls per 1,000 sf. Consequently, the project's 58 stall parking supply is in line with that required by the City Code. In addition, Table 7 shows that the proposed supply will be about two percent lower than the project's peak parking demand.

It should be noted that the parking needs of a mixed-use development are lower than the simple sum of the individual land uses parking needs. This is due to the "shared parking" capability, where different land uses can share the same parking stall, at different times of the day. Consequently, the proposed 58 stall parking facility will provide adequate parking for the proposed mixed-use development. No on-street parking overflow is expected as a result of the development of the proposed project.

* * * * *

TABLE 7

PROJECT PARKING GENERATION
9212 Olympic Boulevard Commercial Development Traffic Impact Analysis - Beverly Hills

LAND USE	SIZE	UNIT	LAND USE CODE	MAXIMUM # OF STALLS OCCUPIED (1) Pkg Rate	MAXIMUM # OF STALLS OCCUPIED (2) Stalls	CITY OF BEVERLY HILLS PARKING CODE (1) Pkg Rate	CITY OF BEVERLY HILLS PARKING CODE (2) Stalls	ACTUAL PARKING SUPPLY (1) Pkg Rate	ACTUAL PARKING SUPPLY (2) Stalls
Site Proposed Development									
General Office	**13.248**	**KGSF**	710	2.97	39	2.86	38	2.86	38
Shopping Center (3)	**7.044**	**KGLA**	820	2.86	20	2.86	20	2.86	20
Total					**59**		**58**		**58**
Proposed Project's Peak Parking Needs				(101.7%)	**59**	(+100.0%)	**58**	(+100.0%)	**58**

Note: Parking generation factors per ITE Parking Generation - 3rd Edition.

1) Pkg Rate is the average number of parking stalls occupied per "SIZE" Unit (i.e. KGFA).

2) Stalls is the maximum number of occupied parking spaces associated with the generator.

3) Per City Code as ITE values are not applicable for small size retail centers.

SUMMARY AND CONCLUSIONS

A mixed-use office and retail building totaling 21,339 square feet of gross floor area has been proposed for development at 9212 Olympic Boulevard, in the City of Beverly Hills, California. The subject parcel of land entails a total of about 12,000 square feet, and is bordered by Olympic Boulevard on its north side, an east-west alley on its south side, and two other properties on its east and west sides respectively. The site currently is used as a parking storage for a car rental business. It lies within a commercial area therefore, the proposed land use is consistent with the site's zoning.

The mixed-use project will be supported by a three level subterranean parking garage, located beneath the building, which will provide a total of 58 parking stalls. In addition, a two truck loading zone is provided in the back of the building. The proposed project's parking garage will be accessible via a 22-foot 2-way driveway in the alley. The project's proposed supply of 58 parking stalls is in line with the City Code parking requirements. No on-street parking overflow is expected as a result of the development of the proposed project.

A traffic analysis was conducted to evaluate the traffic impacts associated with the proposed project, at four vicinity intersections. The analysis was conducted for the morning, and the evening peak hours, under five traffic conditions: **1.** Existing (2015) traffic volumes; **2.** Existing traffic volumes with traffic expansion to the year 2017; **3.** Future (2017) traffic with related projects' traffic volumes (background volumes); **4.** Background volumes plus site project's traffic volumes (total future); and **5.** Total Future (2017) traffic volumes with mitigation measures, (where applicable).

It was found that traffic operations on the area street system in general are very good, and will not be adversely affected by the minor increase in traffic volumes associated with the proposed project. The intersections analyzed will operate at good levels of service, and will not require any mitigation measures consequently, none was proposed.

* * * * * *

Please call me if you have any questions with regard to our study. It has been a pleasure to serve you on this most interesting project.

Very truly yours,
COCO TRAFFIC PLANNERS, INC.

Registered Professional Engineer (Civil)
CERTIFICATE NO.
26839
ANTONIO S.
COCO
Date Signed
ARIZONA U.S.A.

Dr. Antonio S. Coco, P.E.
President

ASC/bl
#2K15035TS

APPENDICES

APPENDIX A

PEAK HOUR MANUAL TRAFFIC COUNTS CALCULATION SHEETS

ITM Peak Hour Summary

Prepared by:

NDS

National Data & Surveying Services

Rexford Dr and Olympic Blvd , Beverly Hills

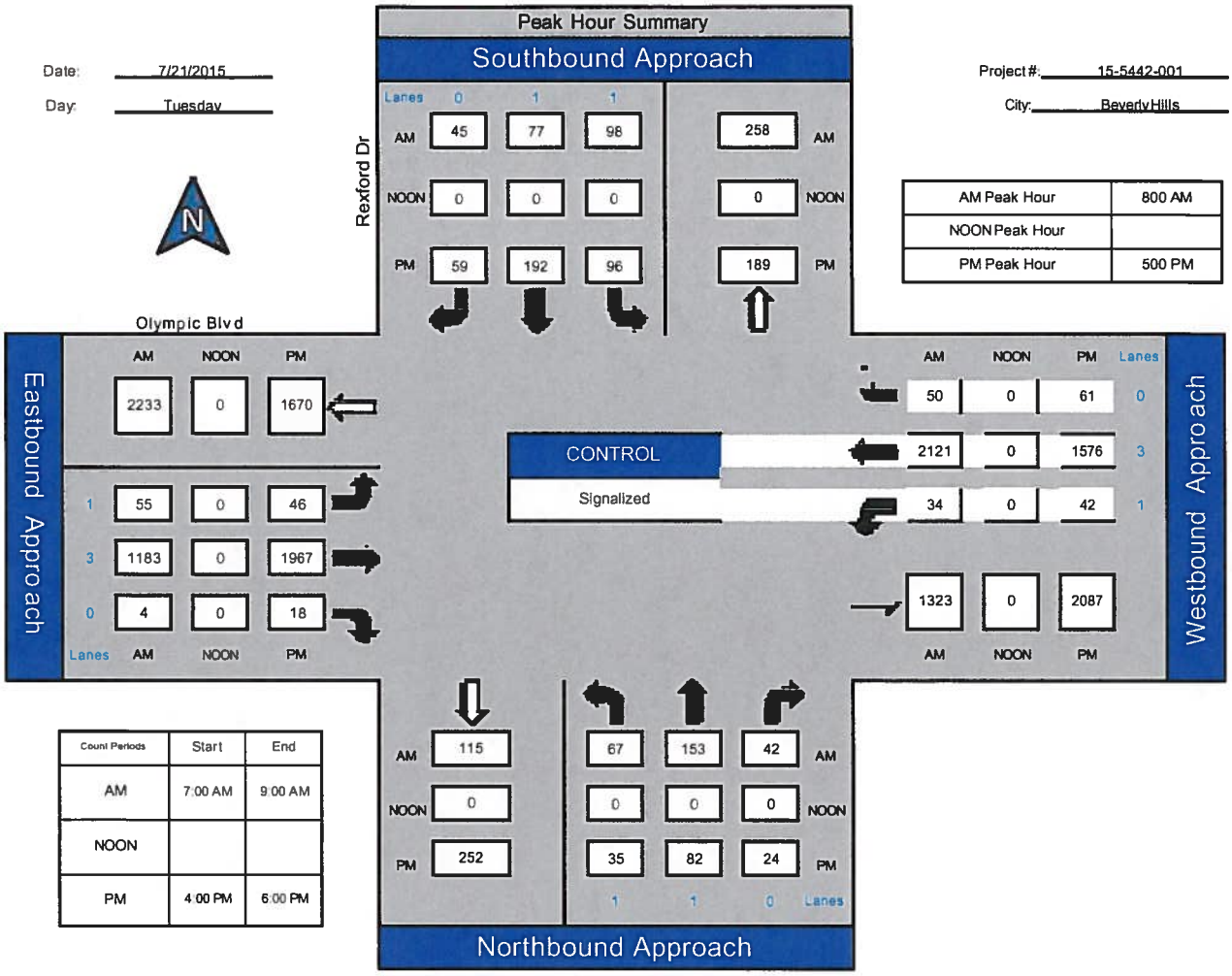
Date: 7/21/2015

Day: Tuesday

Project #: 15-5442-001

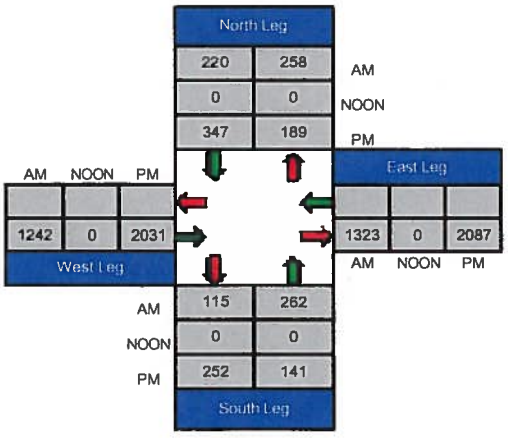
City: Beverly Hills

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

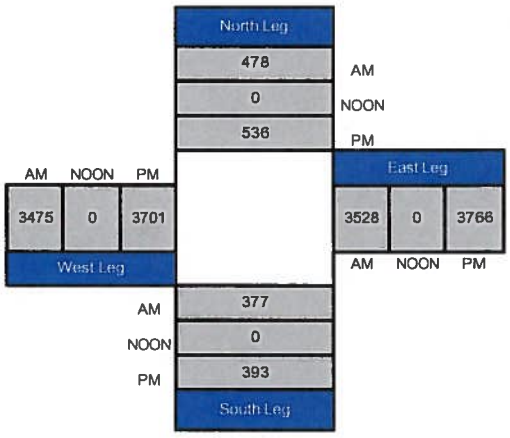


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

National Data & Surveying Services

Maple Dr and Olympic Blvd , Beverly Hills

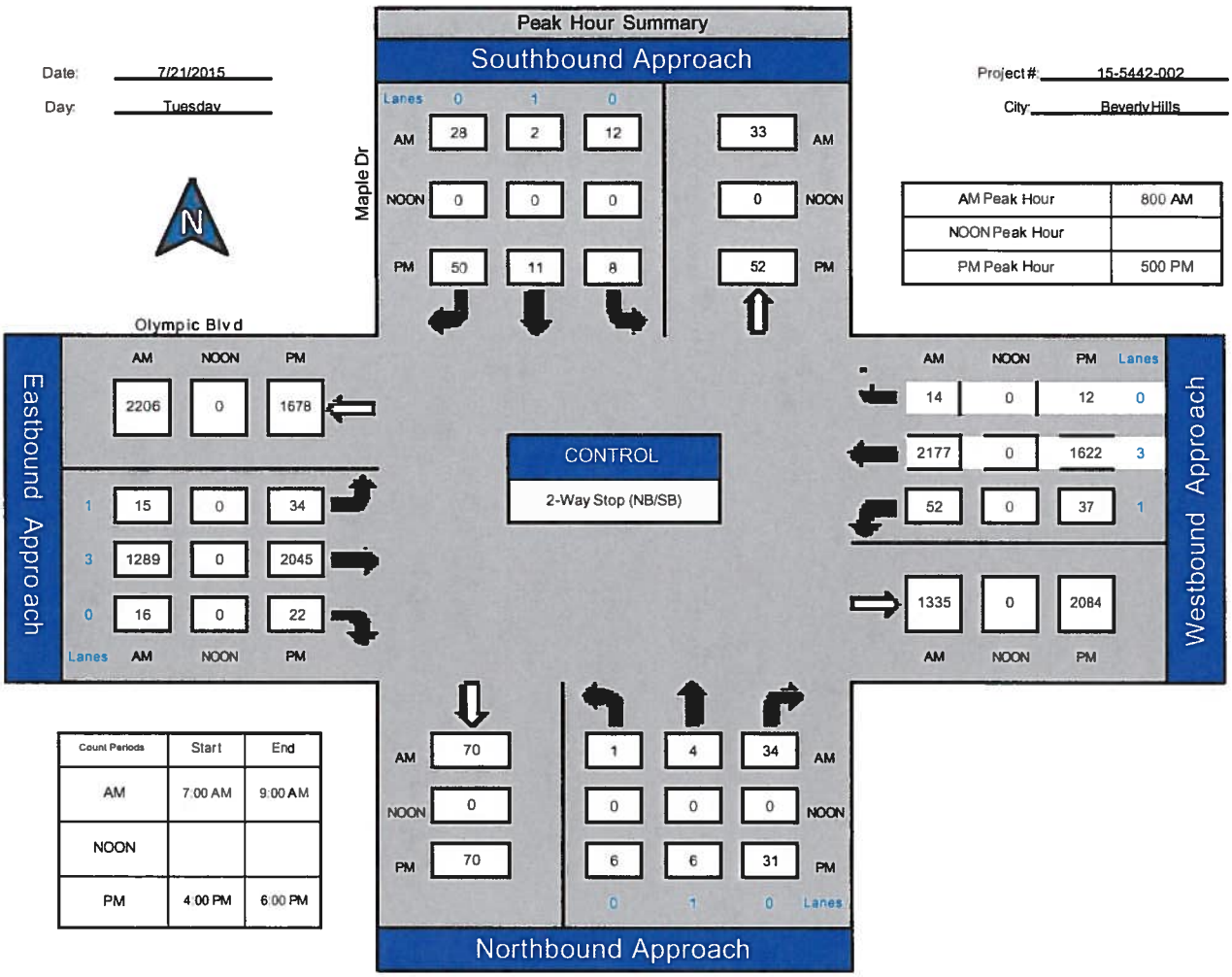
Date: 7/21/2015

Day: Tuesday

Project #: 15-5442-002

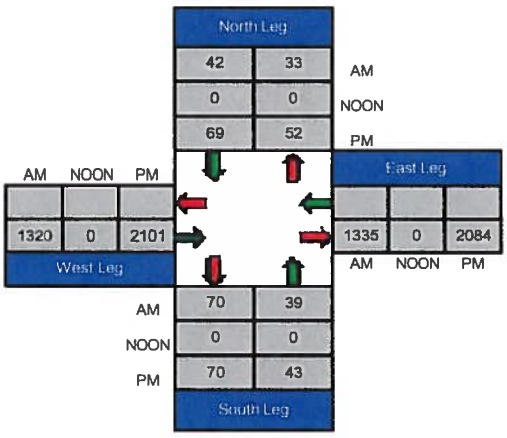
City: Beverly Hills

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

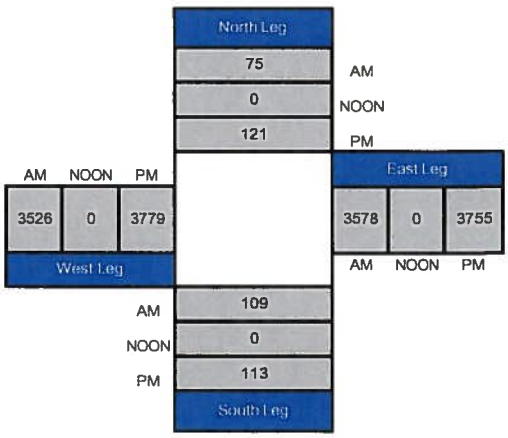


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

National Data & Surveying Services

Palm Dr and Olympic Blvd , Beverly Hills

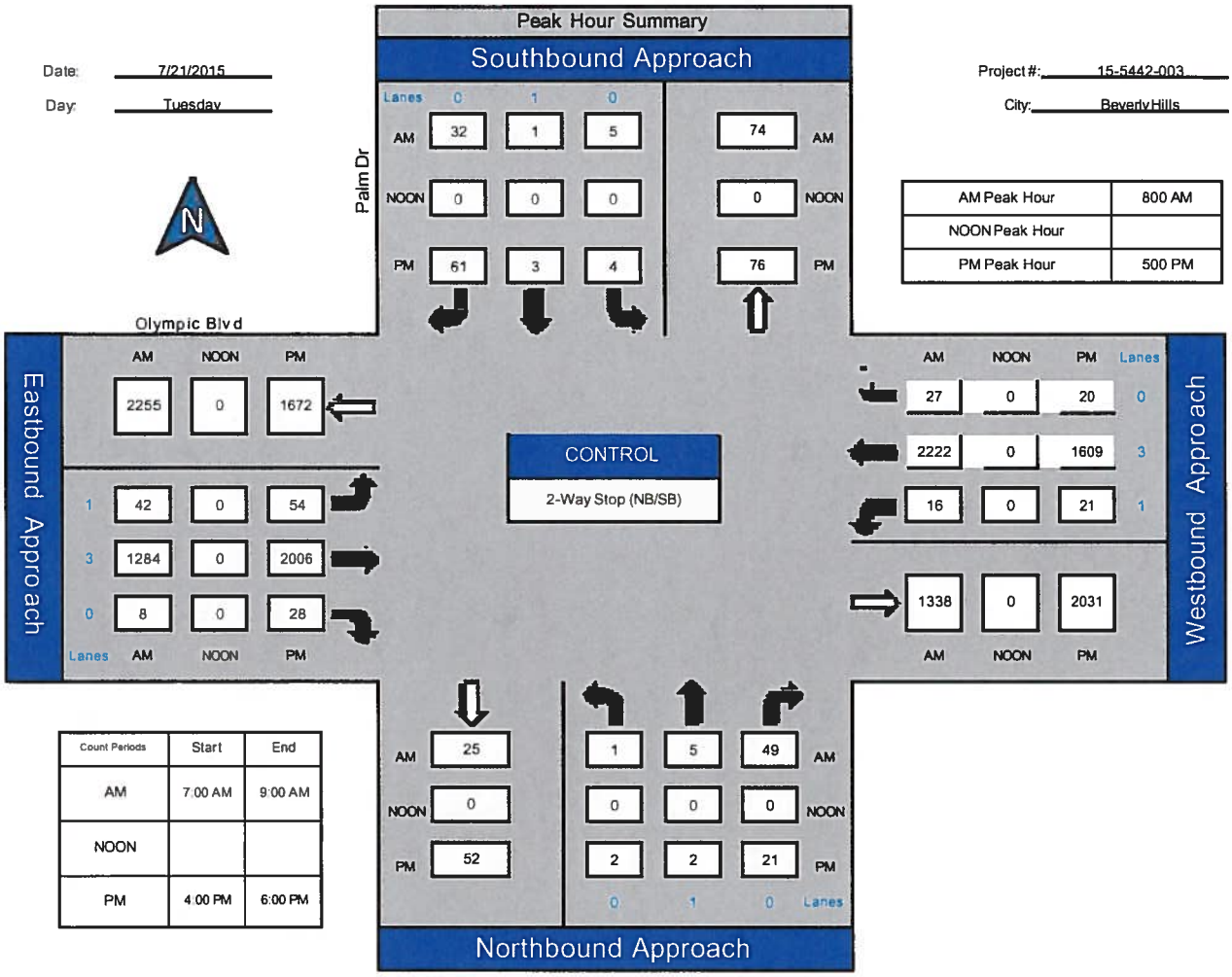
Date: 7/21/2015

Day: Tuesday

Project #: 15-5442-003

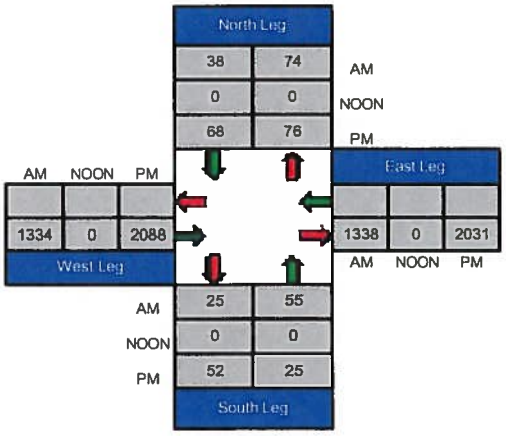
City: Beverly Hills

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

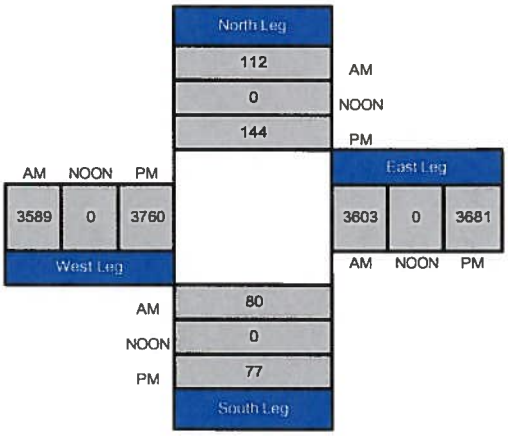


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Doheny Dr and Olympic Blvd , Beverly Hills

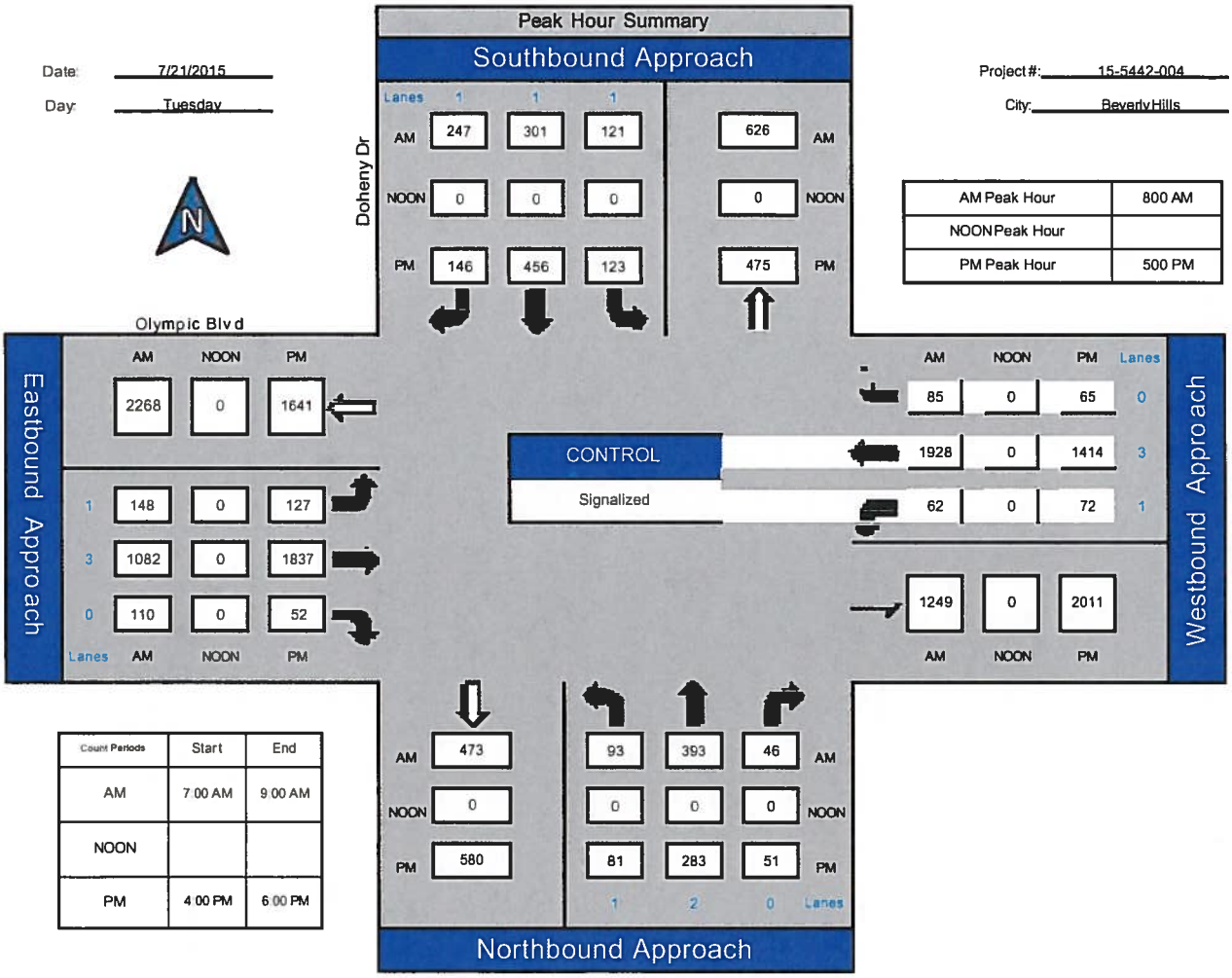
Date: 7/21/2015

Day: Tuesday

Project #: 15-5442-004

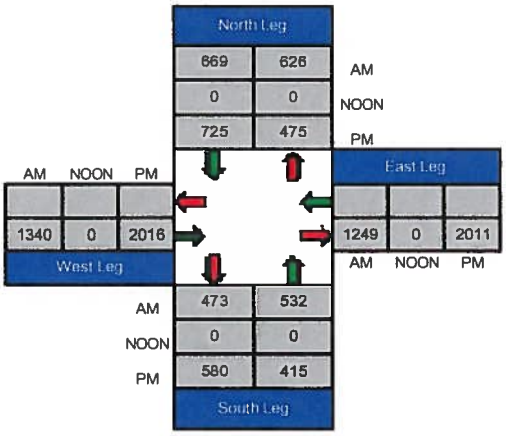
City: Beverly Hills

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

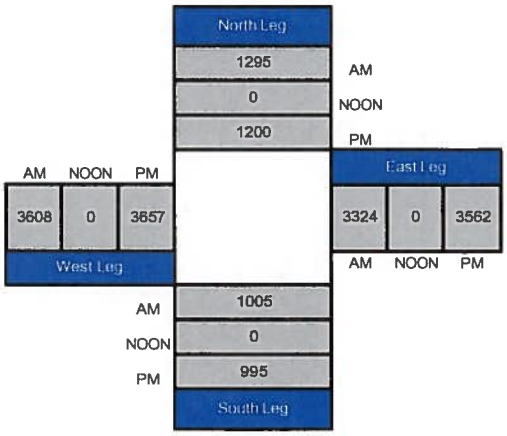


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



APPENDIX B

INTERSECTION CAPACITY UTILIZATION AND TWO-WAY-STOP CONTROL CALCULATION SHEETS

COCO TRAFFIC PLANNERS, Inc. - 10835 Santa Monica Boulevard, Suite 202 - Los Angeles, California 90025
Phone: (310) 470-4870 Fax: (310) 470-4870

INTERSECTION CAPACITY UTILIZATION

Rexford Drive @ Olympic Boulevard - Beverly Hills / California

N-S St : Rexford Drive
E-W St : Olympic Boulevard
Project: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035TS

Number of Phases: 2 - Growth/Year: 1.50 %

Date: 23 Nov 2015
Date of Count: 07/21/2015
Projection Year: 2017

MORNING COUNT - PEAK HOUR STARTING @ 8:00 AM

Movement	Existing (2015) Traffic Volumes (1) Volume	Mvmnt Capacity	V/C Ratio	2015 Scenario plus Traffic Expansion to 2017 Traffic Volumes Added	Total	V/C Ratio	Future (2017) Volumes with Related Projects (Background) Traffic Volumes Added	Total	V/C Ratio	Background (2017) Volumes Plus Proposed Project's Traffic Volumes Added	Total	V/C Ratic	Total Future (2017) Traffic With Mitiation Measures Added Volumes	Total	Mvmnt Capacit	Volume V/C Ratio
Nb left	67	1600	0.042	2	69	0.043	0	69	0.043	0	69	0.043	0	69	1600	0.043
Nb Thru	153	1600	0.122 *	5	158	0.126 *	0	158	0.126 *	0	158	0.126 *	0	158	1600	0.126 *
Nb Right	42	0	0.000	1	43	0.000	0	43	0.000	1	44	0.000	0	44	0	0.000
Sb left	98	1600	0.061 *	3	101	0.063 *	1	102	0.064 *	2	104	0.065 *	0	104	1600	0.065 *
Sb Thru	77	1600	0.076	2	79	0.078	0	79	0.078	0	79	0.078	0	79	1600	0.078
Sb Right	45	0	0.000	1	46	0.000	0	46	0.000	0	46	0.000	0	46	0	0.000
Eb Left	55	1600	0.034 *	2	57	0.036 *	0	57	0.036 *	0	57	0.036 *	0	57	1600	0.036 *
Eb Thru	1183	4800	0.247	35	1218	0.255	9	1227	0.256	7	1234	0.258	0	1234	4800	0.258
Eb Right	4	0	0.000	0	4	0.000	0	4	0.000	0	4	0.000	0	4	0	0.000
Wb Left	34	1600	0.021	1	35	0.022	0	35	0.022	0	35	0.022	0	35	1600	0.022
Wb Thru	2121	4800	0.452 *	64	2185	0.466 *	3	2188	0.467 *	1	2189	0.467 *	0	2189	4800	0.467 *
Wb Right	50	0	0.000	2	52	0.000	0	52	0.000	0	52	0.000	0	52	0	0.000
Yellow Allowance			0.100			0.100			0.100			0.100				0.100
I C U Index			0.769			0.791			0.792			0.794				0.794
L O S			C			C			C			C				C

EVENING COUNT - PEAK HOUR STARTING @ 5:00 PM

Movement	Volume	Capacity	Ratio	Added	Total	V/C Ratio	Added	Total	V/C Ratio	Added	Total	V/C Ratic	Volumes	Total	Capacit	V/C Ratio
Nb left	35	1600	0.022 *	1	36	0.023 *	0	36	0.023 *	0	36	0.023 *	0	36	1600	0.023 *
Nb Thru	82	1600	0.066	2	84	0.068	0	84	0.068	0	84	0.069	0	84	1600	0.069
Nb Right	24	0	0.000	1	25	0.000	0	25	0.000	1	26	0.000	0	26	0	0.000
Sb left	96	1600	0.060	3	99	0.062	1	100	0.063	2	102	0.064	0	102	1600	0.064
Sb Thru	192	1600	0.157 *	6	198	0.162 *	0	198	0.162 *	0	198	0.162 *	0	198	1600	0.162 *
Sb Right	59	0	0.000	2	61	0.000	0	61	0.000	0	61	0.000	0	61	0	0.000
Eb Left	46	1600	0.029	1	47	0.029	0	47	0.029	0	47	0.029	0	47	1600	0.029
Eb Thru	1967	4800	0.414 *	59	2026	0.426 *	6	2032	0.427 *	7	2039	0.429 *	0	2039	4800	0.429 *
Eb Right	18	0	0.000	1	19	0.000	0	19	0.000	0	19	0.000	0	19	0	0.000
Wb Left	42	1600	0.026 *	1	43	0.027 *	0	43	0.027 *	4	47	0.029 *	0	47	1600	0.029 *
Wb Thru	1576	4800	0.341	47	1623	0.351	10	1633	0.353	19	1652	0.359	0	1652	4800	0.359
Wb Right	61	0	0.000	2	63	0.000	0	63	0.000	6	69	0.000	0	69	0	0.000
Yellow Allowance			0.100			0.100			0.100			0.100				0.100
I C U Index			0.718			0.738			0.739			0.743				0.743
L O S			C			C			C			C				C

1) Count by: NDS Data

COCO TRAFFIC PLANNERS, Inc. - 10835 Santa Monica Boulevard, Suite 202 - Los Angeles, California 90025
Phone: (310) 470-4870 Fax: (310) 470-4870

INTERSECTION CAPACITY UTILIZATION

Maple Drive @ Olympic Boulevard - Beverly Hills / California

N-S St : Maple Drive
E-W St : Olympic Boulevard
Project: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035TS

Number of Phases: 2 - Growth/Year: 1.50 %

Date: 23 Nov 2015
Date of Count: 07/21/2015
Projection Year: 2017

MORNING COUNT - PEAK HOUR STARTING @ 8:00 AM

Movement	Existing (2015) Traffic Volumes (1) Volume	Mvmnt Capacity	V/C Ratio	2015 Scenario plus Traffic Expansion to 2017 Traffic Volumes Added	Total	V/C Ratio	Future (2017) Volumes with Related Projects (Background) Traffic Volumes Added	Total	V/C Ratio	Background (2017) Volumes Plus Proposed Project's Traffic Volumes Added	Total	V/C Ratic	Total Future (2017) Traffic With Mitiation Measures Added Volumes	Total	Mvmnt Capacit	Volume V/C Ratio
Nb left	1	0	0.000 *	0	1	0.000 *	0	1	0.000 *	2	3	0.000 *	0	3	0	0.000 *
Nb Thru	4	1600	0.024	0	4	0.025	0	4	0.025	0	4	0.026	0	4	1600	0.026
Nb Right	34	0	0.000	1	35	0.000	0	35	0.000	0	35	0.000	0	35	0	0.000
Sb left	12	0	0.000	0	12	0.000	0	12	0.000	0	12	0.000	0	12	0	0.000
Sb Thru	2	1600	0.026 *	0	2	0.027 *	0	2	0.027 *	1	3	0.028 *	0	3	1600	0.028 *
Sb Right	28	0	0.000	1	29	0.000	0	29	0.000	0	29	0.000	0	29	0	0.000
Eb Left	15	1600	0.009 *	0	15	0.009 *	0	15	0.009 *	0	15	0.009 *	0	15	1600	0.009 *
Eb Thru	1289	4800	0.272	39	1328	0.280	11	1339	0.282	0	1339	0.284	0	1339	4800	0.284
Eb Right	16	0	0.000	0	16	0.000	0	16	0.000	10	26	0.000	0	26	0	0.000
Wb Left	52	1600	0.033	2	54	0.034	0	54	0.034	0	54	0.034	0	54	1600	0.034
Wb Thru	2177	4800	0.456 *	65	2242	0.470 *	3	2245	0.471 *	0	2245	0.471 *	0	2245	4800	0.471 *
Wb Right	14	0	0.000	0	14	0.000	0	14	0.000	0	14	0.000	0	14	0	0.000
Yellow Allowance			0.100			0.100			0.100			0.100				0.100
I C U Index			0.592			0.606			0.607			0.607				0.607
L O S			A			B			B			B				B

EVENING COUNT - PEAK HOUR STARTING @ 5:00 PM

Movement	Volume	Capacity	Ratio	Added	Total	V/C Ratio	Added	Total	V/C Ratio	Added	Total	V/C Ratic	Volumes	Total	Capacit	V/C Ratio
Nb left	6	0	0.000 *	0	6	0.000 *	0	6	0.000 *	29	35	0.000	0	35	0	0.000
Nb Thru	6	1600	0.027	0	6	0.028	0	6	0.028	4	10	0.048 *	0	10	1600	0.048 *
Nb Right	31	0	0.000	1	32	0.000	0	32	0.000	0	32	0.000	0	32	0	0.000
Sb left	8	0	0.000	0	8	0.000	0	8	0.000	0	8	0.000 *	0	8	0	0.000 *
Sb Thru	11	1600	0.043 *	0	11	0.044 *	0	11	0.044 *	1	12	0.045	0	12	1600	0.045
Sb Right	50	0	0.000	2	52	0.000	0	52	0.000	0	52	0.000	0	52	0	0.000
Eb Left	34	1600	0.021	1	35	0.022	0	35	0.022	0	35	0.022	0	35	1600	0.022
Eb Thru	2045	4800	0.431 *	61	2106	0.444 *	6	2112	0.445 *	0	2112	0.447 *	0	2112	4800	0.447 *
Eb Right	22	0	0.000	1	23	0.000	0	23	0.000	10	33	0.000	0	33	0	0.000
Wb Left	37	1600	0.023 *	1	38	0.024 *	0	38	0.024 *	0	38	0.024 *	0	38	1600	0.024 *
Wb Thru	1622	4800	0.340	49	1671	0.351	10	1681	0.353	0	1681	0.353	0	1681	4800	0.353
Wb Right	12	0	0.000	0	12	0.000	0	12	0.000	0	12	0.000	0	12	0	0.000
Yellow Allowance			0.100			0.100			0.100			0.100				0.100
I C U Index			0.597			0.612			0.613			0.619				0.619
L O S			A			B			B			B				B

1) Count by: NDS Data

COCO TRAFFIC PLANNERS, Inc. - 10835 Santa Monica Boulevard, Suite 202 - Los Angeles, California 90025
Phone: (310) 470-4870 Fax: (310) 470-4870

INTERSECTION CAPACITY UTILIZATION

Palm Drive @ Olympic Boulevard - Beverly Hills / California

N-S St : Palm Drive
E-W St : Olympic Boulevard
Project: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035TS

Number of Phases: 2 - Growth/Year: 1.50 %

Date: 23 Nov 2015
Date of Count: 07/21/2015
Projection Year: 2017

MORNING COUNT - PEAK HOUR STARTING @ 8:00 AM

Movement	Existing (2015) Traffic Volumes (1) Volume	Mvmnt Capacity	V/C Ratio	2015 Scenario plus Traffic Expansion to 2017 Traffic Volumes Added	Total	V/C Ratio	Future (2017) Volumes with Related Projects (Background) Traffic Volumes Added	Total	V/C Ratio	Background (2017) Volumes Plus Proposed Project's Traffic Volumes Added	Total	V/C Ratic	Total Future (2017) Traffic With Mitiation Measures Added Volumes	Total	Mvmnt Capacit	Volume V/C Ratio
Nb left	1	0	0.000	0	1	0.000	0	1	0.000	0	1	0.000	0	1	0	0.000
Nb Thru	5	1600	0.034 *	0	5	0.035 *	0	5	0.035 *	0	5	0.036 *	0	5	1600	0.036 *
Nb Right	49	0	0.000	1	50	0.000	0	50	0.000	2	52	0.000	0	52	0	0.000
Sb left	5	0	0.000 *	0	5	0.000 *	0	5	0.000 *	0	5	0.000 *	0	5	0	0.000 *
Sb Thru	1	1600	0.024	0	1	0.024	0	1	0.024	1	2	0.025	0	2	1600	0.025
Sb Right	32	0	0.000	1	33	0.000	0	33	0.000	0	33	0.000	0	33	0	0.000
Eb Left	42	1600	0.026 *	1	43	0.027 *	0	43	0.027 *	0	43	0.027 *	0	43	1600	0.027 *
Eb Thru	1284	4800	0.269	39	1323	0.277	11	1334	0.280	0	1334	0.280	0	1334	4800	0.280
Eb Right	8	0	0.000	0	8	0.000	0	8	0.000	0	8	0.000	0	8	0	0.000
Wb Left	16	1600	0.010	0	16	0.010	0	16	0.010	15	31	0.019	0	31	1600	0.019
Wb Thru	2222	4800	0.469 *	67	2289	0.483 *	3	2292	0.483 *	0	2292	0.483 *	0	2292	4800	0.483 *
Wb Right	27	0	0.000	1	28	0.000	0	28	0.000	0	28	0.000	0	28	0	0.000
Yellow Allowance			0.100			0.100			0.100			0.100				0.100
I C U Index			0.629			0.645			0.645			0.647				0.647
L O S			B			B			B			B				B

EVENING COUNT - PEAK HOUR STARTING @ 5:00 PM

Movement	Volume	Capacity	Ratio	Added	Total	V/C Ratio	Added	Total	V/C Ratio	Added	Total	V/C Ratic	Volumes	Total	Capacit	V/C Ratio
Nb left	2	0	0.000 *	0	2	0.000 *	0	2	0.000 *	0	2	0.000	0	2	0	0.000
Nb Thru	2	1600	0.016	0	2	0.016	0	2	0.016	4	6	0.045 *	0	6	1600	0.045 *
Nb Right	21	0	0.000	1	22	0.000	0	22	0.000	42	64	0.000	0	64	0	0.000
Sb left	4	0	0.000	0	4	0.000	0	4	0.000	0	4	0.000 *	0	4	0	0.000 *
Sb Thru	3	1600	0.043 *	0	3	0.044 *	0	3	0.044 *	1	4	0.044	0	4	1600	0.044
Sb Right	61	0	0.000	2	63	0.000	0	63	0.000	0	63	0.000	0	63	0	0.000
Eb Left	54	1600	0.034	2	56	0.035	0	56	0.035	0	56	0.035	0	56	1600	0.035
Eb Thru	2006	4800	0.424 *	60	2066	0.436 *	6	2072	0.438 *	0	2072	0.438 *	0	2072	4800	0.438 *
Eb Right	28	0	0.000	1	29	0.000	0	29	0.000	0	29	0.000	0	29	0	0.000
Wb Left	21	1600	0.013 *	1	22	0.014 *	0	22	0.014 *	15	37	0.023 *	0	37	1600	0.023 *
Wb Thru	1609	4800	0.339	48	1657	0.350	10	1667	0.352	0	1667	0.352	0	1667	4800	0.352
Wb Right	20	0	0.000	1	21	0.000	0	21	0.000	0	21	0.000	0	21	0	0.000
Yellow Allowance			0.100			0.100			0.100			0.100				0.100
I C U Index			0.579			0.594			0.595			0.606				0.606
L O S			A			A			A			B				B

1) Count by: NDS Data

COCO TRAFFIC PLANNERS, Inc. - 10835 Santa Monica Boulevard, Suite 202 - Los Angeles, California 90025
Phone: (310) 470-4870 Fax: (310) 470-4870

INTERSECTION CAPACITY UTILIZATION

Doheny Drive @ Olympic Boulevard - Beverly Hills / California

N-S St : Doheny Drive
E-W St : Olympic Boulevard
Project: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035TS

Number of Phases: 8 - Growth/Year: 1.50 %

Date: 23 Nov 2015
Date of Count: 07/21/2015
Projection Year: 2017

MORNING COUNT - PEAK HOUR STARTING @ 8:00 AM

Movement	Existing (2015) Traffic Volumes (1) Volume	Mvmnt Capacity	V/C Ratio	2015 Scenario plus Traffic Expansion to 2017 Traffic Volumes Added	Total	V/C Ratio	Future (2017) Volumes with Related Projects (Background) Traffic Volumes Added	Total	V/C Ratio	Background (2017) Volumes Plus Proposed Project's Traffic Volumes Added	Total	V/C Ratic	Total Future (2017) Traffic With Mitiation Measures Added Volumes	Total	Mvmnt Capacit	Volume V/C Ratio
Nb left	93	1600	0.058 *	3	96	0.060 *	0	96	0.060 *	3	99	0.062 *	0	99	1600	0.062 *
Nb Thru	393	3200	0.137	12	405	0.141	0	405	0.142	0	405	0.142	0	405	3200	0.142
Nb Right	46	0	0.000	1	47	0.000	1	48	0.000	0	48	0.000	0	48	0	0.000
Sb left	121	1600	0.076	4	125	0.078	1	126	0.079	0	126	0.079	0	126	1600	0.079
Sb Thru	301	1600	0.188 *	9	310	0.194 *	0	310	0.194 *	0	310	0.194 *	0	310	1600	0.194 *
Sb Right	247	1600	0.154	7	254	0.159	0	254	0.159	2	256	0.160	0	256	1600	0.160
Eb Left	148	1600	0.093 *	4	152	0.095 *	0	152	0.095 *	0	152	0.095 *	0	152	1600	0.095 *
Eb Thru	1082	4800	0.248	32	1114	0.256	11	1125	0.258	1	1126	0.258	0	1126	4800	0.258
Eb Right	110	0	0.000	3	113	0.000	0	113	0.000	1	114	0.000	0	114	0	0.000
Wb Left	62	1600	0.039	2	64	0.040	0	64	0.040	0	64	0.040	0	64	1600	0.040
Wb Thru	1928	4800	0.419 *	58	1986	0.432 *	3	1989	0.433 *	10	1999	0.435 *	0	1999	4800	0.435 *
Wb Right	85	0	0.000	3	88	0.000	0	88	0.000	0	88	0.000	0	88	0	0.000
Yellow Allowance			0.100			0.100			0.100			0.100				0.100
I C U Index			0.859			0.881			0.881			0.886				0.886
L O S			D			D			D			D				D

EVENING COUNT - PEAK HOUR STARTING @ 5:00 PM

Movement	Volume	Capacity	Ratio	Added	Total	V/C Ratio	Added	Total	V/C Ratio	Added	Total	V/C Ratic	Volumes	Total	Capacit	V/C Ratio
Nb left	81	1600	0.051 *	2	83	0.052 *	0	83	0.052 *	3	86	0.054 *	0	86	1600	0.054 *
Nb Thru	283	3200	0.104	8	291	0.108	1	292	0.108	0	292	0.108	0	292	3200	0.108
Nb Right	51	0	0.000	2	53	0.000	1	54	0.000	0	54	0.000	0	54	0	0.000
Sb left	123	1600	0.077	4	127	0.079	0	127	0.079	0	127	0.079	0	127	1600	0.079
Sb Thru	456	1600	0.285 *	14	470	0.294 *	0	470	0.294 *	0	470	0.294 *	0	470	1600	0.294 *
Sb Right	146	1600	0.091	4	150	0.094	0	150	0.094	2	152	0.095	0	152	1600	0.095
Eb Left	127	1600	0.079	4	131	0.082	0	131	0.082	6	137	0.086	0	137	1600	0.086
Eb Thru	1837	4800	0.394 *	55	1892	0.405 *	6	1898	0.407 *	27	1925	0.414 *	0	1925	4800	0.414 *
Eb Right	52	0	0.000	2	54	0.000	0	54	0.000	10	64	0.000	0	64	0	0.000
Wb Left	72	1600	0.045 *	2	74	0.046 *	0	74	0.046 *	0	74	0.046 *	0	74	1600	0.046 *
Wb Thru	1414	4800	0.308	42	1456	0.317	8	1464	0.319	9	1473	0.321	0	1473	4800	0.321
Wb Right	65	0	0.000	2	67	0.000	1	68	0.000	0	68	0.000	0	68	0	0.000
Yellow Allowance			0.100			0.100			0.100			0.100				0.100
I C U Index			0.875			0.897			0.898			0.908				0.908
L O S			D			D			D			E				E

1) Count by: NDS Data

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Maple Drive / Olympic Boulevard - Beverly Hills

Existing (2015) Traffic Volumes

Date of Count: 07/21/2015 Time Period: 8:00 - 9:00 AM PHF: 1

Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	1	(V7)	1	(v7)	Eb left :	15	(V1)	17	(v1)
Nb Thru :	4	(V8)	4	(v8)	Eb Thru :	1,289	(V2)	1,289	(v2)
Nb Right:	34	(V9)	37	(v9)	Eb right:	16	(V3)	16	(v3)
Sb left :	12	(V10)	13	(v10)	Wb left :	52	(V4)	57	(v4)
Sb Thru :	2	(V11)	2	(v11)	Wb Thru :	2,177	(V5)	2,177	(v5)
Sb right:	28	(V12)	31	(v12)	Wb right:	14	(V6)	14	(v6)

Right from Minor Street		V9		V12
Conflicting Flows, Vc (vph)	Vc9 =	427	Vc12 =	723
Potential Capacity, cp (pcph)	cp9 =	655	cp12 =	456
Movement Capacity, cm (pcph)	cm9 =	655	cm12 =	456
Probabilty of Queue-free State:	Po,9 =	94%	Po,12 =	93%

Left from Major Street		V4		V1
Conflicting Flows, Vc (vph)	Vc4 =	435	Vc1 =	730
Potential Capacity, cp (pcph)	cp4 =	1,281	cp1 =	1,082
Movement Capacity, cm (pcph)	cm4 =	1,281	cm1 =	1,082
Probabilty of Queue-free State:	Po,4 =	96%	Po,1 =	98%

Thru from Minor Street		V8		V11
Conflicting Flows, Vc (vph)	Vc8 =	1,217	Vc11 =	1,217
Potential Capacity, cp (pcph)	cp8 =	256	cp11 =	256
Cpcty Adj Factor for Impending Mvmts	f8 =	94%	f11 =	94%
Movement Capacity, cm (pcph)	cm8 =	241	cm11 =	241
Probabilty of Queue-free State:	P0,8 =	98%	P0,11 =	99%

Left from Minor Street		V7		V10
Conflicting Flows, Vc (vph)	Vc7 =	1,218	Vc10 =	1,219
Potential Capacity, cp (pcph)	cp7 =	195	cp10 =	194
MjrLft, MinThr Impedence Factor, p"	p"7 =	93%	p"10 =	92%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	95%	p'10 =	94%
Cpcty Adj Factor for Impending Mvmnt, f	f7 =	88%	f10 =	89%
Movement Capacity, cm (pcph)	cm7 =	172	cm10 =	173

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	1	1	172	N/A	21.0	N/A	C	N/A	7.2
8 - Nb Thru	4	4	241	561	15.2	6.5	C	A	LOS
9 - Nb Right	34	37	655	561	5.8	6.8	A	A	A
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	12	13	173	N/A	22.4	N/A	C		sec/veh
11 - Sb Thru	2	2	241	433	15.1	8.4	C	A	12.7
12 - Sb right	28	31	456	433	8.4	8.9	A	A	LOS
									B
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	15	17	1,082	1,082	3.4		A		0.0
4 - Wb left	52	57	1,281	1,281	2.9		A		0.1
									sec/veh

Average Total Delay for the Intersection

Di = 0.2 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".
The side street left turning movements operate at LOS "C".
Cumulatively, side street vehicles will experience an average delay
of about 7.2 seconds and 12.7 seconds per vehicle and LOS "A" and "B"
respectively for northbound and southbound movements.
The Intersection's Average Total Delay is 0.20 seconds per vehicle.
These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Maple Drive / Olympic Boulevard - Beverly Hills

Future (2017) Background Traffic Volumes
Date of Count: 07/21/2015 Time Period: 8:00 - 9:00 AM PHF: 1
Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	1	(V7)	1	(v7)	Eb left :	15	(V1)	17	(v1)
Nb Thru :	4	(V8)	4	(v8)	Eb Thru :	1,328	(V2)	1,328	(v2)
Nb Right:	35	(V9)	39	(v9)	Eb right:	16	(V3)	16	(v3)
Sb left :	12	(V10)	13	(v10)	Wb left :	54	(V4)	59	(v4)
Sb Thru :	2	(V11)	2	(v11)	Wb Thru :	2,242	(V5)	2,242	(v5)
Sb right:	29	(V12)	32	(v12)	Wb right:	14	(V6)	14	(v6)

Right from Minor Street		V9		V12
Conflicting Flows, Vc (vph)	Vc9 =	440	Vc12 =	745
Potential Capacity, cp (pcph)	cp9 =	645	cp12 =	444
Movement Capacity, cm (pcph)	cm9 =	645	cm12 =	444
Probabilty of Queue-free State:	Po,9 =	94%	Po,12 =	93%

Left from Major Street		V4		V1
Conflicting Flows, Vc (vph)	Vc4 =	448	Vc1 =	752
Potential Capacity, cp (pcph)	cp4 =	1,272	cp1 =	1,068
Movement Capacity, cm (pcph)	cm4 =	1,272	cm1 =	1,068
Probabilty of Queue-free State:	Po,4 =	95%	Po,1 =	98%

Thru from Minor Street		V8		V11
Conflicting Flows, Vc (vph)	Vc8 =	1,254	Vc11 =	1,254
Potential Capacity, cp (pcph)	cp8 =	246	cp11 =	246
Cpcty Adj Factor for Impending Mvmts	f8 =	94%	f11 =	94%
Movement Capacity, cm (pcph)	cm8 =	231	cm11 =	231
Probabilty of Queue-free State:	P0,8 =	98%	P0,11 =	99%

Left from Minor Street		V7		V10
Conflicting Flows, Vc (vph)	Vc7 =	1,255	Vc10 =	1,256
Potential Capacity, cp (pcph)	cp7 =	185	cp10 =	184
MjrLft, MinThr Impedence Factor, p"	p"7 =	93%	p"10 =	92%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	95%	p'10 =	94%
Cpcty Adj Factor for Impending Mvmnt, f	f7 =	88%	f10 =	88%
Movement Capacity, cm (pcph)	cm7 =	163	cm10 =	163

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	1	1	163	N/A	22.3	N/A	C	N/A	7.3
8 - Nb Thru	4	4	231	553	15.9	6.6	C	A	LOS
9 - Nb Right	35	39	645	553	5.9	7.0	A	A	A
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	12	13	163	N/A	23.9	N/A	C		sec/veh
11 - Sb Thru	2	2	231	421	15.7	8.6	C	A	13.3
12 - Sb right	29	32	444	421	8.7	9.2	A	A	LOS
									B
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	15	17	1,068	1,068	3.4		A		0.0
4 - Wb left	54	59	1,272	1,272	3.0		A		0.1
									sec/veh

Average Total Delay for the Intersection

Di = 0.2 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".
The side street left turning movements operate at LOS "C".
Cumulatively, side street vehicles will experience an average delay
of about 7.3 seconds and 13.3 seconds per vehicle and LOS "A" and "B"
respectively for northbound and southbound movements.
The Intersection's Average Total Delay is 0.20 seconds per vehicle.
These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Maple Drive / Olympic Boulevard - Beverly Hills

Background (2017) Traffic Volumes w/Related Projects' Traffic
Date of Count: 07/21/2015 Time Period: 8:00 - 9:00 AM PHF: 1
Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	1	(V7)	1	(v7)	Eb left :	15	(V1)	17	(v1)
Nb Thru :	4	(V8)	4	(v8)	Eb Thru :	1,339	(V2)	1,339	(v2)
Nb Right:	35	(V9)	39	(v9)	Eb right:	16	(V3)	16	(v3)
Sb left :	12	(V10)	13	(v10)	Wb left :	54	(V4)	59	(v4)
Sb Thru :	2	(V11)	2	(v11)	Wb Thru :	2,245	(V5)	2,245	(v5)
Sb right:	29	(V12)	32	(v12)	Wb right:	14	(V6)	14	(v6)

Right from Minor Street		V9		V12
Conflicting Flows, Vc (vph)	Vc9 =	444	Vc12 =	746
Potential Capacity, cp (pcph)	cp9 =	641	cp12 =	443
Movement Capacity, cm (pcph)	cm9 =	641	cm12 =	443
Probabilty of Queue-free State:	Po,9 =	94%	Po,12 =	93%

Left from Major Street		V4		V1
Conflicting Flows, Vc (vph)	Vc4 =	452	Vc1 =	753
Potential Capacity, cp (pcph)	cp4 =	1,269	cp1 =	1,068
Movement Capacity, cm (pcph)	cm4 =	1,269	cm1 =	1,068
Probabilty of Queue-free State:	Po,4 =	95%	Po,1 =	98%

Thru from Minor Street		V8		V11
Conflicting Flows, Vc (vph)	Vc8 =	1,259	Vc11 =	1,259
Potential Capacity, cp (pcph)	cp8 =	244	cp11 =	244
Cpcty Adj Factor for Impending Mvmts	f8 =	94%	f11 =	94%
Movement Capacity, cm (pcph)	cm8 =	229	cm11 =	229
Probabilty of Queue-free State:	P0,8 =	98%	P0,11 =	99%

Left from Minor Street		V7		V10
Conflicting Flows, Vc (vph)	Vc7 =	1,260	Vc10 =	1,261
Potential Capacity, cp (pcph)	cp7 =	183	cp10 =	183
MjrLft, MinThr Impedence Factor, p"	p"7 =	93%	p"10 =	92%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	95%	p'10 =	94%
Cpcty Adj Factor for Impending Mvmnt, f	f7 =	88%	f10 =	88%
Movement Capacity, cm (pcph)	cm7 =	161	cm10 =	162

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	1	1	161	N/A	22.5	N/A	C	N/A	7.3
8 - Nb Thru	4	4	229	549	16.0	6.6	C	A	LOS
9 - Nb Right	35	39	641	549	5.9	7.0	A	A	A
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	12	13	162	N/A	24.1	N/A	C		sec/veh
11 - Sb Thru	2	2	229	420	15.9	8.6	C	A	13.3
12 - Sb right	29	32	443	420	8.7	9.2	A	A	LOS
									B
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	15	17	1,068	1,068	3.4		A		0.0
4 - Wb left	54	59	1,269	1,269	3.0		A		0.1
									sec/veh

Average Total Delay for the Intersection

Di = 0.2 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".
The side street left turning movements operate at LOS "C".
Cumulatively, side street vehicles will experience an average delay
of about 7.3 seconds and 13.3 seconds per vehicle and LOS "A" and "B"
respectively for northbound and southbound movements.
The Intersection's Average Total Delay is 0.20 seconds per vehicle.
These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Maple Drive / Olympic Boulevard - Beverly Hills

Background (2017) Traffic Volumes w/ Site Traffic
Date of Count: 07/21/2015 Time Period: 8:00 - 9:00 AM PHF: 1
Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	3	(V7)	3	(v7)	Eb left :	15	(V1)	17	(v1)
Nb Thru :	4	(V8)	4	(v8)	Eb Thru :	1,339	(V2)	1,339	(v2)
Nb Right:	35	(V9)	39	(v9)	Eb right:	26	(V3)	26	(v3)
Sb left :	12	(V10)	13	(v10)	Wb left :	54	(V4)	59	(v4)
Sb Thru :	3	(V11)	3	(v11)	Wb Thru :	2,245	(V5)	2,245	(v5)
Sb right:	29	(V12)	32	(v12)	Wb right:	14	(V6)	14	(v6)

Right from Minor Street		V9		V12
Conflicting Flows, Vc (vph)	Vc9 =	442	Vc12 =	746
Potential Capacity, cp (pcph)	cp9 =	643	cp12 =	443
Movement Capacity, cm (pcph)	cm9 =	643	cm12 =	443
Probabilty of Queue-free State:	Po,9 =	94%	Po,12 =	93%

Left from Major Street		V4		V1
Conflicting Flows, Vc (vph)	Vc4 =	455	Vc1 =	753
Potential Capacity, cp (pcph)	cp4 =	1,267	cp1 =	1,068
Movement Capacity, cm (pcph)	cm4 =	1,267	cm1 =	1,068
Probabilty of Queue-free State:	Po,4 =	95%	Po,1 =	98%

Thru from Minor Street		V8		V11
Conflicting Flows, Vc (vph)	Vc8 =	1,257	Vc11 =	1,257
Potential Capacity, cp (pcph)	cp8 =	245	cp11 =	245
Cpcty Adj Factor for Impending Mvmts	f8 =	94%	f11 =	94%
Movement Capacity, cm (pcph)	cm8 =	230	cm11 =	230
Probabilty of Queue-free State:	P0,8 =	98%	P0,11 =	99%

Left from Minor Street		V7		V10
Conflicting Flows, Vc (vph)	Vc7 =	1,259	Vc10 =	1,259
Potential Capacity, cp (pcph)	cp7 =	184	cp10 =	184
MjrLft, MinThr Impedence Factor, p"	p"7 =	93%	p"10 =	92%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	94%	p'10 =	94%
Cpcty Adj Factor for Impending Mvmnt, f	f7 =	88%	f10 =	88%
Movement Capacity, cm (pcph)	cm7 =	161	cm10 =	163

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	3	3	161	N/A	22.8	N/A	C	N/A	8.1
8 - Nb Thru	4	4	230	551	15.9	6.6	C	A	LOS
9 - Nb Right	35	39	643	551	5.9	7.0	A	A	A
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	12	13	163	N/A	23.9	N/A	C		sec/veh
11 - Sb Thru	3	3	230	410	15.9	8.8	C	A	13.3
12 - Sb right	29	32	443	410	8.7	9.4	A	A	LOS
									B
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	15	17	1,068	1,068	3.4		A		0.0
4 - Wb left	54	59	1,267	1,267	3.0		A		0.1
									sec/veh

Average Total Delay for the Intersection

Di = 0.2 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".
The side street left turning movements operate at LOS "C".
Cumulatively, side street vehicles will experience an average delay
of about 8.1 seconds and 13.3 seconds per vehicle and LOS "A" and "B"
respectively for northbound and southbound movements.
The Intersection's Average Total Delay is 0.20 seconds per vehicle.
These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Maple Drive / Olympic Boulevard - Beverly Hills

Existing (2015) Traffic Volumes

Date of Count: 07/21/2015 Time Period: 5:00 - 6:00 PM PHF: 1

Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	6	(V7)	7	(v7)	Eb left :	34	(V1)	37	(v1)
Nb Thru :	6	(V8)	7	(v8)	Eb Thru :	2,045	(V2)	2,045	(v2)
Nb Right:	31	(V9)	34	(v9)	Eb right:	22	(V3)	22	(v3)
Sb left :	8	(V10)	9	(v10)	Wb left :	37	(V4)	41	(v4)
Sb Thru :	11	(V11)	12	(v11)	Wb Thru :	1,622	(V5)	1,622	(v5)
Sb right:	50	(V12)	55	(v12)	Wb right:	12	(V6)	12	(v6)

Right from Minor Street		V9		V12
Conflicting Flows, Vc (vph)	Vc9 =	678	Vc12 =	539
Potential Capacity, cp (pcph)	cp9 =	482	cp12 =	572
Movement Capacity, cm (pcph)	cm9 =	482	cm12 =	572
Probabilty of Queue-free State:	Po,9 =	93%	Po,12 =	90%

Left from Major Street		V4		V1
Conflicting Flows, Vc (vph)	Vc4 =	689	Vc1 =	545
Potential Capacity, cp (pcph)	cp4 =	1,108	cp1 =	1,203
Movement Capacity, cm (pcph)	cm4 =	1,108	cm1 =	1,203
Probabilty of Queue-free State:	Po,4 =	96%	Po,1 =	97%

Thru from Minor Street		V8		V11
Conflicting Flows, Vc (vph)	Vc8 =	1,288	Vc11 =	1,288
Potential Capacity, cp (pcph)	cp8 =	237	cp11 =	237
Cpcty Adj Factor for Impending Mvmts	f8 =	93%	f11 =	93%
Movement Capacity, cm (pcph)	cm8 =	221	cm11 =	221
Probabilty of Queue-free State:	P0,8 =	97%	P0,11 =	95%

Left from Minor Street		V7		V10
Conflicting Flows, Vc (vph)	Vc7 =	1,294	Vc10 =	1,291
Potential Capacity, cp (pcph)	cp7 =	175	cp10 =	176
MjrLft, MinThr Impedence Factor, p"	p"7 =	88%	p"10 =	90%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	91%	p'10 =	93%
Cpcty Adj Factor for Impending Mvmnt, f	f7 =	82%	f10 =	86%
Movement Capacity, cm (pcph)	cm7 =	144	cm10 =	152

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	6	7	144	N/A	26.1	N/A	D	N/A	11.7
8 - Nb Thru	6	7	221	401	16.7	9.1	C	A	LOS
9 - Nb Right	31	34	482	401	8.0	9.7	A	A	B
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	8	9	152	N/A	25.1	N/A	D		sec/veh
11 - Sb Thru	11	12	221	445	17.1	8.3	C	A	10.6
12 - Sb right	50	55	572	445	6.9	9.1	A	A	LOS
									B
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	34	37	1,203	1,203	3.1		A		0.1
4 - Wb left	37	41	1,108	1,108	3.4		A		0.1
									sec/veh

Average Total Delay for the Intersection

Di = 0.3 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".
The side street left turning movements operate at LOS "D".
Cumulatively, side street vehicles will experience an average delay
of about 11.7 seconds and 10.6 seconds per vehicle and LOS "B"
respectively for northbound and southbound movements.
The Intersection's Average Total Delay is 0.30 seconds per vehicle.
These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Maple Drive / Olympic Boulevard - Beverly Hills

Future (2017) Background Traffic Volumes
Date of Count: 07/21/2015 Time Period: 5:00 - 6:00 PM PHF: 1
Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	6	(V7)	7	(v7)	Eb left :	35	(V1)	39	(v1)
Nb Thru :	6	(V8)	7	(v8)	Eb Thru :	2,106	(V2)	2,106	(v2)
Nb Right:	32	(V9)	35	(v9)	Eb right:	23	(V3)	23	(v3)
Sb left :	8	(V10)	9	(v10)	Wb left :	38	(V4)	42	(v4)
Sb Thru :	11	(V11)	12	(v11)	Wb Thru :	1,671	(V5)	1,671	(v5)
Sb right:	52	(V12)	57	(v12)	Wb right:	12	(V6)	12	(v6)

Right from Minor Street		V9		V12
Conflicting Flows, Vc (vph)	Vc9 =	698	Vc12 =	555
Potential Capacity, cp (pcph)	cp9 =	470	cp12 =	560
Movement Capacity, cm (pcph)	cm9 =	470	cm12 =	560
Probabilty of Queue-free State:	Po,9 =	93%	Po,12 =	90%

Left from Major Street		V4		V1
Conflicting Flows, Vc (vph)	Vc4 =	710	Vc1 =	561
Potential Capacity, cp (pcph)	cp4 =	1,094	cp1 =	1,192
Movement Capacity, cm (pcph)	cm4 =	1,094	cm1 =	1,192
Probabilty of Queue-free State:	Po,4 =	96%	Po,1 =	97%

Thru from Minor Street		V8		V11
Conflicting Flows, Vc (vph)	Vc8 =	1,326	Vc11 =	1,326
Potential Capacity, cp (pcph)	cp8 =	227	cp11 =	227
Cpcty Adj Factor for Impending Mvmts	f8 =	93%	f11 =	93%
Movement Capacity, cm (pcph)	cm8 =	211	cm11 =	211
Probabilty of Queue-free State:	P0,8 =	97%	P0,11 =	94%

Left from Minor Street		V7		V10
Conflicting Flows, Vc (vph)	Vc7 =	1,332	Vc10 =	1,329
Potential Capacity, cp (pcph)	cp7 =	166	cp10 =	166
MjrLft, MinThr Impedence Factor, p"	p"7 =	88%	p"10 =	90%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	91%	p'10 =	92%
Cpcty Adj Factor for Impending Mvmnt, f	f7 =	81%	f10 =	85%
Movement Capacity, cm (pcph)	cm7 =	135	cm10 =	142

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	6	7	135	N/A	27.9	N/A	D	N/A	12.2
8 - Nb Thru	6	7	211	390	17.5	9.4	C	A	LOS
9 - Nb Right	32	35	470	390	8.2	10.0	A	B	B
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	8	9	142	N/A	26.9	N/A	D		sec/veh
11 - Sb Thru	11	12	211	435	18.0	8.5	C	A	11.0
12 - Sb right	52	57	560	435	7.1	9.4	A	A	LOS
									B
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	35	39	1,192	1,192	3.1		A		0.1
4 - Wb left	38	42	1,094	1,094	3.4		A		0.1
									sec/veh

Average Total Delay for the Intersection

Di = 0.3 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".
The side street left turning movements operate at LOS "D".
Cumulatively, side street vehicles will experience an average delay of about 12.2 seconds and 11.0 seconds per vehicle and LOS "B" respectively for northbound and southbound movements.
The Intersection's Average Total Delay is 0.30 seconds per vehicle.
These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Maple Drive / Olympic Boulevard - Beverly Hills

Background (2017) Traffic Volumes w/Related Projects' Traffic
Date of Count: 07/21/2015 Time Period: 5:00 - 6:00 PM PHF: 1
Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	6	(V7)	7	(v7)	Eb left :	35	(V1)	39	(v1)
Nb Thru :	6	(V8)	7	(v8)	Eb Thru :	2,112	(V2)	2,112	(v2)
Nb Right:	32	(V9)	35	(v9)	Eb right:	23	(V3)	23	(v3)
Sb left :	8	(V10)	9	(v10)	Wb left :	38	(V4)	42	(v4)
Sb Thru :	11	(V11)	12	(v11)	Wb Thru :	1,681	(V5)	1,681	(v5)
Sb right:	52	(V12)	57	(v12)	Wb right:	12	(V6)	12	(v6)

Right from Minor Street		V9		V12
Conflicting Flows, Vc (vph)	Vc9 =	700	Vc12 =	558
Potential Capacity, cp (pcph)	cp9 =	469	cp12 =	558
Movement Capacity, cm (pcph)	cm9 =	469	cm12 =	558
Probabilty of Queue-free State:	Po,9 =	93%	Po,12 =	90%

Left from Major Street		V4		V1
Conflicting Flows, Vc (vph)	Vc4 =	712	Vc1 =	564
Potential Capacity, cp (pcph)	cp4 =	1,093	cp1 =	1,190
Movement Capacity, cm (pcph)	cm4 =	1,093	cm1 =	1,190
Probabilty of Queue-free State:	Po,4 =	96%	Po,1 =	97%

Thru from Minor Street		V8		V11
Conflicting Flows, Vc (vph)	Vc8 =	1,331	Vc11 =	1,331
Potential Capacity, cp (pcph)	cp8 =	226	cp11 =	226
Cpcty Adj Factor for Impending Mvmts	f8 =	93%	f11 =	93%
Movement Capacity, cm (pcph)	cm8 =	210	cm11 =	210
Probabilty of Queue-free State:	P0,8 =	97%	P0,11 =	94%

Left from Minor Street		V7		V10
Conflicting Flows, Vc (vph)	Vc7 =	1,337	Vc10 =	1,334
Potential Capacity, cp (pcph)	cp7 =	165	cp10 =	165
MjrLft, MinThr Impedence Factor, p"	p"7 =	88%	p"10 =	90%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	91%	p'10 =	92%
Cpcty Adj Factor for Impending Mvmnt, f	f7 =	81%	f10 =	85%
Movement Capacity, cm (pcph)	cm7 =	134	cm10 =	141

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	6	7	134	N/A	28.1	N/A	D	N/A	12.2
8 - Nb Thru	6	7	210	389	17.6	9.4	C	A	LOS
9 - Nb Right	32	35	469	389	8.2	10.1	A	B	B
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	8	9	141	N/A	27.1	N/A	D		sec/veh
11 - Sb Thru	11	12	210	433	18.1	8.5	C	A	11.1
12 - Sb right	52	57	558	433	7.1	9.4	A	A	LOS
									B
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	35	39	1,190	1,190	3.1		A		0.1
4 - Wb left	38	42	1,093	1,093	3.4		A		0.1
									sec/veh

Average Total Delay for the Intersection

Di = 0.3 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".
The side street left turning movements operate at LOS "D".
Cumulatively, side street vehicles will experience an average delay of about 12.2 seconds and 11.1 seconds per vehicle and LOS "B" respectively for northbound and southbound movements.
The Intersection's Average Total Delay is 0.30 seconds per vehicle.
These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Maple Drive / Olympic Boulevard - Beverly Hills

Background (2017) Traffic Volumes w/ Site Traffic
Date of Count: 07/21/2015 Time Period: 5:00 - 6:00 PM PHF: 1
Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	35	(V7)	39	(v7)	Eb left :	35	(V1)	39	(v1)
Nb Thru :	10	(V8)	11	(v8)	Eb Thru :	2,112	(V2)	2,112	(v2)
Nb Right:	32	(V9)	35	(v9)	Eb right:	33	(V3)	33	(v3)
Sb left :	8	(V10)	9	(v10)	Wb left :	38	(V4)	42	(v4)
Sb Thru :	12	(V11)	13	(v11)	Wb Thru :	1,681	(V5)	1,681	(v5)
Sb right:	52	(V12)	57	(v12)	Wb right:	12	(V6)	12	(v6)

Right from Minor Street		V9		V12
Conflicting Flows, Vc (vph)	Vc9 =	699	Vc12 =	558
Potential Capacity, cp (pcph)	cp9 =	470	cp12 =	558
Movement Capacity, cm (pcph)	cm9 =	470	cm12 =	558
Probabilty of Queue-free State:	Po,9 =	93%	Po,12 =	90%

Left from Major Street		V4		V1
Conflicting Flows, Vc (vph)	Vc4 =	715	Vc1 =	564
Potential Capacity, cp (pcph)	cp4 =	1,091	cp1 =	1,190
Movement Capacity, cm (pcph)	cm4 =	1,091	cm1 =	1,190
Probabilty of Queue-free State:	Po,4 =	96%	Po,1 =	97%

Thru from Minor Street		V8		V11
Conflicting Flows, Vc (vph)	Vc8 =	1,330	Vc11 =	1,330
Potential Capacity, cp (pcph)	cp8 =	226	cp11 =	226
Cpcty Adj Factor for Impending Mvmts	f8 =	93%	f11 =	93%
Movement Capacity, cm (pcph)	cm8 =	210	cm11 =	210
Probabilty of Queue-free State:	P0,8 =	95%	P0,11 =	94%

Left from Minor Street		V7		V10
Conflicting Flows, Vc (vph)	Vc7 =	1,336	Vc10 =	1,335
Potential Capacity, cp (pcph)	cp7 =	165	cp10 =	165
MjrLft, MinThr Impedence Factor, p"	p"7 =	87%	p"10 =	88%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	90%	p'10 =	91%
Cpcty Adj Factor for Impending Mvmnt, f	f7 =	81%	f10 =	84%
Movement Capacity, cm (pcph)	cm7 =	134	cm10 =	139

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	35	39	134	N/A	36.4	N/A	E	N/A	22.3
8 - Nb Thru	10	11	210	363	18.0	10.2	C	B	LOS
9 - Nb Right	32	35	470	363	8.2	10.9	A	B	C
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	8	9	139	N/A	27.5	N/A	D		sec/veh
11 - Sb Thru	12	13	210	427	18.2	8.7	C	A	11.2
12 - Sb right	52	57	558	427	7.1	9.6	A	A	LOS
									B
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	35	39	1,190	1,190	3.1		A		0.0
4 - Wb left	38	42	1,091	1,091	3.4		A		0.1
									sec/veh

Average Total Delay for the Intersection

Di = 0.6 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".
The side street left turning movements operate at LOS "E" and "D".
Cumulatively, side street vehicles will experience an average delay of about 22.3 seconds and 11.2 seconds per vehicle and LOS "C" and "B" respectively for northbound and southbound movements.
The Intersection's Average Total Delay is 0.60 seconds per vehicle.
These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Palm Drive / Olympic Boulevard - Beverly Hills

Existing (2015) Traffic Volumes

Date of Count: 07/21/2015 Time Period: 8:00 - 9:00 AM PHF: 1

Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	1	(V7)	1	(v7)	Eb left :	42	(V1)	46	(v1)
Nb Thru :	5	(V8)	6	(v8)	Eb Thru :	1,284	(V2)	1,284	(v2)
Nb Right:	49	(V9)	54	(v9)	Eb right:	8	(V3)	8	(v3)
Sb left :	5	(V10)	6	(v10)	Wb left :	16	(V4)	18	(v4)
Sb Thru :	1	(V11)	1	(v11)	Wb Thru :	2,222	(V5)	2,222	(v5)
Sb right:	32	(V12)	35	(v12)	Wb right:	27	(V6)	27	(v6)

Right from Minor Street		V9		V12
Conflicting Flows, Vc (vph)	Vc9 =	427	Vc12 =	736
Potential Capacity, cp (pcph)	cp9 =	655	cp12 =	449
Movement Capacity, cm (pcph)	cm9 =	655	cm12 =	449
Probabilty of Queue-free State:	Po,9 =	92%	Po,12 =	92%

Left from Major Street		V4		V1
Conflicting Flows, Vc (vph)	Vc4 =	431	Vc1 =	750
Potential Capacity, cp (pcph)	cp4 =	1,284	cp1 =	1,069
Movement Capacity, cm (pcph)	cm4 =	1,284	cm1 =	1,069
Probabilty of Queue-free State:	Po,4 =	99%	Po,1 =	96%

Thru from Minor Street		V8		V11
Conflicting Flows, Vc (vph)	Vc8 =	1,221	Vc11 =	1,221
Potential Capacity, cp (pcph)	cp8 =	255	cp11 =	255
Cpcty Adj Factor for Impending Mvmts	f8 =	94%	f11 =	94%
Movement Capacity, cm (pcph)	cm8 =	241	cm11 =	241
Probabilty of Queue-free State:	P0,8 =	98%	P0,11 =	100%

Left from Minor Street		V7		V10
Conflicting Flows, Vc (vph)	Vc7 =	1,222	Vc10 =	1,224
Potential Capacity, cp (pcph)	cp7 =	194	cp10 =	193
MjrLft, MinThr Impedence Factor, p"	p"7 =	94%	p"10 =	92%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	95%	p'10 =	94%
Cpcty Adj Factor for Impending Mvmnt, f	f7 =	88%	f10 =	86%
Movement Capacity, cm (pcph)	cm7 =	171	cm10 =	166

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	1	1	171	N/A	21.2	N/A	C	N/A	7.0
8 - Nb Thru	5	6	241	559	15.3	6.5	C	A	LOS
9 - Nb Right	49	54	655	559	5.9	7.1	A	A	A
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	5	6	166	N/A	22.3	N/A	C		sec/veh
11 - Sb Thru	1	1	241	438	15.0	8.2	B	A	10.6
12 - Sb right	32	35	449	438	8.6	8.9	A	A	LOS
									B
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	42	46	1,069	1,069	3.5		A		0.1
4 - Wb left	16	18	1,284	1,284	2.8		A		0.0
									sec/veh

Average Total Delay for the Intersection

Di = 0.2 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".
The side street left turning movements operate at LOS "C".
Cumulatively, side street vehicles will experience an average delay
of about 7.0 seconds and 10.6 seconds per vehicle and LOS "A" and "B"
respectively for northbound and southbound movements.
The Intersection's Average Total Delay is 0.20 seconds per vehicle.
These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Palm Drive / Olympic Boulevard - Beverly Hills

Future (2017) Background Traffic Volumes

Date of Count: 07/21/2015 Time Period: 8:00 - 9:00 AM PHF: 1

Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	1	(V7)	1	(v7)	Eb left :	43	(V1)	47	(v1)
Nb Thru :	5	(V8)	6	(v8)	Eb Thru :	1,323	(V2)	1,323	(v2)
Nb Right:	50	(V9)	55	(v9)	Eb right:	8	(V3)	8	(v3)
Sb left :	5	(V10)	6	(v10)	Wb left :	16	(V4)	18	(v4)
Sb Thru :	1	(V11)	1	(v11)	Wb Thru :	2,289	(V5)	2,289	(v5)
Sb right:	33	(V12)	36	(v12)	Wb right:	28	(V6)	28	(v6)

Right from Minor Street		V9		V12
Conflicting Flows, Vc (vph)	Vc9 =	440	Vc12 =	758
Potential Capacity, cp (pcph)	cp9 =	645	cp12 =	437
Movement Capacity, cm (pcph)	cm9 =	645	cm12 =	437
Probabilty of Queue-free State:	Po,9 =	91%	Po,12 =	92%

Left from Major Street		V4		V1
Conflicting Flows, Vc (vph)	Vc4 =	444	Vc1 =	772
Potential Capacity, cp (pcph)	cp4 =	1,275	cp1 =	1,056
Movement Capacity, cm (pcph)	cm4 =	1,275	cm1 =	1,056
Probabilty of Queue-free State:	Po,4 =	99%	Po,1 =	96%

Thru from Minor Street		V8		V11
Conflicting Flows, Vc (vph)	Vc8 =	1,257	Vc11 =	1,257
Potential Capacity, cp (pcph)	cp8 =	245	cp11 =	245
Cpcty Adj Factor for Impending Mvmts	f8 =	94%	f11 =	94%
Movement Capacity, cm (pcph)	cm8 =	231	cm11 =	231
Probabilty of Queue-free State:	P0,8 =	97%	P0,11 =	100%

Left from Minor Street		V7		V10
Conflicting Flows, Vc (vph)	Vc7 =	1,258	Vc10 =	1,260
Potential Capacity, cp (pcph)	cp7 =	184	cp10 =	184
MjrLft, MinThr Impedence Factor, p"	p"7 =	94%	p"10 =	92%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	95%	p'10 =	94%
Cpcty Adj Factor for Impending Mvmnt, f	f7 =	87%	f10 =	86%
Movement Capacity, cm (pcph)	cm7 =	161	cm10 =	158

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	1	1	161	N/A	22.5	N/A	C	N/A	7.3
8 - Nb Thru	5	6	231	548	15.9	6.6	C	A	LOS
9 - Nb Right	50	55	645	548	6.1	7.2	A	A	A
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	5	6	158	N/A	23.6	N/A	C		sec/veh
11 - Sb Thru	1	1	231	427	15.7	8.5	C	A	11.0
12 - Sb right	33	36	437	427	8.9	9.1	A	A	LOS
									B
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	43	47	1,056	1,056	3.6		A		0.1
4 - Wb left	16	18	1,275	1,275	2.9		A		0.0
									sec/veh

Average Total Delay for the Intersection

Di = 0.2 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".
The side street left turning movements operate at LOS "C".
Cumulatively, side street vehicles will experience an average delay
of about 7.3 seconds and 11.0 seconds per vehicle and LOS "A" and "B"
respectively for northbound and southbound movements.
The Intersection's Average Total Delay is 0.20 seconds per vehicle.
These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Palm Drive / Olympic Boulevard - Beverly Hills

Background (2017) Traffic Volumes w/Related Projects' Traffic
Date of Count: 07/21/2015 Time Period: 8:00 - 9:00 AM PHF: 1
Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)		Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	1	(V7)	1	(v7)	Eb left :	43	(V1)	47	(v1)
Nb Thru :	5	(V8)	6	(v8)	Eb Thru :	1,334	(V2)	1,334	(v2)
Nb Right:	50	(V9)	55	(v9)	Eb right:	8	(V3)	8	(v3)
Sb left :	5	(V10)	6	(v10)	Wb left :	16	(V4)	18	(v4)
Sb Thru :	1	(V11)	1	(v11)	Wb Thru :	2,292	(V5)	2,292	(v5)
Sb right:	33	(V12)	36	(v12)	Wb right:	28	(V6)	28	(v6)

Right from Minor Street		V9		V12
Conflicting Flows, Vc (vph)	Vc9 =	443	Vc12 =	759
Potential Capacity, cp (pcph)	cp9 =	642	cp12 =	436
Movement Capacity, cm (pcph)	cm9 =	642	cm12 =	436
Probabilty of Queue-free State:	Po,9 =	91%	Po,12 =	92%

Left from Major Street		V4		V1
Conflicting Flows, Vc (vph)	Vc4 =	447	Vc1 =	773
Potential Capacity, cp (pcph)	cp4 =	1,273	cp1 =	1,055
Movement Capacity, cm (pcph)	cm4 =	1,273	cm1 =	1,055
Probabilty of Queue-free State:	Po,4 =	99%	Po,1 =	96%

Thru from Minor Street		V8		V11
Conflicting Flows, Vc (vph)	Vc8 =	1,261	Vc11 =	1,261
Potential Capacity, cp (pcph)	cp8 =	244	cp11 =	244
Cpcty Adj Factor for Impending Mvmts	f8 =	94%	f11 =	94%
Movement Capacity, cm (pcph)	cm8 =	230	cm11 =	230
Probabilty of Queue-free State:	P0,8 =	97%	P0,11 =	100%

Left from Minor Street		V7		V10
Conflicting Flows, Vc (vph)	Vc7 =	1,262	Vc10 =	1,264
Potential Capacity, cp (pcph)	cp7 =	183	cp10 =	182
MjrLft, MinThr Impedence Factor, p"	p"7 =	94%	p"10 =	92%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	95%	p'10 =	94%
Cpcty Adj Factor for Impending Mvmnt, f	f7 =	87%	f10 =	86%
Movement Capacity, cm (pcph)	cm7 =	160	cm10 =	156

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	1	1	160	N/A	22.7	N/A	C	N/A	7.3
8 - Nb Thru	5	6	230	546	16.0	6.7	C	A	LOS
9 - Nb Right	50	55	642	546	6.1	7.3	A	A	A
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	5	6	156	N/A	23.9	N/A	C		sec/veh
11 - Sb Thru	1	1	230	426	15.7	8.5	C	A	11.0
12 - Sb right	33	36	436	426	8.9	9.2	A	A	LOS
									B
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	43	47	1,055	1,055	3.6		A		0.1
4 - Wb left	16	18	1,273	1,273	2.9		A		0.0
									sec/veh

Average Total Delay for the Intersection

Di = 0.2 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".
The side street left turning movements operate at LOS "C".
Cumulatively, side street vehicles will experience an average delay
of about 7.3 seconds and 11.0 seconds per vehicle and LOS "A" and "B"
respectively for northbound and southbound movements.
The Intersection's Average Total Delay is 0.20 seconds per vehicle.
These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Palm Drive / Olympic Boulevard - Beverly Hills

Background (2017) Traffic Volumes w/ Site Traffic
Date of Count: 07/21/2015 Time Period: 8:00 - 9:00 AM PHF: 1
Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	1	(V7)	1	(v7)	Eb left :	43	(V1)	47	(v1)
Nb Thru :	5	(V8)	6	(v8)	Eb Thru :	1,334	(V2)	1,334	(v2)
Nb Right:	52	(V9)	57	(v9)	Eb right:	8	(V3)	8	(v3)
Sb left :	5	(V10)	6	(v10)	Wb left :	31	(V4)	34	(v4)
Sb Thru :	2	(V11)	2	(v11)	Wb Thru :	2,292	(V5)	2,292	(v5)
Sb right:	33	(V12)	36	(v12)	Wb right:	28	(V6)	28	(v6)

Right from Minor Street		V9		V12
Conflicting Flows, Vc (vph)	Vc9 =	443	Vc12 =	759
Potential Capacity, cp (pcph)	cp9 =	642	cp12 =	436
Movement Capacity, cm (pcph)	cm9 =	642	cm12 =	436
Probabilty of Queue-free State:	Po,9 =	91%	Po,12 =	92%

Left from Major Street		V4		V1
Conflicting Flows, Vc (vph)	Vc4 =	447	Vc1 =	773
Potential Capacity, cp (pcph)	cp4 =	1,273	cp1 =	1,055
Movement Capacity, cm (pcph)	cm4 =	1,273	cm1 =	1,055
Probabilty of Queue-free State:	Po,4 =	97%	Po,1 =	96%

Thru from Minor Street		V8		V11
Conflicting Flows, Vc (vph)	Vc8 =	1,276	Vc11 =	1,276
Potential Capacity, cp (pcph)	cp8 =	240	cp11 =	240
Cpcty Adj Factor for Impending Mvmts	f8 =	93%	f11 =	93%
Movement Capacity, cm (pcph)	cm8 =	223	cm11 =	223
Probabilty of Queue-free State:	P0,8 =	97%	P0,11 =	99%

Left from Minor Street		V7		V10
Conflicting Flows, Vc (vph)	Vc7 =	1,277	Vc10 =	1,279
Potential Capacity, cp (pcph)	cp7 =	179	cp10 =	179
MjrLft, MinThr Impedence Factor, p"	p"7 =	92%	p"10 =	90%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	94%	p'10 =	93%
Cpcty Adj Factor for Impending Mvmnt, f	f7 =	86%	f10 =	84%
Movement Capacity, cm (pcph)	cm7 =	154	cm10 =	151

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	1	1	154	N/A	23.5	N/A	C	N/A	7.3
8 - Nb Thru	5	6	223	545	16.5	6.7	C	A	LOS
9 - Nb Right	52	57	642	545	6.1	7.3	A	A	A
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	5	6	151	N/A	24.6	N/A	C		sec/veh
11 - Sb Thru	2	2	223	415	16.3	8.7	C	A	11.2
12 - Sb right	33	36	436	415	8.9	9.4	A	A	LOS
									B
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	43	47	1,055	1,055	3.6		A		0.1
4 - Wb left	31	34	1,273	1,273	2.9		A		0.0
									sec/veh

Average Total Delay for the Intersection

Di = 0.2 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".
The side street left turning movements operate at LOS "C".
Cumulatively, side street vehicles will experience an average delay of about 7.3 seconds and 11.2 seconds per vehicle and LOS "A" and "B" respectively for northbound and southbound movements.
The Intersection's Average Total Delay is 0.20 seconds per vehicle.
These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS: WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Palm Drive / Olympic Boulevard - Beverly Hills

Existing (2015) Traffic Volumes

Date of Count: 07/21/2015 Time Period: 5:00 - 6:00 PM PHF: 1

Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	2	(V7)	2	(v7)	Eb left :	54	(V1)	59	(v1)
Nb Thru :	2	(V8)	2	(v8)	Eb Thru :	2,006	(V2)	2,006	(v2)
Nb Right:	21	(V9)	23	(v9)	Eb right:	28	(V3)	28	(v3)
Sb left :	4	(V10)	4	(v10)	Wb left :	21	(V4)	23	(v4)
Sb Thru :	3	(V11)	3	(v11)	Wb Thru :	1,609	(V5)	1,609	(v5)
Sb right:	61	(V12)	67	(v12)	Wb right:	20	(V6)	20	(v6)

Right from Minor Street		V9		V12
Conflicting Flows, Vc (vph)	Vc9 =	664	Vc12 =	533
Potential Capacity, cp (pcph)	cp9 =	491	cp12 =	576
Movement Capacity, cm (pcph)	cm9 =	491	cm12 =	576
Probabilty of Queue-free State:	Po,9 =	95%	Po,12 =	88%

Left from Major Street		V4		V1
Conflicting Flows, Vc (vph)	Vc4 =	678	Vc1 =	543
Potential Capacity, cp (pcph)	cp4 =	1,115	cp1 =	1,205
Movement Capacity, cm (pcph)	cm4 =	1,115	cm1 =	1,205
Probabilty of Queue-free State:	Po,4 =	98%	Po,1 =	95%

Thru from Minor Street		V8		V11
Conflicting Flows, Vc (vph)	Vc8 =	1,272	Vc11 =	1,272
Potential Capacity, cp (pcph)	cp8 =	241	cp11 =	241
Cpcty Adj Factor for Impending Mvmts	f8 =	93%	f11 =	93%
Movement Capacity, cm (pcph)	cm8 =	224	cm11 =	224
Probabilty of Queue-free State:	P0,8 =	99%	P0,11 =	99%

Left from Minor Street		V7		V10
Conflicting Flows, Vc (vph)	Vc7 =	1,274	Vc10 =	1,273
Potential Capacity, cp (pcph)	cp7 =	180	cp10 =	180
MjrLft, MinThr Impedence Factor, p"	p"7 =	92%	p"10 =	92%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	94%	p'10 =	94%
Cpcty Adj Factor for Impending Mvmnt, f	f7 =	83%	f10 =	90%
Movement Capacity, cm (pcph)	cm7 =	149	cm10 =	161

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	2	2	149	N/A	24.5	N/A	C	N/A	9.7
8 - Nb Thru	2	2	224	448	16.2	8.1	C	A	LOS
9 - Nb Right	21	23	491	448	7.7	8.4	A	A	A
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	4	4	161	N/A	22.9	N/A	C		sec/veh
11 - Sb Thru	3	3	224	540	16.3	6.7	C	A	8.3
12 - Sb right	61	67	576	540	7.0	7.5	A	A	LOS
									A
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	54	59	1,205	1,205	3.1		A		0.1
4 - Wb left	21	23	1,115	1,115	3.3		A		0.0
									sec/veh

Average Total Delay for the Intersection

Di = 0.2 sec/veh

C O M M E N T S:

Major street left turn movements operate at level of service "A".
The side street left turning movements operate at LOS "C".
Cumulatively, side street vehicles will experience an average delay of about 9.7 seconds and 8.3 seconds per vehicle and LOS "A" respectively for northbound and southbound movements.
The Intersection's Average Total Delay is 0.20 seconds per vehicle.
These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Palm Drive / Olympic Boulevard - Beverly Hills

Future (2017) Background Traffic Volumes
Date of Count: 07/21/2015 Time Period: 5:00 - 6:00 PM PHF: 1
Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	2	(V7)	2	(v7)	Eb left :	56	(V1)	62	(v1)
Nb Thru :	2	(V8)	2	(v8)	Eb Thru :	2,066	(V2)	2,066	(v2)
Nb Right:	22	(V9)	24	(v9)	Eb right:	29	(V3)	29	(v3)
Sb left :	4	(V10)	4	(v10)	Wb left :	22	(V4)	24	(v4)
Sb Thru :	3	(V11)	3	(v11)	Wb Thru :	1,657	(V5)	1,657	(v5)
Sb right:	63	(V12)	69	(v12)	Wb right:	21	(V6)	21	(v6)

Right from Minor Street		V9		V12
Conflicting Flows, Vc (vph)	Vc9 =	684	Vc12 =	549
Potential Capacity, cp (pcph)	cp9 =	479	cp12 =	565
Movement Capacity, cm (pcph)	cm9 =	479	cm12 =	565
Probabilty of Queue-free State:	Po,9 =	95%	Po,12 =	88%

Left from Major Street		V4		V1
Conflicting Flows, Vc (vph)	Vc4 =	698	Vc1 =	559
Potential Capacity, cp (pcph)	cp4 =	1,102	cp1 =	1,194
Movement Capacity, cm (pcph)	cm4 =	1,102	cm1 =	1,194
Probabilty of Queue-free State:	Po,4 =	98%	Po,1 =	95%

Thru from Minor Street		V8		V11
Conflicting Flows, Vc (vph)	Vc8 =	1,311	Vc11 =	1,311
Potential Capacity, cp (pcph)	cp8 =	231	cp11 =	231
Cpcty Adj Factor for Impending Mvmts	f8 =	93%	f11 =	93%
Movement Capacity, cm (pcph)	cm8 =	214	cm11 =	214
Probabilty of Queue-free State:	P0,8 =	99%	P0,11 =	99%

Left from Minor Street		V7		V10
Conflicting Flows, Vc (vph)	Vc7 =	1,313	Vc10 =	1,312
Potential Capacity, cp (pcph)	cp7 =	170	cp10 =	170
MjrLft, MinThr Impedence Factor, p"	p"7 =	91%	p"10 =	92%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	93%	p'10 =	94%
Cpcty Adj Factor for Impending Mvmnt, f	f7 =	82%	f10 =	89%
Movement Capacity, cm (pcph)	cm7 =	139	cm10 =	151

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	2	2	139	N/A	26.2	N/A	D	N/A	10.0
8 - Nb Thru	2	2	214	437	17.0	8.3	C	A	LOS
9 - Nb Right	22	24	479	437	7.9	8.7	A	A	A
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	4	4	151	N/A	24.4	N/A	C		sec/veh
11 - Sb Thru	3	3	214	529	17.0	6.8	C	A	8.6
12 - Sb right	63	69	565	529	7.2	7.7	A	A	LOS
									A
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	56	62	1,194	1,194	3.2		A		0.1
4 - Wb left	22	24	1,102	1,102	3.3		A		0.0
									sec/veh

Average Total Delay for the Intersection

Di = 0.2 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".
The side street left turning movements operate at LOS "D" and "C".
Cumulatively, side street vehicles will experience an average delay
of about 10.0 seconds and 8.6 seconds per vehicle and LOS "A"
respectively for northbound and southbound movements.
The Intersection's Average Total Delay is 0.20 seconds per vehicle.
These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Palm Drive / Olympic Boulevard - Beverly Hills

Background (2017) Traffic Volumes w/Related Projects' Traffic
Date of Count: 07/21/2015 Time Period: 5:00 - 6:00 PM PHF: 1
Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	2	(V7)	2	(v7)	Eb left :	56	(V1)	62	(v1)
Nb Thru :	2	(V8)	2	(v8)	Eb Thru :	2,072	(V2)	2,072	(v2)
Nb Right:	22	(V9)	24	(v9)	Eb right:	29	(V3)	29	(v3)
Sb left :	4	(V10)	4	(v10)	Wb left :	22	(V4)	24	(v4)
Sb Thru :	3	(V11)	3	(v11)	Wb Thru :	1,667	(V5)	1,667	(v5)
Sb right:	63	(V12)	69	(v12)	Wb right:	21	(V6)	21	(v6)

Right from Minor Street		V9		V12
Conflicting Flows, Vc (vph)	Vc9 =	686	Vc12 =	552
Potential Capacity, cp (pcph)	cp9 =	477	cp12 =	563
Movement Capacity, cm (pcph)	cm9 =	477	cm12 =	563
Probabilty of Queue-free State:	Po,9 =	95%	Po,12 =	88%

Left from Major Street		V4		V1
Conflicting Flows, Vc (vph)	Vc4 =	700	Vc1 =	563
Potential Capacity, cp (pcph)	cp4 =	1,101	cp1 =	1,191
Movement Capacity, cm (pcph)	cm4 =	1,101	cm1 =	1,191
Probabilty of Queue-free State:	Po,4 =	98%	Po,1 =	95%

Thru from Minor Street		V8		V11
Conflicting Flows, Vc (vph)	Vc8 =	1,316	Vc11 =	1,316
Potential Capacity, cp (pcph)	cp8 =	229	cp11 =	229
Cpcty Adj Factor for Impending Mvmts	f8 =	93%	f11 =	93%
Movement Capacity, cm (pcph)	cm8 =	212	cm11 =	212
Probabilty of Queue-free State:	P0,8 =	99%	P0,11 =	99%

Left from Minor Street		V7		V10
Conflicting Flows, Vc (vph)	Vc7 =	1,318	Vc10 =	1,317
Potential Capacity, cp (pcph)	cp7 =	169	cp10 =	169
MjrLft, MinThr Impedence Factor, p"	p"7 =	91%	p"10 =	92%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	93%	p'10 =	94%
Cpcty Adj Factor for Impending Mvmnt, f	f7 =	82%	f10 =	89%
Movement Capacity, cm (pcph)	cm7 =	139	cm10 =	150

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	2	2	139	N/A	26.4	N/A	D	N/A	10.0
8 - Nb Thru	2	2	212	435	17.1	8.3	C	A	LOS
9 - Nb Right	22	24	477	435	7.9	8.7	A	A	A
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	4	4	150	N/A	24.6	N/A	C		sec/veh
11 - Sb Thru	3	3	212	527	17.2	6.9	C	A	8.6
12 - Sb right	63	69	563	527	7.2	7.8	A	A	LOS
									A
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	56	62	1,191	1,191	3.2		A		0.1
4 - Wb left	22	24	1,101	1,101	3.3		A		0.0
									sec/veh

Average Total Delay for the Intersection

Di = 0.2 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".
The side street left turning movements operate at LOS "D" and "C".
Cumulatively, side street vehicles will experience an average delay
of about 10.0 seconds and 8.6 seconds per vehicle and LOS "A"
respectively for northbound and southbound movements.
The Intersection's Average Total Delay is 0.20 seconds per vehicle.
These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Palm Drive / Olympic Boulevard - Beverly Hills

Background (2017) Traffic Volumes w/ Site Traffic
Date of Count: 07/21/2015 Time Period: 5:00 - 6:00 PM PHF: 1
Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	2	(V7)	2	(v7)	Eb left :	56	(V1)	62	(v1)
Nb Thru :	6	(V8)	7	(v8)	Eb Thru :	2,072	(V2)	2,072	(v2)
Nb Right:	64	(V9)	70	(v9)	Eb right:	29	(V3)	29	(v3)
Sb left :	4	(V10)	4	(v10)	Wb left :	37	(V4)	41	(v4)
Sb Thru :	4	(V11)	4	(v11)	Wb Thru :	1,667	(V5)	1,667	(v5)
Sb right:	63	(V12)	69	(v12)	Wb right:	21	(V6)	21	(v6)

Right from Minor Street		V9		V12
Conflicting Flows, Vc (vph)	Vc9 =	686	Vc12 =	552
Potential Capacity, cp (pcph)	cp9 =	477	cp12 =	563
Movement Capacity, cm (pcph)	cm9 =	477	cm12 =	563
Probabilty of Queue-free State:	Po,9 =	85%	Po,12 =	88%

Left from Major Street		V4		V1
Conflicting Flows, Vc (vph)	Vc4 =	700	Vc1 =	563
Potential Capacity, cp (pcph)	cp4 =	1,101	cp1 =	1,191
Movement Capacity, cm (pcph)	cm4 =	1,101	cm1 =	1,191
Probabilty of Queue-free State:	Po,4 =	96%	Po,1 =	95%

Thru from Minor Street		V8		V11
Conflicting Flows, Vc (vph)	Vc8 =	1,331	Vc11 =	1,331
Potential Capacity, cp (pcph)	cp8 =	226	cp11 =	226
Cpcty Adj Factor for Impending Mvmts	f8 =	91%	f11 =	91%
Movement Capacity, cm (pcph)	cm8 =	206	cm11 =	206
Probabilty of Queue-free State:	P0,8 =	97%	P0,11 =	98%

Left from Minor Street		V7		V10
Conflicting Flows, Vc (vph)	Vc7 =	1,333	Vc10 =	1,334
Potential Capacity, cp (pcph)	cp7 =	165	cp10 =	165
MjrLft, MinThr Impedence Factor, p"	p"7 =	89%	p"10 =	88%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	92%	p'10 =	91%
Cpcty Adj Factor for Impending Mvmnt, f	f7 =	81%	f10 =	78%
Movement Capacity, cm (pcph)	cm7 =	133	cm10 =	128

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	2	2	133	N/A	27.5	N/A	D	N/A	10.0
8 - Nb Thru	6	7	206	426	18.0	8.6	C	A	LOS
9 - Nb Right	64	70	477	426	8.7	9.9	A	A	A
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	4	4	128	N/A	29.0	N/A	D		sec/veh
11 - Sb Thru	4	4	206	514	17.8	7.1	C	A	9.0
12 - Sb right	63	69	563	514	7.2	8.0	A	A	LOS
									A
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	56	62	1,191	1,191	3.2		A		0.1
4 - Wb left	37	41	1,101	1,101	3.4		A		0.1
									sec/veh

Average Total Delay for the Intersection

Di = 0.3 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".
The side street left turning movements operate at LOS "D".
Cumulatively, side street vehicles will experience an average delay of about 10.0 seconds and 9.0 seconds per vehicle and LOS "A" respectively for northbound and southbound movements.
The Intersection's Average Total Delay is 0.30 seconds per vehicle.
These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

Appendix B

Noise Study

Freq Weight : A
Time Weight : FAST
Level Range : 60-120
Max dB : 83.4 - 2009/04/08 06:34:22
Level Range : 60-120
SEL : 99.5
Leq : 70.0

No.s	Date Time	(dB)
1	2009/04/08 06:24:32	69.1
2	2009/04/08 06:24:33	72.2
3	2009/04/08 06:24:34	69.3
4	2009/04/08 06:24:35	70.7
5	2009/04/08 06:24:36	71.3
6	2009/04/08 06:24:37	71.3
7	2009/04/08 06:24:38	69.3
8	2009/04/08 06:24:39	67.0
9	2009/04/08 06:24:40	66.7
10	2009/04/08 06:24:41	65.0
11	2009/04/08 06:24:42	65.1
12	2009/04/08 06:24:43	65.3
13	2009/04/08 06:24:44	69.5
14	2009/04/08 06:24:45	69.5
15	2009/04/08 06:24:46	69.0
16	2009/04/08 06:24:47	67.1
17	2009/04/08 06:24:48	67.0
18	2009/04/08 06:24:49	66.0
19	2009/04/08 06:24:50	62.4
20	2009/04/08 06:24:51	62.0
21	2009/04/08 06:24:52	60.4
22	2009/04/08 06:24:53	62.1
23	2009/04/08 06:24:54	63.9
24	2009/04/08 06:24:55	64.1
25	2009/04/08 06:24:56	62.7
26	2009/04/08 06:24:57	62.2
27	2009/04/08 06:24:58	60.0
28	2009/04/08 06:24:59	58.6
29	2009/04/08 06:25:00	59.1
30	2009/04/08 06:25:01	60.8
31	2009/04/08 06:25:02	63.8
32	2009/04/08 06:25:03	68.1
33	2009/04/08 06:25:04	68.9
34	2009/04/08 06:25:05	70.2
35	2009/04/08 06:25:06	70.4
36	2009/04/08 06:25:07	70.5
37	2009/04/08 06:25:08	71.4
38	2009/04/08 06:25:09	72.8
39	2009/04/08 06:25:10	72.4
40	2009/04/08 06:25:11	72.4
41	2009/04/08 06:25:12	74.0
42	2009/04/08 06:25:13	73.9
43	2009/04/08 06:25:14	73.0
44	2009/04/08 06:25:15	71.7
45	2009/04/08 06:25:16	71.3
46	2009/04/08 06:25:17	71.1
47	2009/04/08 06:25:18	71.0
48	2009/04/08 06:25:19	71.7
49	2009/04/08 06:25:20	73.3
50	2009/04/08 06:25:21	74.6
51	2009/04/08 06:25:22	76.3
52	2009/04/08 06:25:23	77.3
53	2009/04/08 06:25:24	75.7
54	2009/04/08 06:25:25	74.8
55	2009/04/08 06:25:26	75.6
56	2009/04/08 06:25:27	75.1
57	2009/04/08 06:25:28	74.4
58	2009/04/08 06:25:29	74.8
59	2009/04/08 06:25:30	74.6
60	2009/04/08 06:25:31	72.8
61	2009/04/08 06:25:32	72.1
62	2009/04/08 06:25:33	72.3
63	2009/04/08 06:25:34	72.3
64	2009/04/08 06:25:35	72.2
65	2009/04/08 06:25:36	74.0
66	2009/04/08 06:25:37	73.9
67	2009/04/08 06:25:38	74.1
68	2009/04/08 06:25:39	73.5
69	2009/04/08 06:25:40	73.0
70	2009/04/08 06:25:41	70.6
71	2009/04/08 06:25:42	72.4
72	2009/04/08 06:25:43	72.8
73	2009/04/08 06:25:44	73.4
74	2009/04/08 06:25:45	73.9
75	2009/04/08 06:25:46	72.4
76	2009/04/08 06:25:47	72.2
77	2009/04/08 06:25:48	71.9
78	2009/04/08 06:25:49	70.7
79	2009/04/08 06:25:50	71.4
80	2009/04/08 06:25:51	71.8
81	2009/04/08 06:25:52	71.6
82	2009/04/08 06:25:53	71.5
83	2009/04/08 06:25:54	71.3
84	2009/04/08 06:25:55	72.1

87	2009/04/08	06:25:58	69.1
88	2009/04/08	06:25:59	66.7
89	2009/04/08	06:26:00	66.0
90	2009/04/08	06:26:01	66.4
91	2009/04/08	06:26:02	66.7
92	2009/04/08	06:26:03	68.0
93	2009/04/08	06:26:04	66.6
94	2009/04/08	06:26:05	65.7
95	2009/04/08	06:26:06	64.5
96	2009/04/08	06:26:07	63.1
97	2009/04/08	06:26:08	62.1
98	2009/04/08	06:26:09	60.7
99	2009/04/08	06:26:10	58.8
100	2009/04/08	06:26:11	60.9
101	2009/04/08	06:26:12	62.5
102	2009/04/08	06:26:13	64.9
103	2009/04/08	06:26:14	66.1
104	2009/04/08	06:26:15	66.7
105	2009/04/08	06:26:16	67.5
106	2009/04/08	06:26:17	68.3
107	2009/04/08	06:26:18	67.3
108	2009/04/08	06:26:19	65.5
109	2009/04/08	06:26:20	65.2
110	2009/04/08	06:26:21	64.2
111	2009/04/08	06:26:22	61.2
112	2009/04/08	06:26:23	59.0
113	2009/04/08	06:26:24	58.3
114	2009/04/08	06:26:25	56.8
115	2009/04/08	06:26:26	58.0
116	2009/04/08	06:26:27	58.7
117	2009/04/08	06:26:28	59.8
118	2009/04/08	06:26:29	62.9
119	2009/04/08	06:26:30	65.5
120	2009/04/08	06:26:31	69.6
121	2009/04/08	06:26:32	71.5
122	2009/04/08	06:26:33	71.3
123	2009/04/08	06:26:34	72.1
124	2009/04/08	06:26:35	71.7
125	2009/04/08	06:26:36	72.0
126	2009/04/08	06:26:37	72.7
127	2009/04/08	06:26:38	75.2
128	2009/04/08	06:26:39	74.2
129	2009/04/08	06:26:40	74.8
130	2009/04/08	06:26:41	75.1
131	2009/04/08	06:26:42	75.5
132	2009/04/08	06:26:43	76.9
133	2009/04/08	06:26:44	75.5
134	2009/04/08	06:26:45	76.1
135	2009/04/08	06:26:46	76.1
136	2009/04/08	06:26:47	74.8
137	2009/04/08	06:26:48	75.0
138	2009/04/08	06:26:49	74.7
139	2009/04/08	06:26:50	75.6
140	2009/04/08	06:26:51	76.7
141	2009/04/08	06:26:52	74.9
142	2009/04/08	06:26:53	75.2
143	2009/04/08	06:26:54	75.7
144	2009/04/08	06:26:55	76.0
145	2009/04/08	06:26:56	77.4
146	2009/04/08	06:26:57	77.7
147	2009/04/08	06:26:58	75.4
148	2009/04/08	06:26:59	73.6
149	2009/04/08	06:27:00	74.8
150	2009/04/08	06:27:01	75.1
151	2009/04/08	06:27:02	74.2
152	2009/04/08	06:27:03	76.0
153	2009/04/08	06:27:04	76.6
154	2009/04/08	06:27:05	78.1
155	2009/04/08	06:27:06	78.0
156	2009/04/08	06:27:07	75.2
157	2009/04/08	06:27:08	72.0
158	2009/04/08	06:27:09	74.5
159	2009/04/08	06:27:10	73.8
160	2009/04/08	06:27:11	72.6
161	2009/04/08	06:27:12	72.8
162	2009/04/08	06:27:13	72.7
163	2009/04/08	06:27:14	72.8
164	2009/04/08	06:27:15	72.2
165	2009/04/08	06:27:16	73.8
166	2009/04/08	06:27:17	72.6
167	2009/04/08	06:27:18	71.6
168	2009/04/08	06:27:19	72.0
169	2009/04/08	06:27:20	72.7
170	2009/04/08	06:27:21	72.9
171	2009/04/08	06:27:22	73.7
172	2009/04/08	06:27:23	72.0
173	2009/04/08	06:27:24	71.0
174	2009/04/08	06:27:25	70.3
175	2009/04/08	06:27:26	70.3
176	2009/04/08	06:27:27	70.1
177	2009/04/08	06:27:28	70.0
178	2009/04/08	06:27:29	71.0
179	2009/04/08	06:27:30	71.9
180	2009/04/08	06:27:31	70.3
181	2009/04/08	06:27:32	73.5
182	2009/04/08	06:27:33	68.0

186	2009/04/08	06:27:37	68.0
187	2009/04/08	06:27:38	66.7
188	2009/04/08	06:27:39	66.8
189	2009/04/08	06:27:40	67.7
190	2009/04/08	06:27:41	65.8
191	2009/04/08	06:27:42	64.6
192	2009/04/08	06:27:43	64.5
193	2009/04/08	06:27:44	65.9
194	2009/04/08	06:27:45	64.8
195	2009/04/08	06:27:46	73.4
196	2009/04/08	06:27:47	65.7
197	2009/04/08	06:27:48	66.1
198	2009/04/08	06:27:49	67.1
199	2009/04/08	06:27:50	67.7
200	2009/04/08	06:27:51	70.6
201	2009/04/08	06:27:52	71.6
202	2009/04/08	06:27:53	71.8
203	2009/04/08	06:27:54	71.1
204	2009/04/08	06:27:55	70.7
205	2009/04/08	06:27:56	70.9
206	2009/04/08	06:27:57	70.7
207	2009/04/08	06:27:58	71.5
208	2009/04/08	06:27:59	71.1
209	2009/04/08	06:28:00	70.6
210	2009/04/08	06:28:01	70.6
211	2009/04/08	06:28:02	68.9
212	2009/04/08	06:28:03	69.5
213	2009/04/08	06:28:04	68.4
214	2009/04/08	06:28:05	68.8
215	2009/04/08	06:28:06	68.9
216	2009/04/08	06:28:07	68.4
217	2009/04/08	06:28:08	69.7
218	2009/04/08	06:28:09	69.7
219	2009/04/08	06:28:10	70.9
220	2009/04/08	06:28:11	72.3
221	2009/04/08	06:28:12	73.0
222	2009/04/08	06:28:13	72.8
223	2009/04/08	06:28:14	71.5
224	2009/04/08	06:28:15	70.6
225	2009/04/08	06:28:16	70.9
226	2009/04/08	06:28:17	75.5
227	2009/04/08	06:28:18	76.7
228	2009/04/08	06:28:19	75.9
229	2009/04/08	06:28:20	76.5
230	2009/04/08	06:28:21	77.4
231	2009/04/08	06:28:22	76.3
232	2009/04/08	06:28:23	76.1
233	2009/04/08	06:28:24	77.4
234	2009/04/08	06:28:25	74.9
235	2009/04/08	06:28:26	76.1
236	2009/04/08	06:28:27	75.5
237	2009/04/08	06:28:28	77.6
238	2009/04/08	06:28:29	79.4
239	2009/04/08	06:28:30	80.0
240	2009/04/08	06:28:31	77.6
241	2009/04/08	06:28:32	76.6
242	2009/04/08	06:28:33	75.2
243	2009/04/08	06:28:34	74.6
244	2009/04/08	06:28:35	74.0
245	2009/04/08	06:28:36	75.8
246	2009/04/08	06:28:37	75.5
247	2009/04/08	06:28:38	74.9
248	2009/04/08	06:28:39	74.4
249	2009/04/08	06:28:40	71.8
250	2009/04/08	06:28:41	71.0
251	2009/04/08	06:28:42	71.9
252	2009/04/08	06:28:43	72.1
253	2009/04/08	06:28:44	72.0
254	2009/04/08	06:28:45	72.5
255	2009/04/08	06:28:46	74.3
256	2009/04/08	06:28:47	77.4
257	2009/04/08	06:28:48	76.4
258	2009/04/08	06:28:49	73.2
259	2009/04/08	06:28:50	73.2
260	2009/04/08	06:28:51	72.8
261	2009/04/08	06:28:52	71.4
262	2009/04/08	06:28:53	72.3
263	2009/04/08	06:28:54	72.5
264	2009/04/08	06:28:55	73.8
265	2009/04/08	06:28:56	71.1
266	2009/04/08	06:28:57	70.7
267	2009/04/08	06:28:58	71.5
268	2009/04/08	06:28:59	72.4
269	2009/04/08	06:29:00	71.8
270	2009/04/08	06:29:01	70.6
271	2009/04/08	06:29:02	70.8
272	2009/04/08	06:29:03	71.1
273	2009/04/08	06:29:04	70.2
274	2009/04/08	06:29:05	70.4
275	2009/04/08	06:29:06	69.7
276	2009/04/08	06:29:07	68.9
277	2009/04/08	06:29:08	69.4
278	2009/04/08	06:29:09	70.7
279	2009/04/08	06:29:10	70.9
280	2009/04/08	06:29:11	70.7
281	2009/04/08	06:29:12	69.9

285	2009/04/08	06:29:16	69.2
286	2009/04/08	06:29:17	68.4
287	2009/04/08	06:29:18	67.8
288	2009/04/08	06:29:19	67.9
289	2009/04/08	06:29:20	68.0
290	2009/04/08	06:29:21	66.8
291	2009/04/08	06:29:22	68.3
292	2009/04/08	06:29:23	67.5
293	2009/04/08	06:29:24	67.5
294	2009/04/08	06:29:25	64.2
295	2009/04/08	06:29:26	65.1
296	2009/04/08	06:29:27	65.5
297	2009/04/08	06:29:28	66.3
298	2009/04/08	06:29:29	65.3
299	2009/04/08	06:29:30	64.1
300	2009/04/08	06:29:31	66.5
301	2009/04/08	06:29:32	67.3
302	2009/04/08	06:29:33	68.8
303	2009/04/08	06:29:34	69.1
304	2009/04/08	06:29:35	69.4
305	2009/04/08	06:29:36	69.1
306	2009/04/08	06:29:37	69.7
307	2009/04/08	06:29:38	70.4
308	2009/04/08	06:29:39	70.1
309	2009/04/08	06:29:40	71.1
310	2009/04/08	06:29:41	71.1
311	2009/04/08	06:29:42	69.8
312	2009/04/08	06:29:43	71.4
313	2009/04/08	06:29:44	71.4
314	2009/04/08	06:29:45	70.8
315	2009/04/08	06:29:46	70.4
316	2009/04/08	06:29:47	71.7
317	2009/04/08	06:29:48	70.8
318	2009/04/08	06:29:49	72.0
319	2009/04/08	06:29:50	73.8
320	2009/04/08	06:29:51	74.7
321	2009/04/08	06:29:52	75.0
322	2009/04/08	06:29:53	72.9
323	2009/04/08	06:29:54	71.8
324	2009/04/08	06:29:55	72.1
325	2009/04/08	06:29:56	72.6
326	2009/04/08	06:29:57	73.3
327	2009/04/08	06:29:58	73.2
328	2009/04/08	06:29:59	72.5
329	2009/04/08	06:30:00	72.8
330	2009/04/08	06:30:01	73.2
331	2009/04/08	06:30:02	73.6
332	2009/04/08	06:30:03	72.8
333	2009/04/08	06:30:04	72.1
334	2009/04/08	06:30:05	72.7
335	2009/04/08	06:30:06	74.0
336	2009/04/08	06:30:07	74.4
337	2009/04/08	06:30:08	74.9
338	2009/04/08	06:30:09	73.9
339	2009/04/08	06:30:10	72.6
340	2009/04/08	06:30:11	71.0
341	2009/04/08	06:30:12	70.4
342	2009/04/08	06:30:13	69.0
343	2009/04/08	06:30:14	68.7
344	2009/04/08	06:30:15	68.7
345	2009/04/08	06:30:16	68.9
346	2009/04/08	06:30:17	67.8
347	2009/04/08	06:30:18	68.3
348	2009/04/08	06:30:19	68.3
349	2009/04/08	06:30:20	68.4
350	2009/04/08	06:30:21	68.3
351	2009/04/08	06:30:22	68.3
352	2009/04/08	06:30:23	68.3
353	2009/04/08	06:30:24	69.4
354	2009/04/08	06:30:25	70.9
355	2009/04/08	06:30:26	72.0
356	2009/04/08	06:30:27	73.4
357	2009/04/08	06:30:28	72.1
358	2009/04/08	06:30:29	70.9
359	2009/04/08	06:30:30	70.3
360	2009/04/08	06:30:31	71.0
361	2009/04/08	06:30:32	70.8
362	2009/04/08	06:30:33	69.5
363	2009/04/08	06:30:34	68.0
364	2009/04/08	06:30:35	68.2
365	2009/04/08	06:30:36	68.4
366	2009/04/08	06:30:37	68.7
367	2009/04/08	06:30:38	69.6
368	2009/04/08	06:30:39	71.3
369	2009/04/08	06:30:40	71.1
370	2009/04/08	06:30:41	70.5
371	2009/04/08	06:30:42	70.4
372	2009/04/08	06:30:43	70.9
373	2009/04/08	06:30:44	70.1
374	2009/04/08	06:30:45	69.1
375	2009/04/08	06:30:46	69.6
376	2009/04/08	06:30:47	70.8
377	2009/04/08	06:30:48	70.9
378	2009/04/08	06:30:49	70.7
379	2009/04/08	06:30:50	71.4
380	2009/04/08	06:30:51	68.4

384	2009/04/08	06:30:55	64.6
385	2009/04/08	06:30:56	63.3
386	2009/04/08	06:30:57	62.8
387	2009/04/08	06:30:58	61.6
388	2009/04/08	06:30:59	61.0
389	2009/04/08	06:31:00	61.1
390	2009/04/08	06:31:01	62.1
391	2009/04/08	06:31:02	61.1
392	2009/04/08	06:31:03	63.3
393	2009/04/08	06:31:04	65.4
394	2009/04/08	06:31:05	67.7
395	2009/04/08	06:31:06	69.3
396	2009/04/08	06:31:07	69.0
397	2009/04/08	06:31:08	71.9
398	2009/04/08	06:31:09	70.7
399	2009/04/08	06:31:10	70.7
400	2009/04/08	06:31:11	71.7
401	2009/04/08	06:31:12	70.4
402	2009/04/08	06:31:13	70.9
403	2009/04/08	06:31:14	70.0
404	2009/04/08	06:31:15	69.0
405	2009/04/08	06:31:16	68.1
406	2009/04/08	06:31:17	68.3
407	2009/04/08	06:31:18	68.6
408	2009/04/08	06:31:19	69.4
409	2009/04/08	06:31:20	68.9
410	2009/04/08	06:31:21	68.8
411	2009/04/08	06:31:22	68.9
412	2009/04/08	06:31:23	69.0
413	2009/04/08	06:31:24	69.0
414	2009/04/08	06:31:25	69.6
415	2009/04/08	06:31:26	69.8
416	2009/04/08	06:31:27	70.7
417	2009/04/08	06:31:28	71.2
418	2009/04/08	06:31:29	72.8
419	2009/04/08	06:31:30	72.2
420	2009/04/08	06:31:31	70.7
421	2009/04/08	06:31:32	72.2
422	2009/04/08	06:31:33	71.7
423	2009/04/08	06:31:34	71.1
424	2009/04/08	06:31:35	69.8
425	2009/04/08	06:31:36	69.8
426	2009/04/08	06:31:37	70.6
427	2009/04/08	06:31:38	71.8
428	2009/04/08	06:31:39	71.2
429	2009/04/08	06:31:40	71.8
430	2009/04/08	06:31:41	71.8
431	2009/04/08	06:31:42	71.8
432	2009/04/08	06:31:43	71.9
433	2009/04/08	06:31:44	72.3
434	2009/04/08	06:31:45	70.8
435	2009/04/08	06:31:46	71.4
436	2009/04/08	06:31:47	70.3
437	2009/04/08	06:31:48	72.3
438	2009/04/08	06:31:49	70.9
439	2009/04/08	06:31:50	71.3
440	2009/04/08	06:31:51	69.8
441	2009/04/08	06:31:52	70.0
442	2009/04/08	06:31:53	69.3
443	2009/04/08	06:31:54	67.6
444	2009/04/08	06:31:55	68.0
445	2009/04/08	06:31:56	68.1
446	2009/04/08	06:31:57	70.3
447	2009/04/08	06:31:58	71.2
448	2009/04/08	06:31:59	69.7
449	2009/04/08	06:32:00	69.8
450	2009/04/08	06:32:01	67.4
451	2009/04/08	06:32:02	66.6
452	2009/04/08	06:32:03	65.5
453	2009/04/08	06:32:04	67.2
454	2009/04/08	06:32:05	69.9
455	2009/04/08	06:32:06	67.1
456	2009/04/08	06:32:07	64.0
457	2009/04/08	06:32:08	64.5
458	2009/04/08	06:32:09	65.0
459	2009/04/08	06:32:10	65.0
460	2009/04/08	06:32:11	65.2
461	2009/04/08	06:32:12	66.2
462	2009/04/08	06:32:13	64.3
463	2009/04/08	06:32:14	65.5
464	2009/04/08	06:32:15	66.7
465	2009/04/08	06:32:16	67.7
466	2009/04/08	06:32:17	69.6
467	2009/04/08	06:32:18	69.4
468	2009/04/08	06:32:19	68.2
469	2009/04/08	06:32:20	69.0
470	2009/04/08	06:32:21	68.9
471	2009/04/08	06:32:22	70.9
472	2009/04/08	06:32:23	68.2
473	2009/04/08	06:32:24	68.4
474	2009/04/08	06:32:25	66.4
475	2009/04/08	06:32:26	67.6
476	2009/04/08	06:32:27	67.6
477	2009/04/08	06:32:28	68.9
478	2009/04/08	06:32:29	66.8
479	2009/04/08	06:32:30	69.4

483	2009/04/08	06:32:34	69.5
484	2009/04/08	06:32:35	70.0
485	2009/04/08	06:32:36	69.3
486	2009/04/08	06:32:37	68.7
487	2009/04/08	06:32:38	69.5
488	2009/04/08	06:32:39	70.0
489	2009/04/08	06:32:40	70.6
490	2009/04/08	06:32:41	69.5
491	2009/04/08	06:32:42	69.5
492	2009/04/08	06:32:43	69.5
493	2009/04/08	06:32:44	69.7
494	2009/04/08	06:32:45	68.6
495	2009/04/08	06:32:46	69.0
496	2009/04/08	06:32:47	68.6
497	2009/04/08	06:32:48	67.7
498	2009/04/08	06:32:49	69.9
499	2009/04/08	06:32:50	73.6
500	2009/04/08	06:32:51	74.3
501	2009/04/08	06:32:52	74.1
502	2009/04/08	06:32:53	75.3
503	2009/04/08	06:32:54	74.3
504	2009/04/08	06:32:55	73.5
505	2009/04/08	06:32:56	71.0
506	2009/04/08	06:32:57	71.1
507	2009/04/08	06:32:58	73.4
508	2009/04/08	06:32:59	76.0
509	2009/04/08	06:33:00	74.4
510	2009/04/08	06:33:01	74.3
511	2009/04/08	06:33:02	72.2
512	2009/04/08	06:33:03	72.9
513	2009/04/08	06:33:04	74.7
514	2009/04/08	06:33:05	73.1
515	2009/04/08	06:33:06	71.9
516	2009/04/08	06:33:07	70.6
517	2009/04/08	06:33:08	71.7
518	2009/04/08	06:33:09	72.9
519	2009/04/08	06:33:10	70.9
520	2009/04/08	06:33:11	71.2
521	2009/04/08	06:33:12	71.4
522	2009/04/08	06:33:13	72.6
523	2009/04/08	06:33:14	70.9
524	2009/04/08	06:33:15	69.5
525	2009/04/08	06:33:16	69.8
526	2009/04/08	06:33:17	71.6
527	2009/04/08	06:33:18	71.8
528	2009/04/08	06:33:19	71.1
529	2009/04/08	06:33:20	71.0
530	2009/04/08	06:33:21	71.2
531	2009/04/08	06:33:22	70.1
532	2009/04/08	06:33:23	69.2
533	2009/04/08	06:33:24	70.3
534	2009/04/08	06:33:25	69.7
535	2009/04/08	06:33:26	68.3
536	2009/04/08	06:33:27	68.4
537	2009/04/08	06:33:28	69.5
538	2009/04/08	06:33:29	69.0
539	2009/04/08	06:33:30	69.1
540	2009/04/08	06:33:31	67.1
541	2009/04/08	06:33:32	66.3
542	2009/04/08	06:33:33	68.7
543	2009/04/08	06:33:34	65.3
544	2009/04/08	06:33:35	64.8
545	2009/04/08	06:33:36	65.7
546	2009/04/08	06:33:37	62.6
547	2009/04/08	06:33:38	60.5
548	2009/04/08	06:33:39	59.7
549	2009/04/08	06:33:40	61.8
550	2009/04/08	06:33:41	67.4
551	2009/04/08	06:33:42	60.5
552	2009/04/08	06:33:43	63.4
553	2009/04/08	06:33:44	65.5
554	2009/04/08	06:33:45	66.2
555	2009/04/08	06:33:46	65.7
556	2009/04/08	06:33:47	66.9
557	2009/04/08	06:33:48	65.6
558	2009/04/08	06:33:49	67.3
559	2009/04/08	06:33:50	68.4
560	2009/04/08	06:33:51	69.2
561	2009/04/08	06:33:52	69.9
562	2009/04/08	06:33:53	70.8
563	2009/04/08	06:33:54	70.7
564	2009/04/08	06:33:55	69.8
565	2009/04/08	06:33:56	68.9
566	2009/04/08	06:33:57	69.1
567	2009/04/08	06:33:58	68.6
568	2009/04/08	06:33:59	68.8
569	2009/04/08	06:34:00	70.2
570	2009/04/08	06:34:01	73.0
571	2009/04/08	06:34:02	72.0
572	2009/04/08	06:34:03	71.0
573	2009/04/08	06:34:04	70.0
574	2009/04/08	06:34:05	71.0
575	2009/04/08	06:34:06	72.4
576	2009/04/08	06:34:07	75.3
577	2009/04/08	06:34:08	74.4
578	2009/04/08	06:34:09	72.9

582	2009/04/08	06:34:13	72.2
583	2009/04/08	06:34:14	72.4
584	2009/04/08	06:34:15	73.8
585	2009/04/08	06:34:16	74.5
586	2009/04/08	06:34:17	74.1
587	2009/04/08	06:34:18	75.2
588	2009/04/08	06:34:19	76.1
589	2009/04/08	06:34:20	79.0
590	2009/04/08	06:34:21	81.4
591	2009/04/08	06:34:22	79.6
592	2009/04/08	06:34:23	76.6
593	2009/04/08	06:34:24	76.4
594	2009/04/08	06:34:25	76.2
595	2009/04/08	06:34:26	76.0
596	2009/04/08	06:34:27	74.9
597	2009/04/08	06:34:28	77.0
598	2009/04/08	06:34:29	77.1
599	2009/04/08	06:34:30	77.2
600	2009/04/08	06:34:31	75.9
601	2009/04/08	06:34:32	76.3
602	2009/04/08	06:34:33	75.0
603	2009/04/08	06:34:34	74.7
604	2009/04/08	06:34:35	74.3
605	2009/04/08	06:34:36	73.4
606	2009/04/08	06:34:37	72.9
607	2009/04/08	06:34:38	72.9
608	2009/04/08	06:34:39	74.2
609	2009/04/08	06:34:40	74.9
610	2009/04/08	06:34:41	73.9
611	2009/04/08	06:34:42	73.5
612	2009/04/08	06:34:43	74.8
613	2009/04/08	06:34:44	74.0
614	2009/04/08	06:34:45	74.5
615	2009/04/08	06:34:46	72.7
616	2009/04/08	06:34:47	72.5
617	2009/04/08	06:34:48	71.4
618	2009/04/08	06:34:49	73.5
619	2009/04/08	06:34:50	72.5
620	2009/04/08	06:34:51	71.6
621	2009/04/08	06:34:52	71.1
622	2009/04/08	06:34:53	68.1
623	2009/04/08	06:34:54	66.2
624	2009/04/08	06:34:55	64.4
625	2009/04/08	06:34:56	64.4
626	2009/04/08	06:34:57	66.6
627	2009/04/08	06:34:58	68.5
628	2009/04/08	06:34:59	69.8
629	2009/04/08	06:35:00	72.0
630	2009/04/08	06:35:01	71.1
631	2009/04/08	06:35:02	69.2
632	2009/04/08	06:35:03	67.1
633	2009/04/08	06:35:04	66.9
634	2009/04/08	06:35:05	66.1
635	2009/04/08	06:35:06	66.8
636	2009/04/08	06:35:07	63.4
637	2009/04/08	06:35:08	63.4
638	2009/04/08	06:35:09	59.9
639	2009/04/08	06:35:10	62.6
640	2009/04/08	06:35:11	64.1
641	2009/04/08	06:35:12	69.5
642	2009/04/08	06:35:13	72.3
643	2009/04/08	06:35:14	72.0
644	2009/04/08	06:35:15	66.4
645	2009/04/08	06:35:16	64.2
646	2009/04/08	06:35:17	63.5
647	2009/04/08	06:35:18	66.7
648	2009/04/08	06:35:19	67.6
649	2009/04/08	06:35:20	70.4
650	2009/04/08	06:35:21	68.9
651	2009/04/08	06:35:22	67.4
652	2009/04/08	06:35:23	66.2
653	2009/04/08	06:35:24	64.8
654	2009/04/08	06:35:25	63.8
655	2009/04/08	06:35:26	64.4
656	2009/04/08	06:35:27	63.9
657	2009/04/08	06:35:28	63.9
658	2009/04/08	06:35:29	64.5
659	2009/04/08	06:35:30	64.8
660	2009/04/08	06:35:31	65.5
661	2009/04/08	06:35:32	66.8
662	2009/04/08	06:35:33	68.1
663	2009/04/08	06:35:34	69.3
664	2009/04/08	06:35:35	71.2
665	2009/04/08	06:35:36	72.2
666	2009/04/08	06:35:37	72.1
667	2009/04/08	06:35:38	72.0
668	2009/04/08	06:35:39	72.3
669	2009/04/08	06:35:40	72.0
670	2009/04/08	06:35:41	71.2
671	2009/04/08	06:35:42	71.5
672	2009/04/08	06:35:43	71.7
673	2009/04/08	06:35:44	72.8
674	2009/04/08	06:35:45	73.3
675	2009/04/08	06:35:46	73.0
676	2009/04/08	06:35:47	70.8
677	2009/04/08	06:35:48	71.7
678	2009/04/08	06:35:49	71.3

681	2009/04/08	06:35:52	73.9
682	2009/04/08	06:35:53	74.1
683	2009/04/08	06:35:54	74.2
684	2009/04/08	06:35:55	73.7
685	2009/04/08	06:35:56	75.7
686	2009/04/08	06:35:57	74.7
687	2009/04/08	06:35:58	73.3
688	2009/04/08	06:35:59	73.5
689	2009/04/08	06:36:00	74.1
690	2009/04/08	06:36:01	75.2
691	2009/04/08	06:36:02	74.6
692	2009/04/08	06:36:03	74.6
693	2009/04/08	06:36:04	74.5
694	2009/04/08	06:36:05	74.7
695	2009/04/08	06:36:06	73.6
696	2009/04/08	06:36:07	71.8
697	2009/04/08	06:36:08	71.0
698	2009/04/08	06:36:09	71.4
699	2009/04/08	06:36:10	71.5
700	2009/04/08	06:36:11	71.0
701	2009/04/08	06:36:12	72.3
702	2009/04/08	06:36:13	72.5
703	2009/04/08	06:36:14	72.0
704	2009/04/08	06:36:15	72.0
705	2009/04/08	06:36:16	72.8
706	2009/04/08	06:36:17	73.8
707	2009/04/08	06:36:18	73.2
708	2009/04/08	06:36:19	72.8
709	2009/04/08	06:36:20	72.7
710	2009/04/08	06:36:21	72.5
711	2009/04/08	06:36:22	76.3
712	2009/04/08	06:36:23	76.6
713	2009/04/08	06:36:24	74.6
714	2009/04/08	06:36:25	73.6
715	2009/04/08	06:36:26	74.1
716	2009/04/08	06:36:27	73.3
717	2009/04/08	06:36:28	71.7
718	2009/04/08	06:36:29	70.1
719	2009/04/08	06:36:30	70.3
720	2009/04/08	06:36:31	73.4
721	2009/04/08	06:36:32	75.3
722	2009/04/08	06:36:33	73.0
723	2009/04/08	06:36:34	70.0
724	2009/04/08	06:36:35	67.1
725	2009/04/08	06:36:36	64.5
726	2009/04/08	06:36:37	62.3
727	2009/04/08	06:36:38	61.0
728	2009/04/08	06:36:39	61.2
729	2009/04/08	06:36:40	61.7
730	2009/04/08	06:36:41	59.1
731	2009/04/08	06:36:42	58.2
732	2009/04/08	06:36:43	60.5
733	2009/04/08	06:36:44	64.2
734	2009/04/08	06:36:45	65.3
735	2009/04/08	06:36:46	66.2
736	2009/04/08	06:36:47	64.6
737	2009/04/08	06:36:48	61.1
738	2009/04/08	06:36:49	61.2
739	2009/04/08	06:36:50	61.9
740	2009/04/08	06:36:51	64.2
741	2009/04/08	06:36:52	69.0
742	2009/04/08	06:36:53	68.0
743	2009/04/08	06:36:54	67.3
744	2009/04/08	06:36:55	66.1
745	2009/04/08	06:36:56	65.9
746	2009/04/08	06:36:57	65.7
747	2009/04/08	06:36:58	66.9
748	2009/04/08	06:36:59	67.6
749	2009/04/08	06:37:00	69.8
750	2009/04/08	06:37:01	69.3
751	2009/04/08	06:37:02	67.9
752	2009/04/08	06:37:03	67.0
753	2009/04/08	06:37:04	69.1
754	2009/04/08	06:37:05	70.3
755	2009/04/08	06:37:06	70.9
756	2009/04/08	06:37:07	71.3
757	2009/04/08	06:37:08	70.3
758	2009/04/08	06:37:09	70.8
759	2009/04/08	06:37:10	71.1
760	2009/04/08	06:37:11	71.4
761	2009/04/08	06:37:12	70.8
762	2009/04/08	06:37:13	70.9
763	2009/04/08	06:37:14	70.6
764	2009/04/08	06:37:15	70.1
765	2009/04/08	06:37:16	70.3
766	2009/04/08	06:37:17	73.4
767	2009/04/08	06:37:18	76.2
768	2009/04/08	06:37:19	77.7
769	2009/04/08	06:37:20	81.0
770	2009/04/08	06:37:21	76.4
771	2009/04/08	06:37:22	76.7
772	2009/04/08	06:37:23	76.8
773	2009/04/08	06:37:24	78.2
774	2009/04/08	06:37:25	76.3
775	2009/04/08	06:37:26	73.8
776	2009/04/08	06:37:27	73.1
777	2009/04/08	06:37:28	74.6

780	2009/04/08	06:37:31	75.9
781	2009/04/08	06:37:32	77.7
782	2009/04/08	06:37:33	76.2
783	2009/04/08	06:37:34	74.7
784	2009/04/08	06:37:35	78.6
785	2009/04/08	06:37:36	75.4
786	2009/04/08	06:37:37	76.2
787	2009/04/08	06:37:38	77.0
788	2009/04/08	06:37:39	76.6
789	2009/04/08	06:37:40	76.1
790	2009/04/08	06:37:41	74.8
791	2009/04/08	06:37:42	76.0
792	2009/04/08	06:37:43	73.8
793	2009/04/08	06:37:44	72.5
794	2009/04/08	06:37:45	72.6
795	2009/04/08	06:37:46	72.5
796	2009/04/08	06:37:47	72.2
797	2009/04/08	06:37:48	72.8
798	2009/04/08	06:37:49	72.7
799	2009/04/08	06:37:50	72.6
800	2009/04/08	06:37:51	73.0
801	2009/04/08	06:37:52	73.2
802	2009/04/08	06:37:53	76.1
803	2009/04/08	06:37:54	78.2
804	2009/04/08	06:37:55	77.4
805	2009/04/08	06:37:56	74.1
806	2009/04/08	06:37:57	74.1
807	2009/04/08	06:37:58	71.1
808	2009/04/08	06:37:59	69.8
809	2009/04/08	06:38:00	68.7
810	2009/04/08	06:38:01	69.0
811	2009/04/08	06:38:02	69.7
812	2009/04/08	06:38:03	71.7
813	2009/04/08	06:38:04	71.9
814	2009/04/08	06:38:05	71.4
815	2009/04/08	06:38:06	70.2
816	2009/04/08	06:38:07	66.2
817	2009/04/08	06:38:08	64.0
818	2009/04/08	06:38:09	63.3
819	2009/04/08	06:38:10	64.9
820	2009/04/08	06:38:11	66.5
821	2009/04/08	06:38:12	66.8
822	2009/04/08	06:38:13	65.2
823	2009/04/08	06:38:14	64.4
824	2009/04/08	06:38:15	63.6
825	2009/04/08	06:38:16	62.0
826	2009/04/08	06:38:17	61.0
827	2009/04/08	06:38:18	62.0
828	2009/04/08	06:38:19	63.3
829	2009/04/08	06:38:20	66.0
830	2009/04/08	06:38:21	66.5
831	2009/04/08	06:38:22	65.8
832	2009/04/08	06:38:23	65.2
833	2009/04/08	06:38:24	62.8
834	2009/04/08	06:38:25	63.2
835	2009/04/08	06:38:26	63.2
836	2009/04/08	06:38:27	63.2
837	2009/04/08	06:38:28	63.6
838	2009/04/08	06:38:29	64.6
839	2009/04/08	06:38:30	66.4
840	2009/04/08	06:38:31	68.1
841	2009/04/08	06:38:32	71.2
842	2009/04/08	06:38:33	72.3
843	2009/04/08	06:38:34	70.9
844	2009/04/08	06:38:35	72.2
845	2009/04/08	06:38:36	72.5
846	2009/04/08	06:38:37	72.8
847	2009/04/08	06:38:38	73.3
848	2009/04/08	06:38:39	73.0
849	2009/04/08	06:38:40	73.5
850	2009/04/08	06:38:41	73.2
851	2009/04/08	06:38:42	77.7
852	2009/04/08	06:38:43	79.0
853	2009/04/08	06:38:44	76.6
854	2009/04/08	06:38:45	74.4
855	2009/04/08	06:38:46	72.6
856	2009/04/08	06:38:47	71.5
857	2009/04/08	06:38:48	72.2
858	2009/04/08	06:38:49	72.5
859	2009/04/08	06:38:50	73.3
860	2009/04/08	06:38:51	75.5
861	2009/04/08	06:38:52	75.7
862	2009/04/08	06:38:53	76.4
863	2009/04/08	06:38:54	76.6
864	2009/04/08	06:38:55	74.7
865	2009/04/08	06:38:56	73.2
866	2009/04/08	06:38:57	73.7
867	2009/04/08	06:38:58	73.6
868	2009/04/08	06:38:59	73.5
869	2009/04/08	06:39:00	74.1
870	2009/04/08	06:39:01	74.8
871	2009/04/08	06:39:02	74.7
872	2009/04/08	06:39:03	73.8
873	2009/04/08	06:39:04	73.7
874	2009/04/08	06:39:05	74.4
875	2009/04/08	06:39:06	76.6
876	2009/04/08	06:39:07	74.8

879	2009/04/08	06:39:10	73.4
880	2009/04/08	06:39:11	72.5
881	2009/04/08	06:39:12	72.4
882	2009/04/08	06:39:13	73.2
883	2009/04/08	06:39:14	73.6
884	2009/04/08	06:39:15	73.6
885	2009/04/08	06:39:16	74.1
886	2009/04/08	06:39:17	73.1
887	2009/04/08	06:39:18	74.2
888	2009/04/08	06:39:19	71.8
889	2009/04/08	06:39:20	70.6
890	2009/04/08	06:39:21	70.7
891	2009/04/08	06:39:22	71.3
892	2009/04/08	06:39:23	70.5
893	2009/04/08	06:39:24	70.8
894	2009/04/08	06:39:25	71.6
895	2009/04/08	06:39:26	72.9
896	2009/04/08	06:39:27	70.9
897	2009/04/08	06:39:28	72.2
898	2009/04/08	06:39:29	72.1
899	2009/04/08	06:39:30	73.0
900	2009/04/08	06:39:31	72.8

Freq Weight : A
Time Weight : FAST
Level Range : 60-120
Max dB : 86.4 - 2009/04/08 06:57:52
Level Range : 60-120
SEL : 94.5
Leq : 64.9

No.s	Date Time	(dB)
1	2009/04/08 06:45:12	58.1
2	2009/04/08 06:45:13	58.0
3	2009/04/08 06:45:14	58.1
4	2009/04/08 06:45:15	58.7
5	2009/04/08 06:45:16	60.3
6	2009/04/08 06:45:17	59.4
7	2009/04/08 06:45:18	59.2
8	2009/04/08 06:45:19	59.9
9	2009/04/08 06:45:20	61.1
10	2009/04/08 06:45:21	61.3
11	2009/04/08 06:45:22	59.9
12	2009/04/08 06:45:23	61.6
13	2009/04/08 06:45:24	58.5
14	2009/04/08 06:45:25	57.5
15	2009/04/08 06:45:26	56.8
16	2009/04/08 06:45:27	57.4
17	2009/04/08 06:45:28	56.1
18	2009/04/08 06:45:29	55.6
19	2009/04/08 06:45:30	54.7
20	2009/04/08 06:45:31	54.0
21	2009/04/08 06:45:32	53.6
22	2009/04/08 06:45:33	53.4
23	2009/04/08 06:45:34	53.1
24	2009/04/08 06:45:35	52.7
25	2009/04/08 06:45:36	52.9
26	2009/04/08 06:45:37	52.6
27	2009/04/08 06:45:38	51.8
28	2009/04/08 06:45:39	53.3
29	2009/04/08 06:45:40	53.4
30	2009/04/08 06:45:41	52.2
31	2009/04/08 06:45:42	53.6
32	2009/04/08 06:45:43	52.1
33	2009/04/08 06:45:44	53.4
34	2009/04/08 06:45:45	51.7
35	2009/04/08 06:45:46	52.4
36	2009/04/08 06:45:47	52.0
37	2009/04/08 06:45:48	52.2
38	2009/04/08 06:45:49	52.6
39	2009/04/08 06:45:50	52.1
40	2009/04/08 06:45:51	53.7
41	2009/04/08 06:45:52	54.6
42	2009/04/08 06:45:53	54.8
43	2009/04/08 06:45:54	57.0
44	2009/04/08 06:45:55	54.0
45	2009/04/08 06:45:56	54.7
46	2009/04/08 06:45:57	62.0
47	2009/04/08 06:45:58	55.8
48	2009/04/08 06:45:59	59.7
49	2009/04/08 06:46:00	58.0
50	2009/04/08 06:46:01	61.3
51	2009/04/08 06:46:02	60.7
52	2009/04/08 06:46:03	57.5
53	2009/04/08 06:46:04	60.9
54	2009/04/08 06:46:05	63.3
55	2009/04/08 06:46:06	65.1
56	2009/04/08 06:46:07	66.8
57	2009/04/08 06:46:08	67.2
58	2009/04/08 06:46:09	67.5
59	2009/04/08 06:46:10	64.7
60	2009/04/08 06:46:11	65.2
61	2009/04/08 06:46:12	65.1
62	2009/04/08 06:46:13	65.7
63	2009/04/08 06:46:14	66.3
64	2009/04/08 06:46:15	67.4
65	2009/04/08 06:46:16	65.7
66	2009/04/08 06:46:17	65.8
67	2009/04/08 06:46:18	64.6
68	2009/04/08 06:46:19	63.9
69	2009/04/08 06:46:20	64.4
70	2009/04/08 06:46:21	63.0
71	2009/04/08 06:46:22	63.5
72	2009/04/08 06:46:23	62.1
73	2009/04/08 06:46:24	62.4
74	2009/04/08 06:46:25	61.6
75	2009/04/08 06:46:26	63.2
76	2009/04/08 06:46:27	65.7
77	2009/04/08 06:46:28	64.3
78	2009/04/08 06:46:29	62.5
79	2009/04/08 06:46:30	62.2
80	2009/04/08 06:46:31	61.7
81	2009/04/08 06:46:32	61.3
82	2009/04/08 06:46:33	61.2
83	2009/04/08 06:46:34	61.1
84	2009/04/08 06:46:35	63.1

87	2009/04/08	06:46:38	63.7
88	2009/04/08	06:46:39	62.4
89	2009/04/08	06:46:40	62.4
90	2009/04/08	06:46:41	60.5
91	2009/04/08	06:46:42	63.6
92	2009/04/08	06:46:43	68.7
93	2009/04/08	06:46:44	69.3
94	2009/04/08	06:46:45	62.0
95	2009/04/08	06:46:46	59.2
96	2009/04/08	06:46:47	59.3
97	2009/04/08	06:46:48	59.9
98	2009/04/08	06:46:49	57.2
99	2009/04/08	06:46:50	58.1
100	2009/04/08	06:46:51	59.1
101	2009/04/08	06:46:52	58.6
102	2009/04/08	06:46:53	55.9
103	2009/04/08	06:46:54	57.1
104	2009/04/08	06:46:55	60.2
105	2009/04/08	06:46:56	58.2
106	2009/04/08	06:46:57	57.7
107	2009/04/08	06:46:58	55.8
108	2009/04/08	06:46:59	55.3
109	2009/04/08	06:47:00	55.6
110	2009/04/08	06:47:01	55.6
111	2009/04/08	06:47:02	55.2
112	2009/04/08	06:47:03	54.5
113	2009/04/08	06:47:04	53.9
114	2009/04/08	06:47:05	53.9
115	2009/04/08	06:47:06	53.5
116	2009/04/08	06:47:07	52.9
117	2009/04/08	06:47:08	52.8
118	2009/04/08	06:47:09	53.2
119	2009/04/08	06:47:10	53.8
120	2009/04/08	06:47:11	53.2
121	2009/04/08	06:47:12	54.6
122	2009/04/08	06:47:13	53.7
123	2009/04/08	06:47:14	68.7
124	2009/04/08	06:47:15	57.7
125	2009/04/08	06:47:16	56.3
126	2009/04/08	06:47:17	54.1
127	2009/04/08	06:47:18	52.8
128	2009/04/08	06:47:19	54.3
129	2009/04/08	06:47:20	53.7
130	2009/04/08	06:47:21	53.6
131	2009/04/08	06:47:22	54.4
132	2009/04/08	06:47:23	54.3
133	2009/04/08	06:47:24	54.2
134	2009/04/08	06:47:25	56.1
135	2009/04/08	06:47:26	56.4
136	2009/04/08	06:47:27	58.0
137	2009/04/08	06:47:28	58.2
138	2009/04/08	06:47:29	57.0
139	2009/04/08	06:47:30	57.6
140	2009/04/08	06:47:31	55.9
141	2009/04/08	06:47:32	58.2
142	2009/04/08	06:47:33	58.5
143	2009/04/08	06:47:34	58.9
144	2009/04/08	06:47:35	57.9
145	2009/04/08	06:47:36	58.0
146	2009/04/08	06:47:37	57.4
147	2009/04/08	06:47:38	57.9
148	2009/04/08	06:47:39	57.8
149	2009/04/08	06:47:40	58.5
150	2009/04/08	06:47:41	59.5
151	2009/04/08	06:47:42	59.1
152	2009/04/08	06:47:43	58.9
153	2009/04/08	06:47:44	60.0
154	2009/04/08	06:47:45	61.2
155	2009/04/08	06:47:46	58.7
156	2009/04/08	06:47:47	59.2
157	2009/04/08	06:47:48	59.7
158	2009/04/08	06:47:49	60.2
159	2009/04/08	06:47:50	59.7
160	2009/04/08	06:47:51	61.8
161	2009/04/08	06:47:52	62.3
162	2009/04/08	06:47:53	62.9
163	2009/04/08	06:47:54	63.8
164	2009/04/08	06:47:55	65.1
165	2009/04/08	06:47:56	65.4
166	2009/04/08	06:47:57	63.7
167	2009/04/08	06:47:58	63.0
168	2009/04/08	06:47:59	61.4
169	2009/04/08	06:48:00	61.1
170	2009/04/08	06:48:01	60.1
171	2009/04/08	06:48:02	59.0
172	2009/04/08	06:48:03	58.5
173	2009/04/08	06:48:04	58.2
174	2009/04/08	06:48:05	59.7
175	2009/04/08	06:48:06	59.7
176	2009/04/08	06:48:07	59.4
177	2009/04/08	06:48:08	59.0
178	2009/04/08	06:48:09	59.4
179	2009/04/08	06:48:10	58.3
180	2009/04/08	06:48:11	59.1
181	2009/04/08	06:48:12	59.0
182	2009/04/08	06:48:13	59.7
183	2009/04/08	06:48:14	57.8

186	2009/04/08	06:48:17	60.2
187	2009/04/08	06:48:18	60.3
188	2009/04/08	06:48:19	62.3
189	2009/04/08	06:48:20	62.5
190	2009/04/08	06:48:21	63.4
191	2009/04/08	06:48:22	60.8
192	2009/04/08	06:48:23	58.1
193	2009/04/08	06:48:24	58.4
194	2009/04/08	06:48:25	58.2
195	2009/04/08	06:48:26	58.6
196	2009/04/08	06:48:27	55.9
197	2009/04/08	06:48:28	55.8
198	2009/04/08	06:48:29	54.6
199	2009/04/08	06:48:30	55.2
200	2009/04/08	06:48:31	53.8
201	2009/04/08	06:48:32	52.5
202	2009/04/08	06:48:33	53.1
203	2009/04/08	06:48:34	53.0
204	2009/04/08	06:48:35	54.3
205	2009/04/08	06:48:36	54.1
206	2009/04/08	06:48:37	54.4
207	2009/04/08	06:48:38	54.4
208	2009/04/08	06:48:39	56.0
209	2009/04/08	06:48:40	59.6
210	2009/04/08	06:48:41	56.6
211	2009/04/08	06:48:42	56.1
212	2009/04/08	06:48:43	55.4
213	2009/04/08	06:48:44	55.9
214	2009/04/08	06:48:45	56.1
215	2009/04/08	06:48:46	54.6
216	2009/04/08	06:48:47	55.8
217	2009/04/08	06:48:48	56.7
218	2009/04/08	06:48:49	57.5
219	2009/04/08	06:48:50	58.5
220	2009/04/08	06:48:51	57.1
221	2009/04/08	06:48:52	57.5
222	2009/04/08	06:48:53	56.5
223	2009/04/08	06:48:54	56.8
224	2009/04/08	06:48:55	58.0
225	2009/04/08	06:48:56	59.0
226	2009/04/08	06:48:57	58.7
227	2009/04/08	06:48:58	59.9
228	2009/04/08	06:48:59	58.7
229	2009/04/08	06:49:00	59.4
230	2009/04/08	06:49:01	59.1
231	2009/04/08	06:49:02	59.7
232	2009/04/08	06:49:03	59.5
233	2009/04/08	06:49:04	59.7
234	2009/04/08	06:49:05	60.7
235	2009/04/08	06:49:06	59.2
236	2009/04/08	06:49:07	58.7
237	2009/04/08	06:49:08	59.5
238	2009/04/08	06:49:09	57.6
239	2009/04/08	06:49:10	58.0
240	2009/04/08	06:49:11	56.6
241	2009/04/08	06:49:12	56.4
242	2009/04/08	06:49:13	58.7
243	2009/04/08	06:49:14	58.7
244	2009/04/08	06:49:15	59.6
245	2009/04/08	06:49:16	58.0
246	2009/04/08	06:49:17	58.5
247	2009/04/08	06:49:18	59.1
248	2009/04/08	06:49:19	59.3
249	2009/04/08	06:49:20	58.9
250	2009/04/08	06:49:21	58.9
251	2009/04/08	06:49:22	60.7
252	2009/04/08	06:49:23	62.1
253	2009/04/08	06:49:24	61.6
254	2009/04/08	06:49:25	62.2
255	2009/04/08	06:49:26	61.6
256	2009/04/08	06:49:27	60.6
257	2009/04/08	06:49:28	61.2
258	2009/04/08	06:49:29	61.7
259	2009/04/08	06:49:30	60.2
260	2009/04/08	06:49:31	59.7
261	2009/04/08	06:49:32	60.0
262	2009/04/08	06:49:33	61.0
263	2009/04/08	06:49:34	61.1
264	2009/04/08	06:49:35	61.8
265	2009/04/08	06:49:36	61.4
266	2009/04/08	06:49:37	61.2
267	2009/04/08	06:49:38	60.5
268	2009/04/08	06:49:39	60.2
269	2009/04/08	06:49:40	60.2
270	2009/04/08	06:49:41	57.2
271	2009/04/08	06:49:42	58.1
272	2009/04/08	06:49:43	57.8
273	2009/04/08	06:49:44	59.8
274	2009/04/08	06:49:45	60.7
275	2009/04/08	06:49:46	61.9
276	2009/04/08	06:49:47	62.0
277	2009/04/08	06:49:48	61.3
278	2009/04/08	06:49:49	60.8
279	2009/04/08	06:49:50	60.1
280	2009/04/08	06:49:51	60.6
281	2009/04/08	06:49:52	57.4
282	2009/04/08	06:49:53	56.7

285	2009/04/08	06:49:56	57.8
286	2009/04/08	06:49:57	58.6
287	2009/04/08	06:49:58	59.1
288	2009/04/08	06:49:59	58.0
289	2009/04/08	06:50:00	57.0
290	2009/04/08	06:50:01	56.3
291	2009/04/08	06:50:02	56.1
292	2009/04/08	06:50:03	57.4
293	2009/04/08	06:50:04	52.4
294	2009/04/08	06:50:05	52.4
295	2009/04/08	06:50:06	52.5
296	2009/04/08	06:50:07	54.2
297	2009/04/08	06:50:08	56.6
298	2009/04/08	06:50:09	57.5
299	2009/04/08	06:50:10	57.3
300	2009/04/08	06:50:11	57.8
301	2009/04/08	06:50:12	58.1
302	2009/04/08	06:50:13	58.0
303	2009/04/08	06:50:14	57.1
304	2009/04/08	06:50:15	58.0
305	2009/04/08	06:50:16	59.0
306	2009/04/08	06:50:17	58.3
307	2009/04/08	06:50:18	58.4
308	2009/04/08	06:50:19	58.0
309	2009/04/08	06:50:20	58.4
310	2009/04/08	06:50:21	57.8
311	2009/04/08	06:50:22	56.5
312	2009/04/08	06:50:23	57.5
313	2009/04/08	06:50:24	57.4
314	2009/04/08	06:50:25	59.0
315	2009/04/08	06:50:26	61.1
316	2009/04/08	06:50:27	59.7
317	2009/04/08	06:50:28	59.0
318	2009/04/08	06:50:29	58.1
319	2009/04/08	06:50:30	58.0
320	2009/04/08	06:50:31	60.4
321	2009/04/08	06:50:32	59.3
322	2009/04/08	06:50:33	59.9
323	2009/04/08	06:50:34	59.7
324	2009/04/08	06:50:35	60.8
325	2009/04/08	06:50:36	60.2
326	2009/04/08	06:50:37	59.0
327	2009/04/08	06:50:38	57.7
328	2009/04/08	06:50:39	58.4
329	2009/04/08	06:50:40	59.1
330	2009/04/08	06:50:41	58.9
331	2009/04/08	06:50:42	60.3
332	2009/04/08	06:50:43	61.2
333	2009/04/08	06:50:44	61.8
334	2009/04/08	06:50:45	63.2
335	2009/04/08	06:50:46	61.8
336	2009/04/08	06:50:47	62.0
337	2009/04/08	06:50:48	61.1
338	2009/04/08	06:50:49	61.5
339	2009/04/08	06:50:50	62.2
340	2009/04/08	06:50:51	62.1
341	2009/04/08	06:50:52	62.5
342	2009/04/08	06:50:53	61.9
343	2009/04/08	06:50:54	61.8
344	2009/04/08	06:50:55	61.1
345	2009/04/08	06:50:56	61.8
346	2009/04/08	06:50:57	60.9
347	2009/04/08	06:50:58	61.5
348	2009/04/08	06:50:59	62.8
349	2009/04/08	06:51:00	62.8
350	2009/04/08	06:51:01	61.8
351	2009/04/08	06:51:02	62.6
352	2009/04/08	06:51:03	62.1
353	2009/04/08	06:51:04	61.5
354	2009/04/08	06:51:05	62.2
355	2009/04/08	06:51:06	62.3
356	2009/04/08	06:51:07	62.6
357	2009/04/08	06:51:08	62.5
358	2009/04/08	06:51:09	64.9
359	2009/04/08	06:51:10	66.3
360	2009/04/08	06:51:11	71.6
361	2009/04/08	06:51:12	74.8
362	2009/04/08	06:51:13	75.1
363	2009/04/08	06:51:14	71.7
364	2009/04/08	06:51:15	74.2
365	2009/04/08	06:51:16	74.0
366	2009/04/08	06:51:17	74.6
367	2009/04/08	06:51:18	76.4
368	2009/04/08	06:51:19	74.7
369	2009/04/08	06:51:20	75.2
370	2009/04/08	06:51:21	73.2
371	2009/04/08	06:51:22	74.5
372	2009/04/08	06:51:23	74.9
373	2009/04/08	06:51:24	72.4
374	2009/04/08	06:51:25	72.1
375	2009/04/08	06:51:26	73.3
376	2009/04/08	06:51:27	74.1
377	2009/04/08	06:51:28	72.4
378	2009/04/08	06:51:29	72.7
379	2009/04/08	06:51:30	72.3
380	2009/04/08	06:51:31	75.1
381	2009/04/08	06:51:32	72.8

384	2009/04/08	06:51:35	71.4
385	2009/04/08	06:51:36	71.5
386	2009/04/08	06:51:37	73.3
387	2009/04/08	06:51:38	72.2
388	2009/04/08	06:51:39	72.8
389	2009/04/08	06:51:40	70.8
390	2009/04/08	06:51:41	71.4
391	2009/04/08	06:51:42	71.6
392	2009/04/08	06:51:43	73.1
393	2009/04/08	06:51:44	71.3
394	2009/04/08	06:51:45	73.9
395	2009/04/08	06:51:46	72.6
396	2009/04/08	06:51:47	72.3
397	2009/04/08	06:51:48	71.8
398	2009/04/08	06:51:49	71.9
399	2009/04/08	06:51:50	72.2
400	2009/04/08	06:51:51	70.7
401	2009/04/08	06:51:52	71.2
402	2009/04/08	06:51:53	70.3
403	2009/04/08	06:51:54	68.9
404	2009/04/08	06:51:55	70.0
405	2009/04/08	06:51:56	68.0
406	2009/04/08	06:51:57	68.6
407	2009/04/08	06:51:58	69.6
408	2009/04/08	06:51:59	69.7
409	2009/04/08	06:52:00	69.4
410	2009/04/08	06:52:01	68.9
411	2009/04/08	06:52:02	68.6
412	2009/04/08	06:52:03	68.9
413	2009/04/08	06:52:04	69.2
414	2009/04/08	06:52:05	68.9
415	2009/04/08	06:52:06	69.6
416	2009/04/08	06:52:07	70.0
417	2009/04/08	06:52:08	69.5
418	2009/04/08	06:52:09	70.1
419	2009/04/08	06:52:10	72.6
420	2009/04/08	06:52:11	69.8
421	2009/04/08	06:52:12	71.0
422	2009/04/08	06:52:13	70.2
423	2009/04/08	06:52:14	68.9
424	2009/04/08	06:52:15	72.1
425	2009/04/08	06:52:16	68.0
426	2009/04/08	06:52:17	68.4
427	2009/04/08	06:52:18	68.8
428	2009/04/08	06:52:19	69.1
429	2009/04/08	06:52:20	70.6
430	2009/04/08	06:52:21	68.8
431	2009/04/08	06:52:22	70.0
432	2009/04/08	06:52:23	69.0
433	2009/04/08	06:52:24	71.0
434	2009/04/08	06:52:25	70.8
435	2009/04/08	06:52:26	67.7
436	2009/04/08	06:52:27	65.1
437	2009/04/08	06:52:28	63.3
438	2009/04/08	06:52:29	68.9
439	2009/04/08	06:52:30	65.9
440	2009/04/08	06:52:31	66.3
441	2009/04/08	06:52:32	69.1
442	2009/04/08	06:52:33	69.9
443	2009/04/08	06:52:34	70.9
444	2009/04/08	06:52:35	70.0
445	2009/04/08	06:52:36	71.4
446	2009/04/08	06:52:37	64.0
447	2009/04/08	06:52:38	65.0
448	2009/04/08	06:52:39	60.7
449	2009/04/08	06:52:40	59.6
450	2009/04/08	06:52:41	61.1
451	2009/04/08	06:52:42	67.2
452	2009/04/08	06:52:43	69.2
453	2009/04/08	06:52:44	65.6
454	2009/04/08	06:52:45	63.7
455	2009/04/08	06:52:46	60.9
456	2009/04/08	06:52:47	60.6
457	2009/04/08	06:52:48	63.3
458	2009/04/08	06:52:49	65.4
459	2009/04/08	06:52:50	64.5
460	2009/04/08	06:52:51	67.3
461	2009/04/08	06:52:52	67.0
462	2009/04/08	06:52:53	67.7
463	2009/04/08	06:52:54	66.5
464	2009/04/08	06:52:55	64.4
465	2009/04/08	06:52:56	67.0
466	2009/04/08	06:52:57	65.4
467	2009/04/08	06:52:58	67.7
468	2009/04/08	06:52:59	65.1
469	2009/04/08	06:53:00	64.2
470	2009/04/08	06:53:01	63.3
471	2009/04/08	06:53:02	55.4
472	2009/04/08	06:53:03	55.4
473	2009/04/08	06:53:04	54.1
474	2009/04/08	06:53:05	53.4
475	2009/04/08	06:53:06	53.2
476	2009/04/08	06:53:07	52.0
477	2009/04/08	06:53:08	53.1
478	2009/04/08	06:53:09	51.6
479	2009/04/08	06:53:10	51.0
480	2009/04/08	06:53:11	53.4

483	2009/04/08	06:53:14	57.6
484	2009/04/08	06:53:15	52.1
485	2009/04/08	06:53:16	51.5
486	2009/04/08	06:53:17	54.3
487	2009/04/08	06:53:18	52.6
488	2009/04/08	06:53:19	50.3
489	2009/04/08	06:53:20	50.5
490	2009/04/08	06:53:21	52.0
491	2009/04/08	06:53:22	51.2
492	2009/04/08	06:53:23	52.3
493	2009/04/08	06:53:24	54.3
494	2009/04/08	06:53:25	54.3
495	2009/04/08	06:53:26	57.9
496	2009/04/08	06:53:27	53.6
497	2009/04/08	06:53:28	55.4
498	2009/04/08	06:53:29	54.7
499	2009/04/08	06:53:30	55.5
500	2009/04/08	06:53:31	54.6
501	2009/04/08	06:53:32	58.8
502	2009/04/08	06:53:33	57.2
503	2009/04/08	06:53:34	57.3
504	2009/04/08	06:53:35	58.1
505	2009/04/08	06:53:36	57.9
506	2009/04/08	06:53:37	57.9
507	2009/04/08	06:53:38	59.0
508	2009/04/08	06:53:39	60.0
509	2009/04/08	06:53:40	60.0
510	2009/04/08	06:53:41	59.5
511	2009/04/08	06:53:42	58.8
512	2009/04/08	06:53:43	59.1
513	2009/04/08	06:53:44	59.7
514	2009/04/08	06:53:45	59.9
515	2009/04/08	06:53:46	59.7
516	2009/04/08	06:53:47	60.9
517	2009/04/08	06:53:48	60.3
518	2009/04/08	06:53:49	62.0
519	2009/04/08	06:53:50	61.4
520	2009/04/08	06:53:51	60.5
521	2009/04/08	06:53:52	61.0
522	2009/04/08	06:53:53	60.9
523	2009/04/08	06:53:54	61.3
524	2009/04/08	06:53:55	61.6
525	2009/04/08	06:53:56	61.0
526	2009/04/08	06:53:57	61.2
527	2009/04/08	06:53:58	60.4
528	2009/04/08	06:53:59	62.4
529	2009/04/08	06:54:00	62.7
530	2009/04/08	06:54:01	61.4
531	2009/04/08	06:54:02	60.8
532	2009/04/08	06:54:03	62.5
533	2009/04/08	06:54:04	62.5
534	2009/04/08	06:54:05	61.0
535	2009/04/08	06:54:06	60.2
536	2009/04/08	06:54:07	59.9
537	2009/04/08	06:54:08	60.3
538	2009/04/08	06:54:09	59.8
539	2009/04/08	06:54:10	60.3
540	2009/04/08	06:54:11	61.1
541	2009/04/08	06:54:12	60.9
542	2009/04/08	06:54:13	60.9
543	2009/04/08	06:54:14	63.4
544	2009/04/08	06:54:15	62.0
545	2009/04/08	06:54:16	62.8
546	2009/04/08	06:54:17	63.9
547	2009/04/08	06:54:18	63.7
548	2009/04/08	06:54:19	65.2
549	2009/04/08	06:54:20	64.7
550	2009/04/08	06:54:21	62.3
551	2009/04/08	06:54:22	58.5
552	2009/04/08	06:54:23	57.9
553	2009/04/08	06:54:24	61.2
554	2009/04/08	06:54:25	63.8
555	2009/04/08	06:54:26	61.0
556	2009/04/08	06:54:27	59.4
557	2009/04/08	06:54:28	58.1
558	2009/04/08	06:54:29	56.8
559	2009/04/08	06:54:30	58.1
560	2009/04/08	06:54:31	57.9
561	2009/04/08	06:54:32	63.0
562	2009/04/08	06:54:33	67.0
563	2009/04/08	06:54:34	70.6
564	2009/04/08	06:54:35	61.5
565	2009/04/08	06:54:36	70.6
566	2009/04/08	06:54:37	61.5
567	2009/04/08	06:54:38	60.6
568	2009/04/08	06:54:39	60.6
569	2009/04/08	06:54:40	58.9
570	2009/04/08	06:54:41	62.6
571	2009/04/08	06:54:42	64.8
572	2009/04/08	06:54:43	64.9
573	2009/04/08	06:54:44	60.6
574	2009/04/08	06:54:45	63.9
575	2009/04/08	06:54:46	58.6
576	2009/04/08	06:54:47	56.6
577	2009/04/08	06:54:48	57.4
578	2009/04/08	06:54:49	58.0
579	2009/04/08	06:54:50	58.7

582	2009/04/08	06:54:53	58.3
583	2009/04/08	06:54:54	57.5
584	2009/04/08	06:54:55	57.7
585	2009/04/08	06:54:56	57.8
586	2009/04/08	06:54:57	57.9
587	2009/04/08	06:54:58	58.1
588	2009/04/08	06:54:59	59.4
589	2009/04/08	06:55:00	59.1
590	2009/04/08	06:55:01	59.7
591	2009/04/08	06:55:02	60.0
592	2009/04/08	06:55:03	59.9
593	2009/04/08	06:55:04	60.1
594	2009/04/08	06:55:05	61.0
595	2009/04/08	06:55:06	60.8
596	2009/04/08	06:55:07	61.4
597	2009/04/08	06:55:08	59.7
598	2009/04/08	06:55:09	59.9
599	2009/04/08	06:55:10	59.3
600	2009/04/08	06:55:11	62.1
601	2009/04/08	06:55:12	62.5
602	2009/04/08	06:55:13	61.8
603	2009/04/08	06:55:14	61.7
604	2009/04/08	06:55:15	63.9
605	2009/04/08	06:55:16	62.3
606	2009/04/08	06:55:17	62.6
607	2009/04/08	06:55:18	59.6
608	2009/04/08	06:55:19	59.4
609	2009/04/08	06:55:20	61.5
610	2009/04/08	06:55:21	60.6
611	2009/04/08	06:55:22	60.1
612	2009/04/08	06:55:23	60.3
613	2009/04/08	06:55:24	60.6
614	2009/04/08	06:55:25	61.3
615	2009/04/08	06:55:26	61.1
616	2009/04/08	06:55:27	62.4
617	2009/04/08	06:55:28	61.5
618	2009/04/08	06:55:29	63.2
619	2009/04/08	06:55:30	69.2
620	2009/04/08	06:55:31	62.9
621	2009/04/08	06:55:32	62.6
622	2009/04/08	06:55:33	66.2
623	2009/04/08	06:55:34	70.5
624	2009/04/08	06:55:35	61.3
625	2009/04/08	06:55:36	64.6
626	2009/04/08	06:55:37	64.4
627	2009/04/08	06:55:38	63.3
628	2009/04/08	06:55:39	60.5
629	2009/04/08	06:55:40	60.2
630	2009/04/08	06:55:41	60.8
631	2009/04/08	06:55:42	60.4
632	2009/04/08	06:55:43	59.8
633	2009/04/08	06:55:44	60.3
634	2009/04/08	06:55:45	60.8
635	2009/04/08	06:55:46	59.9
636	2009/04/08	06:55:47	60.1
637	2009/04/08	06:55:48	60.1
638	2009/04/08	06:55:49	60.4
639	2009/04/08	06:55:50	61.5
640	2009/04/08	06:55:51	64.3
641	2009/04/08	06:55:52	64.4
642	2009/04/08	06:55:53	65.0
643	2009/04/08	06:55:54	62.3
644	2009/04/08	06:55:55	64.2
645	2009/04/08	06:55:56	66.7
646	2009/04/08	06:55:57	59.6
647	2009/04/08	06:55:58	62.6
648	2009/04/08	06:55:59	65.8
649	2009/04/08	06:56:00	57.3
650	2009/04/08	06:56:01	61.7
651	2009/04/08	06:56:02	58.8
652	2009/04/08	06:56:03	58.3
653	2009/04/08	06:56:04	58.3
654	2009/04/08	06:56:05	58.2
655	2009/04/08	06:56:06	57.9
656	2009/04/08	06:56:07	57.4
657	2009/04/08	06:56:08	56.5
658	2009/04/08	06:56:09	67.4
659	2009/04/08	06:56:10	55.7
660	2009/04/08	06:56:11	54.6
661	2009/04/08	06:56:12	54.3
662	2009/04/08	06:56:13	56.6
663	2009/04/08	06:56:14	55.7
664	2009/04/08	06:56:15	60.4
665	2009/04/08	06:56:16	65.2
666	2009/04/08	06:56:17	64.6
667	2009/04/08	06:56:18	64.4
668	2009/04/08	06:56:19	64.3
669	2009/04/08	06:56:20	63.9
670	2009/04/08	06:56:21	66.0
671	2009/04/08	06:56:22	68.0
672	2009/04/08	06:56:23	70.3
673	2009/04/08	06:56:24	69.3
674	2009/04/08	06:56:25	67.4
675	2009/04/08	06:56:26	69.5
676	2009/04/08	06:56:27	64.4
677	2009/04/08	06:56:28	68.5
678	2009/04/08	06:56:29	57.0

681	2009/04/08	06:56:32	56.2
682	2009/04/08	06:56:33	57.0
683	2009/04/08	06:56:34	56.7
684	2009/04/08	06:56:35	58.3
685	2009/04/08	06:56:36	56.8
686	2009/04/08	06:56:37	57.7
687	2009/04/08	06:56:38	57.9
688	2009/04/08	06:56:39	57.7
689	2009/04/08	06:56:40	58.4
690	2009/04/08	06:56:41	58.7
691	2009/04/08	06:56:42	59.4
692	2009/04/08	06:56:43	58.5
693	2009/04/08	06:56:44	57.9
694	2009/04/08	06:56:45	58.4
695	2009/04/08	06:56:46	58.5
696	2009/04/08	06:56:47	59.3
697	2009/04/08	06:56:48	58.1
698	2009/04/08	06:56:49	58.9
699	2009/04/08	06:56:50	59.2
700	2009/04/08	06:56:51	59.3
701	2009/04/08	06:56:52	60.1
702	2009/04/08	06:56:53	61.1
703	2009/04/08	06:56:54	61.0
704	2009/04/08	06:56:55	61.4
705	2009/04/08	06:56:56	60.1
706	2009/04/08	06:56:57	60.5
707	2009/04/08	06:56:58	59.8
708	2009/04/08	06:56:59	60.0
709	2009/04/08	06:57:00	58.7
710	2009/04/08	06:57:01	58.7
711	2009/04/08	06:57:02	59.9
712	2009/04/08	06:57:03	60.6
713	2009/04/08	06:57:04	59.3
714	2009/04/08	06:57:05	60.3
715	2009/04/08	06:57:06	59.6
716	2009/04/08	06:57:07	59.4
717	2009/04/08	06:57:08	62.3
718	2009/04/08	06:57:09	61.0
719	2009/04/08	06:57:10	59.9
720	2009/04/08	06:57:11	65.0
721	2009/04/08	06:57:12	59.9
722	2009/04/08	06:57:13	61.9
723	2009/04/08	06:57:14	61.9
724	2009/04/08	06:57:15	60.4
725	2009/04/08	06:57:16	60.3
726	2009/04/08	06:57:17	60.1
727	2009/04/08	06:57:18	61.2
728	2009/04/08	06:57:19	61.3
729	2009/04/08	06:57:20	61.3
730	2009/04/08	06:57:21	62.0
731	2009/04/08	06:57:22	61.2
732	2009/04/08	06:57:23	61.0
733	2009/04/08	06:57:24	60.8
734	2009/04/08	06:57:25	61.1
735	2009/04/08	06:57:26	60.5
736	2009/04/08	06:57:27	60.3
737	2009/04/08	06:57:28	59.4
738	2009/04/08	06:57:29	59.1
739	2009/04/08	06:57:30	59.2
740	2009/04/08	06:57:31	58.7
741	2009/04/08	06:57:32	58.3
742	2009/04/08	06:57:33	57.9
743	2009/04/08	06:57:34	57.9
744	2009/04/08	06:57:35	58.6
745	2009/04/08	06:57:36	58.6
746	2009/04/08	06:57:37	58.9
747	2009/04/08	06:57:38	58.8
748	2009/04/08	06:57:39	57.8
749	2009/04/08	06:57:40	56.6
750	2009/04/08	06:57:41	60.6
751	2009/04/08	06:57:42	60.9
752	2009/04/08	06:57:43	62.4
753	2009/04/08	06:57:44	60.0
754	2009/04/08	06:57:45	60.6
755	2009/04/08	06:57:46	68.4
756	2009/04/08	06:57:47	73.7
757	2009/04/08	06:57:48	73.7
758	2009/04/08	06:57:49	70.3
759	2009/04/08	06:57:50	68.3
760	2009/04/08	06:57:51	78.0
761	2009/04/08	06:57:52	85.7
762	2009/04/08	06:57:53	81.3
763	2009/04/08	06:57:54	74.8
764	2009/04/08	06:57:55	66.6
765	2009/04/08	06:57:56	62.0
766	2009/04/08	06:57:57	62.7
767	2009/04/08	06:57:58	63.3
768	2009/04/08	06:57:59	62.3
769	2009/04/08	06:58:00	59.6
770	2009/04/08	06:58:01	56.1
771	2009/04/08	06:58:02	55.7
772	2009/04/08	06:58:03	57.6
773	2009/04/08	06:58:04	59.5
774	2009/04/08	06:58:05	58.6
775	2009/04/08	06:58:06	57.6
776	2009/04/08	06:58:07	56.3
777	2009/04/08	06:58:08	55.2

780	2009/04/08	06:58:11	58.5
781	2009/04/08	06:58:12	58.9
782	2009/04/08	06:58:13	60.3
783	2009/04/08	06:58:14	65.7
784	2009/04/08	06:58:15	61.4
785	2009/04/08	06:58:16	60.8
786	2009/04/08	06:58:17	59.5
787	2009/04/08	06:58:18	60.0
788	2009/04/08	06:58:19	60.0
789	2009/04/08	06:58:20	58.9
790	2009/04/08	06:58:21	60.2
791	2009/04/08	06:58:22	58.9
792	2009/04/08	06:58:23	58.0
793	2009/04/08	06:58:24	62.4
794	2009/04/08	06:58:25	57.5
795	2009/04/08	06:58:26	55.2
796	2009/04/08	06:58:27	54.3
797	2009/04/08	06:58:28	52.3
798	2009/04/08	06:58:29	54.4
799	2009/04/08	06:58:30	57.6
800	2009/04/08	06:58:31	54.8
801	2009/04/08	06:58:32	56.8
802	2009/04/08	06:58:33	55.7
803	2009/04/08	06:58:34	55.9
804	2009/04/08	06:58:35	54.6
805	2009/04/08	06:58:36	53.5
806	2009/04/08	06:58:37	52.9
807	2009/04/08	06:58:38	54.1
808	2009/04/08	06:58:39	54.8
809	2009/04/08	06:58:40	54.0
810	2009/04/08	06:58:41	55.9
811	2009/04/08	06:58:42	54.9
812	2009/04/08	06:58:43	56.8
813	2009/04/08	06:58:44	57.6
814	2009/04/08	06:58:45	57.1
815	2009/04/08	06:58:46	56.4
816	2009/04/08	06:58:47	56.5
817	2009/04/08	06:58:48	57.0
818	2009/04/08	06:58:49	56.6
819	2009/04/08	06:58:50	57.3
820	2009/04/08	06:58:51	57.3
821	2009/04/08	06:58:52	58.7
822	2009/04/08	06:58:53	59.1
823	2009/04/08	06:58:54	58.6
824	2009/04/08	06:58:55	58.5
825	2009/04/08	06:58:56	58.9
826	2009/04/08	06:58:57	59.3
827	2009/04/08	06:58:58	59.1
828	2009/04/08	06:58:59	59.1

Freq Weight : A
Time Weight : FAST
Level Range : 60-120
Max dB : 80.8 - 2009/04/08 07:09:20
Level Range : 60-120
SEL : 93.7
Leq : 64.2

No.s	Date Time	(dB)
1	2009/04/08 07:03:32	57.0
2	2009/04/08 07:03:33	55.6
3	2009/04/08 07:03:34	55.7
4	2009/04/08 07:03:35	55.7
5	2009/04/08 07:03:36	56.0
6	2009/04/08 07:03:37	54.1
7	2009/04/08 07:03:38	55.0
8	2009/04/08 07:03:39	57.6
9	2009/04/08 07:03:40	56.2
10	2009/04/08 07:03:41	56.5
11	2009/04/08 07:03:42	59.3
12	2009/04/08 07:03:43	66.8
13	2009/04/08 07:03:44	68.2
14	2009/04/08 07:03:45	70.5
15	2009/04/08 07:03:46	66.6
16	2009/04/08 07:03:47	61.2
17	2009/04/08 07:03:48	59.6
18	2009/04/08 07:03:49	59.2
19	2009/04/08 07:03:50	59.6
20	2009/04/08 07:03:51	58.9
21	2009/04/08 07:03:52	61.4
22	2009/04/08 07:03:53	59.7
23	2009/04/08 07:03:54	59.9
24	2009/04/08 07:03:55	60.1
25	2009/04/08 07:03:56	60.8
26	2009/04/08 07:03:57	62.6
27	2009/04/08 07:03:58	64.2
28	2009/04/08 07:03:59	61.0
29	2009/04/08 07:04:00	62.4
30	2009/04/08 07:04:01	65.6
31	2009/04/08 07:04:02	64.1
32	2009/04/08 07:04:03	63.5
33	2009/04/08 07:04:04	63.3
34	2009/04/08 07:04:05	61.8
35	2009/04/08 07:04:06	63.9
36	2009/04/08 07:04:07	62.3
37	2009/04/08 07:04:08	64.0
38	2009/04/08 07:04:09	62.0
39	2009/04/08 07:04:10	61.2
40	2009/04/08 07:04:11	62.1
41	2009/04/08 07:04:12	61.6
42	2009/04/08 07:04:13	61.4
43	2009/04/08 07:04:14	61.5
44	2009/04/08 07:04:15	62.5
45	2009/04/08 07:04:16	62.9
46	2009/04/08 07:04:17	63.2
47	2009/04/08 07:04:18	63.0
48	2009/04/08 07:04:19	63.8
49	2009/04/08 07:04:20	64.1
50	2009/04/08 07:04:21	64.6
51	2009/04/08 07:04:22	66.1
52	2009/04/08 07:04:23	66.0
53	2009/04/08 07:04:24	64.8
54	2009/04/08 07:04:25	64.6
55	2009/04/08 07:04:26	64.3
56	2009/04/08 07:04:27	66.4
57	2009/04/08 07:04:28	61.7
58	2009/04/08 07:04:29	61.3
59	2009/04/08 07:04:30	61.1
60	2009/04/08 07:04:31	62.2
61	2009/04/08 07:04:32	66.9
62	2009/04/08 07:04:33	62.6
63	2009/04/08 07:04:34	63.5
64	2009/04/08 07:04:35	63.0
65	2009/04/08 07:04:36	61.9
66	2009/04/08 07:04:37	61.3
67	2009/04/08 07:04:38	62.3
68	2009/04/08 07:04:39	63.4
69	2009/04/08 07:04:40	64.5
70	2009/04/08 07:04:41	62.1
71	2009/04/08 07:04:42	62.6
72	2009/04/08 07:04:43	61.8
73	2009/04/08 07:04:44	62.2
74	2009/04/08 07:04:45	63.5
75	2009/04/08 07:04:46	61.0
76	2009/04/08 07:04:47	60.9
77	2009/04/08 07:04:48	61.1
78	2009/04/08 07:04:49	60.5
79	2009/04/08 07:04:50	59.8
80	2009/04/08 07:04:51	59.9
81	2009/04/08 07:04:52	60.1
82	2009/04/08 07:04:53	60.1
83	2009/04/08 07:04:54	60.3
84	2009/04/08 07:04:55	61.7

87	2009/04/08	07:04:58	60.6
88	2009/04/08	07:04:59	58.9
89	2009/04/08	07:05:00	58.5
90	2009/04/08	07:05:01	59.6
91	2009/04/08	07:05:02	60.4
92	2009/04/08	07:05:03	59.2
93	2009/04/08	07:05:04	57.6
94	2009/04/08	07:05:05	57.6
95	2009/04/08	07:05:06	59.5
96	2009/04/08	07:05:07	64.4
97	2009/04/08	07:05:08	66.4
98	2009/04/08	07:05:09	64.4
99	2009/04/08	07:05:10	60.6
100	2009/04/08	07:05:11	57.9
101	2009/04/08	07:05:12	58.9
102	2009/04/08	07:05:13	64.0
103	2009/04/08	07:05:14	59.1
104	2009/04/08	07:05:15	56.5
105	2009/04/08	07:05:16	60.8
106	2009/04/08	07:05:17	59.6
107	2009/04/08	07:05:18	56.4
108	2009/04/08	07:05:19	57.1
109	2009/04/08	07:05:20	56.6
110	2009/04/08	07:05:21	56.5
111	2009/04/08	07:05:22	58.7
112	2009/04/08	07:05:23	58.8
113	2009/04/08	07:05:24	59.2
114	2009/04/08	07:05:25	59.2
115	2009/04/08	07:05:26	59.4
116	2009/04/08	07:05:27	59.1
117	2009/04/08	07:05:28	60.9
118	2009/04/08	07:05:29	61.0
119	2009/04/08	07:05:30	62.4
120	2009/04/08	07:05:31	63.2
121	2009/04/08	07:05:32	63.9
122	2009/04/08	07:05:33	68.0
123	2009/04/08	07:05:34	68.1
124	2009/04/08	07:05:35	68.9
125	2009/04/08	07:05:36	69.2
126	2009/04/08	07:05:37	65.5
127	2009/04/08	07:05:38	64.7
128	2009/04/08	07:05:39	68.0
129	2009/04/08	07:05:40	66.6
130	2009/04/08	07:05:41	67.8
131	2009/04/08	07:05:42	66.1
132	2009/04/08	07:05:43	62.8
133	2009/04/08	07:05:44	61.1
134	2009/04/08	07:05:45	61.5
135	2009/04/08	07:05:46	60.8
136	2009/04/08	07:05:47	61.3
137	2009/04/08	07:05:48	64.0
138	2009/04/08	07:05:49	67.4
139	2009/04/08	07:05:50	66.6
140	2009/04/08	07:05:51	63.7
141	2009/04/08	07:05:52	62.9
142	2009/04/08	07:05:53	62.1
143	2009/04/08	07:05:54	62.8
144	2009/04/08	07:05:55	62.1
145	2009/04/08	07:05:56	62.2
146	2009/04/08	07:05:57	62.8
147	2009/04/08	07:05:58	60.9
148	2009/04/08	07:05:59	58.8
149	2009/04/08	07:06:00	59.6
150	2009/04/08	07:06:01	61.5
151	2009/04/08	07:06:02	62.7
152	2009/04/08	07:06:03	63.2
153	2009/04/08	07:06:04	62.4
154	2009/04/08	07:06:05	64.2
155	2009/04/08	07:06:06	62.9
156	2009/04/08	07:06:07	63.2
157	2009/04/08	07:06:08	60.7
158	2009/04/08	07:06:09	62.7
159	2009/04/08	07:06:10	63.1
160	2009/04/08	07:06:11	63.0
161	2009/04/08	07:06:12	60.3
162	2009/04/08	07:06:13	60.5
163	2009/04/08	07:06:14	61.4
164	2009/04/08	07:06:15	62.3
165	2009/04/08	07:06:16	61.0
166	2009/04/08	07:06:17	61.2
167	2009/04/08	07:06:18	60.6
168	2009/04/08	07:06:19	61.3
169	2009/04/08	07:06:20	61.7
170	2009/04/08	07:06:21	61.6
171	2009/04/08	07:06:22	61.6
172	2009/04/08	07:06:23	60.0
173	2009/04/08	07:06:24	60.1
174	2009/04/08	07:06:25	59.1
175	2009/04/08	07:06:26	57.6
176	2009/04/08	07:06:27	59.3
177	2009/04/08	07:06:28	58.2
178	2009/04/08	07:06:29	57.7
179	2009/04/08	07:06:30	59.7
180	2009/04/08	07:06:31	59.0
181	2009/04/08	07:06:32	56.8
182	2009/04/08	07:06:33	56.7
183	2009/04/08	07:06:34	53.9

186	2009/04/08	07:06:37	51.9
187	2009/04/08	07:06:38	55.2
188	2009/04/08	07:06:39	53.6
189	2009/04/08	07:06:40	53.5
190	2009/04/08	07:06:41	53.8
191	2009/04/08	07:06:42	58.0
192	2009/04/08	07:06:43	60.1
193	2009/04/08	07:06:44	57.1
194	2009/04/08	07:06:45	55.5
195	2009/04/08	07:06:46	55.9
196	2009/04/08	07:06:47	56.9
197	2009/04/08	07:06:48	58.5
198	2009/04/08	07:06:49	60.3
199	2009/04/08	07:06:50	60.7
200	2009/04/08	07:06:51	62.2
201	2009/04/08	07:06:52	57.8
202	2009/04/08	07:06:53	56.2
203	2009/04/08	07:06:54	54.6
204	2009/04/08	07:06:55	54.3
205	2009/04/08	07:06:56	54.8
206	2009/04/08	07:06:57	55.9
207	2009/04/08	07:06:58	56.6
208	2009/04/08	07:06:59	56.3
209	2009/04/08	07:07:00	56.9
210	2009/04/08	07:07:01	66.5
211	2009/04/08	07:07:02	63.7
212	2009/04/08	07:07:03	59.7
213	2009/04/08	07:07:04	60.9
214	2009/04/08	07:07:05	59.3
215	2009/04/08	07:07:06	60.1
216	2009/04/08	07:07:07	60.0
217	2009/04/08	07:07:08	61.7
218	2009/04/08	07:07:09	61.6
219	2009/04/08	07:07:10	62.2
220	2009/04/08	07:07:11	60.9
221	2009/04/08	07:07:12	60.8
222	2009/04/08	07:07:13	61.0
223	2009/04/08	07:07:14	61.8
224	2009/04/08	07:07:15	62.8
225	2009/04/08	07:07:16	62.9
226	2009/04/08	07:07:17	63.3
227	2009/04/08	07:07:18	63.1
228	2009/04/08	07:07:19	63.1
229	2009/04/08	07:07:20	61.8
230	2009/04/08	07:07:21	63.1
231	2009/04/08	07:07:22	63.1
232	2009/04/08	07:07:23	64.1
233	2009/04/08	07:07:24	63.9
234	2009/04/08	07:07:25	62.8
235	2009/04/08	07:07:26	61.9
236	2009/04/08	07:07:27	63.4
237	2009/04/08	07:07:28	62.9
238	2009/04/08	07:07:29	62.3
239	2009/04/08	07:07:30	63.0
240	2009/04/08	07:07:31	62.4
241	2009/04/08	07:07:32	61.7
242	2009/04/08	07:07:33	62.3
243	2009/04/08	07:07:34	62.2
244	2009/04/08	07:07:35	61.8
245	2009/04/08	07:07:36	62.2
246	2009/04/08	07:07:37	62.3
247	2009/04/08	07:07:38	62.7
248	2009/04/08	07:07:39	62.1
249	2009/04/08	07:07:40	61.0
250	2009/04/08	07:07:41	60.2
251	2009/04/08	07:07:42	59.6
252	2009/04/08	07:07:43	60.7
253	2009/04/08	07:07:44	61.5
254	2009/04/08	07:07:45	60.7
255	2009/04/08	07:07:46	60.2
256	2009/04/08	07:07:47	61.3
257	2009/04/08	07:07:48	60.3
258	2009/04/08	07:07:49	62.1
259	2009/04/08	07:07:50	60.9
260	2009/04/08	07:07:51	62.0
261	2009/04/08	07:07:52	60.2
262	2009/04/08	07:07:53	62.3
263	2009/04/08	07:07:54	61.7
264	2009/04/08	07:07:55	59.7
265	2009/04/08	07:07:56	62.0
266	2009/04/08	07:07:57	60.8
267	2009/04/08	07:07:58	62.1
268	2009/04/08	07:07:59	62.9
269	2009/04/08	07:08:00	62.7
270	2009/04/08	07:08:01	62.3
271	2009/04/08	07:08:02	63.2
272	2009/04/08	07:08:03	63.2
273	2009/04/08	07:08:04	61.8
274	2009/04/08	07:08:05	60.9
275	2009/04/08	07:08:06	59.6
276	2009/04/08	07:08:07	57.7
277	2009/04/08	07:08:08	55.7
278	2009/04/08	07:08:09	55.1
279	2009/04/08	07:08:10	56.1
280	2009/04/08	07:08:11	56.3
281	2009/04/08	07:08:12	56.3
282	2009/04/08	07:08:13	57.4

285	2009/04/08	07:08:16	63.5
286	2009/04/08	07:08:17	60.8
287	2009/04/08	07:08:18	59.5
288	2009/04/08	07:08:19	55.8
289	2009/04/08	07:08:20	55.1
290	2009/04/08	07:08:21	55.0
291	2009/04/08	07:08:22	55.5
292	2009/04/08	07:08:23	56.3
293	2009/04/08	07:08:24	54.5
294	2009/04/08	07:08:25	55.7
295	2009/04/08	07:08:26	56.8
296	2009/04/08	07:08:27	56.1
297	2009/04/08	07:08:28	57.1
298	2009/04/08	07:08:29	57.7
299	2009/04/08	07:08:30	56.5
300	2009/04/08	07:08:31	56.8
301	2009/04/08	07:08:32	58.6
302	2009/04/08	07:08:33	58.4
303	2009/04/08	07:08:34	56.5
304	2009/04/08	07:08:35	55.6
305	2009/04/08	07:08:36	54.8
306	2009/04/08	07:08:37	55.7
307	2009/04/08	07:08:38	56.4
308	2009/04/08	07:08:39	57.9
309	2009/04/08	07:08:40	61.8
310	2009/04/08	07:08:41	61.9
311	2009/04/08	07:08:42	63.3
312	2009/04/08	07:08:43	64.2
313	2009/04/08	07:08:44	64.2
314	2009/04/08	07:08:45	64.7
315	2009/04/08	07:08:46	65.2
316	2009/04/08	07:08:47	67.6
317	2009/04/08	07:08:48	71.9
318	2009/04/08	07:08:49	68.2
319	2009/04/08	07:08:50	65.4
320	2009/04/08	07:08:51	62.5
321	2009/04/08	07:08:52	61.9
322	2009/04/08	07:08:53	62.1
323	2009/04/08	07:08:54	62.1
324	2009/04/08	07:08:55	62.8
325	2009/04/08	07:08:56	64.1
326	2009/04/08	07:08:57	63.0
327	2009/04/08	07:08:58	62.1
328	2009/04/08	07:08:59	63.1
329	2009/04/08	07:09:00	63.4
330	2009/04/08	07:09:01	63.2
331	2009/04/08	07:09:02	63.3
332	2009/04/08	07:09:03	64.5
333	2009/04/08	07:09:04	64.4
334	2009/04/08	07:09:05	63.8
335	2009/04/08	07:09:06	62.8
336	2009/04/08	07:09:07	63.8
337	2009/04/08	07:09:08	64.5
338	2009/04/08	07:09:09	64.9
339	2009/04/08	07:09:10	65.2
340	2009/04/08	07:09:11	67.4
341	2009/04/08	07:09:12	68.0
342	2009/04/08	07:09:13	70.1
343	2009/04/08	07:09:14	73.2
344	2009/04/08	07:09:15	74.2
345	2009/04/08	07:09:16	75.8
346	2009/04/08	07:09:17	79.9
347	2009/04/08	07:09:18	74.7
348	2009/04/08	07:09:19	77.1
349	2009/04/08	07:09:20	80.3
350	2009/04/08	07:09:21	77.7
351	2009/04/08	07:09:22	77.7
352	2009/04/08	07:09:23	73.8
353	2009/04/08	07:09:24	70.2
354	2009/04/08	07:09:25	65.0
355	2009/04/08	07:09:26	64.5
356	2009/04/08	07:09:27	66.0
357	2009/04/08	07:09:28	66.6
358	2009/04/08	07:09:29	67.1
359	2009/04/08	07:09:30	67.0
360	2009/04/08	07:09:31	67.4
361	2009/04/08	07:09:32	66.6
362	2009/04/08	07:09:33	66.1
363	2009/04/08	07:09:34	65.0
364	2009/04/08	07:09:35	65.7
365	2009/04/08	07:09:36	65.8
366	2009/04/08	07:09:37	67.6
367	2009/04/08	07:09:38	67.3
368	2009/04/08	07:09:39	67.8
369	2009/04/08	07:09:40	68.4
370	2009/04/08	07:09:41	67.1
371	2009/04/08	07:09:42	65.1
372	2009/04/08	07:09:43	66.1
373	2009/04/08	07:09:44	65.5
374	2009/04/08	07:09:45	69.1
375	2009/04/08	07:09:46	67.7
376	2009/04/08	07:09:47	63.8
377	2009/04/08	07:09:48	62.0
378	2009/04/08	07:09:49	61.5
379	2009/04/08	07:09:50	65.0
380	2009/04/08	07:09:51	65.6
381	2009/04/08	07:09:52	63.1

384	2009/04/08	07:09:55	58.2
385	2009/04/08	07:09:56	57.0
386	2009/04/08	07:09:57	57.5
387	2009/04/08	07:09:58	57.5
388	2009/04/08	07:09:59	58.8
389	2009/04/08	07:10:00	59.6
390	2009/04/08	07:10:01	58.7
391	2009/04/08	07:10:02	56.7
392	2009/04/08	07:10:03	57.2
393	2009/04/08	07:10:04	58.8
394	2009/04/08	07:10:05	59.0
395	2009/04/08	07:10:06	57.7
396	2009/04/08	07:10:07	59.0
397	2009/04/08	07:10:08	59.4
398	2009/04/08	07:10:09	59.8
399	2009/04/08	07:10:10	59.9
400	2009/04/08	07:10:11	61.0
401	2009/04/08	07:10:12	60.8
402	2009/04/08	07:10:13	63.6
403	2009/04/08	07:10:14	62.9
404	2009/04/08	07:10:15	63.6
405	2009/04/08	07:10:16	61.6
406	2009/04/08	07:10:17	62.1
407	2009/04/08	07:10:18	63.6
408	2009/04/08	07:10:19	64.3
409	2009/04/08	07:10:20	63.9
410	2009/04/08	07:10:21	62.3
411	2009/04/08	07:10:22	61.9
412	2009/04/08	07:10:23	61.7
413	2009/04/08	07:10:24	61.3
414	2009/04/08	07:10:25	61.7
415	2009/04/08	07:10:26	61.9
416	2009/04/08	07:10:27	61.6
417	2009/04/08	07:10:28	61.6
418	2009/04/08	07:10:29	60.9
419	2009/04/08	07:10:30	60.1
420	2009/04/08	07:10:31	59.8
421	2009/04/08	07:10:32	61.4
422	2009/04/08	07:10:33	62.5
423	2009/04/08	07:10:34	62.0
424	2009/04/08	07:10:35	62.1
425	2009/04/08	07:10:36	61.7
426	2009/04/08	07:10:37	60.7
427	2009/04/08	07:10:38	61.2
428	2009/04/08	07:10:39	61.2
429	2009/04/08	07:10:40	60.5
430	2009/04/08	07:10:41	62.0
431	2009/04/08	07:10:42	63.8
432	2009/04/08	07:10:43	66.4
433	2009/04/08	07:10:44	66.4
434	2009/04/08	07:10:45	62.6
435	2009/04/08	07:10:46	59.8
436	2009/04/08	07:10:47	58.8
437	2009/04/08	07:10:48	58.6
438	2009/04/08	07:10:49	58.4
439	2009/04/08	07:10:50	57.6
440	2009/04/08	07:10:51	57.4
441	2009/04/08	07:10:52	57.7
442	2009/04/08	07:10:53	57.1
443	2009/04/08	07:10:54	57.0
444	2009/04/08	07:10:55	56.4
445	2009/04/08	07:10:56	57.0
446	2009/04/08	07:10:57	56.8
447	2009/04/08	07:10:58	57.2
448	2009/04/08	07:10:59	55.3
449	2009/04/08	07:11:00	54.0
450	2009/04/08	07:11:01	55.5
451	2009/04/08	07:11:02	53.8
452	2009/04/08	07:11:03	54.0
453	2009/04/08	07:11:04	54.2
454	2009/04/08	07:11:05	53.6
455	2009/04/08	07:11:06	53.9
456	2009/04/08	07:11:07	54.8
457	2009/04/08	07:11:08	54.9
458	2009/04/08	07:11:09	55.1
459	2009/04/08	07:11:10	53.6
460	2009/04/08	07:11:11	55.4
461	2009/04/08	07:11:12	54.6
462	2009/04/08	07:11:13	55.1
463	2009/04/08	07:11:14	54.5
464	2009/04/08	07:11:15	55.5
465	2009/04/08	07:11:16	56.6
466	2009/04/08	07:11:17	56.0
467	2009/04/08	07:11:18	57.3
468	2009/04/08	07:11:19	58.1
469	2009/04/08	07:11:20	59.2
470	2009/04/08	07:11:21	59.7
471	2009/04/08	07:11:22	59.8
472	2009/04/08	07:11:23	63.3
473	2009/04/08	07:11:24	66.1
474	2009/04/08	07:11:25	63.7
475	2009/04/08	07:11:26	65.3
476	2009/04/08	07:11:27	63.0
477	2009/04/08	07:11:28	60.8
478	2009/04/08	07:11:29	66.6
479	2009/04/08	07:11:30	62.1
480	2009/04/08	07:11:31	60.7

483	2009/04/08	07:11:34	60.5
484	2009/04/08	07:11:35	58.8
485	2009/04/08	07:11:36	58.7
486	2009/04/08	07:11:37	63.8
487	2009/04/08	07:11:38	65.2
488	2009/04/08	07:11:39	63.6
489	2009/04/08	07:11:40	64.4
490	2009/04/08	07:11:41	62.8
491	2009/04/08	07:11:42	60.6
492	2009/04/08	07:11:43	60.3
493	2009/04/08	07:11:44	60.7
494	2009/04/08	07:11:45	60.6
495	2009/04/08	07:11:46	60.4
496	2009/04/08	07:11:47	58.8
497	2009/04/08	07:11:48	58.8
498	2009/04/08	07:11:49	60.0
499	2009/04/08	07:11:50	62.0
500	2009/04/08	07:11:51	61.1
501	2009/04/08	07:11:52	58.6
502	2009/04/08	07:11:53	60.8
503	2009/04/08	07:11:54	61.8
504	2009/04/08	07:11:55	62.6
505	2009/04/08	07:11:56	62.9
506	2009/04/08	07:11:57	63.6
507	2009/04/08	07:11:58	63.3
508	2009/04/08	07:11:59	63.1
509	2009/04/08	07:12:00	61.2
510	2009/04/08	07:12:01	61.2
511	2009/04/08	07:12:02	60.5
512	2009/04/08	07:12:03	61.0
513	2009/04/08	07:12:04	61.6
514	2009/04/08	07:12:05	61.2
515	2009/04/08	07:12:06	59.9
516	2009/04/08	07:12:07	59.9
517	2009/04/08	07:12:08	61.2
518	2009/04/08	07:12:09	61.0
519	2009/04/08	07:12:10	60.7
520	2009/04/08	07:12:11	61.7
521	2009/04/08	07:12:12	61.1
522	2009/04/08	07:12:13	60.5
523	2009/04/08	07:12:14	60.1
524	2009/04/08	07:12:15	61.2
525	2009/04/08	07:12:16	62.9
526	2009/04/08	07:12:17	61.3
527	2009/04/08	07:12:18	62.5
528	2009/04/08	07:12:19	62.1
529	2009/04/08	07:12:20	60.9
530	2009/04/08	07:12:21	60.4
531	2009/04/08	07:12:22	60.2
532	2009/04/08	07:12:23	60.1
533	2009/04/08	07:12:24	60.7
534	2009/04/08	07:12:25	60.2
535	2009/04/08	07:12:26	59.5
536	2009/04/08	07:12:27	60.1
537	2009/04/08	07:12:28	58.5
538	2009/04/08	07:12:29	57.8
539	2009/04/08	07:12:30	57.8
540	2009/04/08	07:12:31	58.0
541	2009/04/08	07:12:32	59.8
542	2009/04/08	07:12:33	58.0
543	2009/04/08	07:12:34	55.3
544	2009/04/08	07:12:35	55.3
545	2009/04/08	07:12:36	56.8
546	2009/04/08	07:12:37	54.2
547	2009/04/08	07:12:38	53.9
548	2009/04/08	07:12:39	56.2
549	2009/04/08	07:12:40	60.2
550	2009/04/08	07:12:41	57.6
551	2009/04/08	07:12:42	56.8
552	2009/04/08	07:12:43	57.7
553	2009/04/08	07:12:44	60.3
554	2009/04/08	07:12:45	59.3
555	2009/04/08	07:12:46	59.8
556	2009/04/08	07:12:47	60.4
557	2009/04/08	07:12:48	62.3
558	2009/04/08	07:12:49	62.2
559	2009/04/08	07:12:50	60.6
560	2009/04/08	07:12:51	58.6
561	2009/04/08	07:12:52	56.6
562	2009/04/08	07:12:53	57.7
563	2009/04/08	07:12:54	57.1
564	2009/04/08	07:12:55	61.3
565	2009/04/08	07:12:56	59.9
566	2009/04/08	07:12:57	59.9
567	2009/04/08	07:12:58	58.9
568	2009/04/08	07:12:59	61.2
569	2009/04/08	07:13:00	66.2
570	2009/04/08	07:13:01	70.5
571	2009/04/08	07:13:02	66.9
572	2009/04/08	07:13:03	66.0
573	2009/04/08	07:13:04	68.4
574	2009/04/08	07:13:05	68.9
575	2009/04/08	07:13:06	66.5
576	2009/04/08	07:13:07	65.8
577	2009/04/08	07:13:08	64.3
578	2009/04/08	07:13:09	67.0
579	2009/04/08	07:13:10	63.4

582	2009/04/08	07:13:13	60.5
583	2009/04/08	07:13:14	60.4
584	2009/04/08	07:13:15	59.9
585	2009/04/08	07:13:16	61.9
586	2009/04/08	07:13:17	61.6
587	2009/04/08	07:13:18	60.8
588	2009/04/08	07:13:19	60.6
589	2009/04/08	07:13:20	60.9
590	2009/04/08	07:13:21	61.1
591	2009/04/08	07:13:22	61.9
592	2009/04/08	07:13:23	62.2
593	2009/04/08	07:13:24	62.4
594	2009/04/08	07:13:25	62.2
595	2009/04/08	07:13:26	62.1
596	2009/04/08	07:13:27	61.6
597	2009/04/08	07:13:28	61.8
598	2009/04/08	07:13:29	61.8
599	2009/04/08	07:13:30	62.0
600	2009/04/08	07:13:31	64.4
601	2009/04/08	07:13:32	63.1
602	2009/04/08	07:13:33	63.5
603	2009/04/08	07:13:34	62.7
604	2009/04/08	07:13:35	62.1
605	2009/04/08	07:13:36	61.7
606	2009/04/08	07:13:37	62.1
607	2009/04/08	07:13:38	62.5
608	2009/04/08	07:13:39	63.7
609	2009/04/08	07:13:40	63.2
610	2009/04/08	07:13:41	62.4
611	2009/04/08	07:13:42	61.6
612	2009/04/08	07:13:43	61.0
613	2009/04/08	07:13:44	61.0
614	2009/04/08	07:13:45	59.4
615	2009/04/08	07:13:46	60.0
616	2009/04/08	07:13:47	61.4
617	2009/04/08	07:13:48	60.3
618	2009/04/08	07:13:49	61.5
619	2009/04/08	07:13:50	61.8
620	2009/04/08	07:13:51	61.7
621	2009/04/08	07:13:52	61.9
622	2009/04/08	07:13:53	61.0
623	2009/04/08	07:13:54	61.4
624	2009/04/08	07:13:55	61.1
625	2009/04/08	07:13:56	60.7
626	2009/04/08	07:13:57	60.2
627	2009/04/08	07:13:58	59.0
628	2009/04/08	07:13:59	59.3
629	2009/04/08	07:14:00	58.6
630	2009/04/08	07:14:01	58.2
631	2009/04/08	07:14:02	57.6
632	2009/04/08	07:14:03	57.7
633	2009/04/08	07:14:04	60.2
634	2009/04/08	07:14:05	61.4
635	2009/04/08	07:14:06	60.3
636	2009/04/08	07:14:07	56.9
637	2009/04/08	07:14:08	57.4
638	2009/04/08	07:14:09	57.4
639	2009/04/08	07:14:10	58.3
640	2009/04/08	07:14:11	58.3
641	2009/04/08	07:14:12	56.4
642	2009/04/08	07:14:13	59.2
643	2009/04/08	07:14:14	56.8
644	2009/04/08	07:14:15	58.0
645	2009/04/08	07:14:16	57.0
646	2009/04/08	07:14:17	57.4
647	2009/04/08	07:14:18	57.2
648	2009/04/08	07:14:19	56.6
649	2009/04/08	07:14:20	59.8
650	2009/04/08	07:14:21	57.5
651	2009/04/08	07:14:22	68.7
652	2009/04/08	07:14:23	69.1
653	2009/04/08	07:14:24	62.8
654	2009/04/08	07:14:25	60.0
655	2009/04/08	07:14:26	63.9
656	2009/04/08	07:14:27	63.6
657	2009/04/08	07:14:28	61.9
658	2009/04/08	07:14:29	59.2
659	2009/04/08	07:14:30	57.2
660	2009/04/08	07:14:31	56.3
661	2009/04/08	07:14:32	56.4
662	2009/04/08	07:14:33	56.2
663	2009/04/08	07:14:34	58.2
664	2009/04/08	07:14:35	57.2
665	2009/04/08	07:14:36	62.4
666	2009/04/08	07:14:37	63.1
667	2009/04/08	07:14:38	59.8
668	2009/04/08	07:14:39	60.2
669	2009/04/08	07:14:40	62.5
670	2009/04/08	07:14:41	58.7
671	2009/04/08	07:14:42	62.5
672	2009/04/08	07:14:43	60.1

Appendix C

Air Quality Study

9212 Olympic Boulevard Existing Parking Lot

South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	12.00	1000sqft	0.28	12,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2014
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Table Name	Column Name	Default Value	New Value

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					
2016	0.0882	0.8032	0.5232	7.5000e-004	5.5800e-003	0.0546	0.0601	1.6700e-003	0.0504	0.0521	0.0000	69.1638	69.1638	0.0185	0.0000	69.5527
Total	**0.0882**	**0.8032**	**0.5232**	**7.5000e-004**	**5.5800e-003**	**0.0546**	**0.0601**	**1.6700e-003**	**0.0504**	**0.0521**	**0.0000**	**69.1638**	**69.1638**	**0.0185**	**0.0000**	**69.5527**

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					
2016	0.0882	0.8032	0.5232	7.5000e-004	5.5800e-003	0.0546	0.0601	1.6700e-003	0.0504	0.0521	0.0000	69.1638	69.1638	0.0185	0.0000	69.5527
Total	**0.0882**	**0.8032**	**0.5232**	**7.5000e-004**	**5.5800e-003**	**0.0546**	**0.0601**	**1.6700e-003**	**0.0504**	**0.0521**	**0.0000**	**69.1638**	**69.1638**	**0.0185**	**0.0000**	**69.5527**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0438	0.0000	1.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0219	3.0219	1.4000e-004	3.0000e-005	3.0338
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0438**	**0.0000**	**1.6000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**3.0222**	**3.0222**	**1.4000e-004**	**3.0000e-005**	**3.0341**

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	0.0438	0.0000	1.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0219	3.0219	1.4000e-004	3.0000e-005	3.0338
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0438**	**0.0000**	**1.6000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**3.0222**	**3.0222**	**1.4000e-004**	**3.0000e-005**	**3.0341**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	1/14/2016	5	10	
2	Site Preparation	Site Preparation	1/15/2016	1/15/2016	5	1	
3	Grading	Grading	1/16/2016	1/19/2016	5	2	
4	Building Construction	Building Construction	1/20/2016	6/7/2016	5	100	
5	Paving	Paving	6/8/2016	6/14/2016	5	5	
6	Architectural Coating	Architectural Coating	6/15/2016	6/21/2016	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 540; Non-Residential Outdoor: 180 (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
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	5.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2016

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	6.5600e-003	0.0562	0.0435	6.0000e-005		4.0200e-003	4.0200e-003		3.8400e-003	3.8400e-003	0.0000	5.4141	5.4141	1.0800e-003	0.0000	5.4369
Total	**6.5600e-003**	**0.0562**	**0.0435**	**6.0000e-005**		**4.0200e-003**	**4.0200e-003**		**3.8400e-003**	**3.8400e-003**	**0.0000**	**5.4141**	**5.4141**	**1.0800e-003**	**0.0000**	**5.4369**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	3.0000e-004	3.0700e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5139	0.5139	3.0000e-005	0.0000	0.5145
Total	**2.0000e-004**	**3.0000e-004**	**3.0700e-003**	**1.0000e-005**	**5.5000e-004**	**0.0000**	**5.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.5139**	**0.5139**	**3.0000e-005**	**0.0000**	**0.5145**

3.2 Demolition - 2016

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	6.5600e-003	0.0562	0.0435	6.0000e-005		4.0200e-003	4.0200e-003		3.8400e-003	3.8400e-003	0.0000	5.4141	5.4141	1.0800e-003	0.0000	5.4369
Total	**6.5600e-003**	**0.0562**	**0.0435**	**6.0000e-005**		**4.0200e-003**	**4.0200e-003**		**3.8400e-003**	**3.8400e-003**	**0.0000**	**5.4141**	**5.4141**	**1.0800e-003**	**0.0000**	**5.4369**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	3.0000e-004	3.0700e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5139	0.5139	3.0000e-005	0.0000	0.5145
Total	**2.0000e-004**	**3.0000e-004**	**3.0700e-003**	**1.0000e-005**	**5.5000e-004**	**0.0000**	**5.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.5139**	**0.5139**	**3.0000e-005**	**0.0000**	**0.5145**

3.3 Site Preparation - 2016

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					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8000e-004	6.8200e-003	3.6700e-003	0.0000		4.2000e-004	4.2000e-004		3.8000e-004	3.8000e-004	0.0000	0.4414	0.4414	1.3000e-004	0.0000	0.4442
Total	**6.8000e-004**	**6.8200e-003**	**3.6700e-003**	**0.0000**	**2.7000e-004**	**4.2000e-004**	**6.9000e-004**	**3.0000e-005**	**3.8000e-004**	**4.1000e-004**	**0.0000**	**0.4414**	**0.4414**	**1.3000e-004**	**0.0000**	**0.4442**

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	1.0000e-005	1.0000e-005	1.5000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0257	0.0257	0.0000	0.0000	0.0257
Total	**1.0000e-005**	**1.0000e-005**	**1.5000e-004**	**0.0000**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0257**	**0.0257**	**0.0000**	**0.0000**	**0.0257**

3.3 Site Preparation - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8000e-004	6.8200e-003	3.6700e-003	0.0000		4.2000e-004	4.2000e-004		3.8000e-004	3.8000e-004	0.0000	0.4414	0.4414	1.3000e-004	0.0000	0.4442
Total	**6.8000e-004**	**6.8200e-003**	**3.6700e-003**	**0.0000**	**2.7000e-004**	**4.2000e-004**	**6.9000e-004**	**3.0000e-005**	**3.8000e-004**	**4.1000e-004**	**0.0000**	**0.4414**	**0.4414**	**1.3000e-004**	**0.0000**	**0.4442**

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	1.0000e-005	1.0000e-005	1.5000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0257	0.0257	0.0000	0.0000	0.0257
Total	**1.0000e-005**	**1.0000e-005**	**1.5000e-004**	**0.0000**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0257**	**0.0257**	**0.0000**	**0.0000**	**0.0257**

3.4 Grading - 2016

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					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3100e-003	0.0112	8.7000e-003	1.0000e-005		8.0000e-004	8.0000e-004		7.7000e-004	7.7000e-004	0.0000	1.0828	1.0828	2.2000e-004	0.0000	1.0874
Total	**1.3100e-003**	**0.0112**	**8.7000e-003**	**1.0000e-005**	**7.5000e-004**	**8.0000e-004**	**1.5500e-003**	**4.1000e-004**	**7.7000e-004**	**1.1800e-003**	**0.0000**	**1.0828**	**1.0828**	**2.2000e-004**	**0.0000**	**1.0874**

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	4.0000e-005	6.0000e-005	6.1000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1028	0.1028	1.0000e-005	0.0000	0.1029
Total	**4.0000e-005**	**6.0000e-005**	**6.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.1028**	**0.1028**	**1.0000e-005**	**0.0000**	**0.1029**

3.4 Grading - 2016

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					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3100e-003	0.0112	8.7000e-003	1.0000e-005		8.0000e-004	8.0000e-004		7.7000e-004	7.7000e-004	0.0000	1.0828	1.0828	2.2000e-004	0.0000	1.0874
Total	**1.3100e-003**	**0.0112**	**8.7000e-003**	**1.0000e-005**	**7.5000e-004**	**8.0000e-004**	**1.5500e-003**	**4.1000e-004**	**7.7000e-004**	**1.1800e-003**	**0.0000**	**1.0828**	**1.0828**	**2.2000e-004**	**0.0000**	**1.0874**

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	4.0000e-005	6.0000e-005	6.1000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1028	0.1028	1.0000e-005	0.0000	0.1029
Total	**4.0000e-005**	**6.0000e-005**	**6.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.1028**	**0.1028**	**1.0000e-005**	**0.0000**	**0.1029**

3.5 Building Construction - 2016

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	0.0691	0.6853	0.4106	5.7000e-004		0.0470	0.0470		0.0432	0.0432	0.0000	53.4584	53.4584	0.0161	0.0000	53.7970
Total	**0.0691**	**0.6853**	**0.4106**	**5.7000e-004**		**0.0470**	**0.0470**		**0.0432**	**0.0432**	**0.0000**	**53.4584**	**53.4584**	**0.0161**	**0.0000**	**53.7970**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.9000e-004	9.0300e-003	0.0116	2.0000e-005	6.2000e-004	1.4000e-004	7.6000e-004	1.8000e-004	1.3000e-004	3.1000e-004	0.0000	1.9710	1.9710	1.0000e-005	0.0000	1.9713
Worker	1.0000e-003	1.4800e-003	0.0153	3.0000e-005	2.7400e-003	2.0000e-005	2.7700e-003	7.3000e-004	2.0000e-005	7.5000e-004	0.0000	2.5697	2.5697	1.4000e-004	0.0000	2.5726
Total	**1.8900e-003**	**0.0105**	**0.0270**	**5.0000e-005**	**3.3600e-003**	**1.6000e-004**	**3.5300e-003**	**9.1000e-004**	**1.5000e-004**	**1.0600e-003**	**0.0000**	**4.5407**	**4.5407**	**1.5000e-004**	**0.0000**	**4.5439**

3.5 Building Construction - 2016

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	0.0691	0.6853	0.4106	5.7000e-004		0.0470	0.0470		0.0432	0.0432	0.0000	53.4583	53.4583	0.0161	0.0000	53.7969
Total	**0.0691**	**0.6853**	**0.4106**	**5.7000e-004**		**0.0470**	**0.0470**		**0.0432**	**0.0432**	**0.0000**	**53.4583**	**53.4583**	**0.0161**	**0.0000**	**53.7969**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.9000e-004	9.0300e-003	0.0116	2.0000e-005	6.2000e-004	1.4000e-004	7.6000e-004	1.8000e-004	1.3000e-004	3.1000e-004	0.0000	1.9710	1.9710	1.0000e-005	0.0000	1.9713
Worker	1.0000e-003	1.4800e-003	0.0153	3.0000e-005	2.7400e-003	2.0000e-005	2.7700e-003	7.3000e-004	2.0000e-005	7.5000e-004	0.0000	2.5697	2.5697	1.4000e-004	0.0000	2.5726
Total	**1.8900e-003**	**0.0105**	**0.0270**	**5.0000e-005**	**3.3600e-003**	**1.6000e-004**	**3.5300e-003**	**9.1000e-004**	**1.5000e-004**	**1.0600e-003**	**0.0000**	**4.5407**	**4.5407**	**1.5000e-004**	**0.0000**	**4.5439**

3.6 Paving - 2016

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	2.8000e-003	0.0266	0.0182	3.0000e-005		1.6500e-003	1.6500e-003		1.5300e-003	1.5300e-003	0.0000	2.4575	2.4575	6.7000e-004	0.0000	2.4717
Paving	3.7000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.1700e-003**	**0.0266**	**0.0182**	**3.0000e-005**		**1.6500e-003**	**1.6500e-003**		**1.5300e-003**	**1.5300e-003**	**0.0000**	**2.4575**	**2.4575**	**6.7000e-004**	**0.0000**	**2.4717**

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	1.8000e-004	2.7000e-004	2.7600e-003	1.0000e-005	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4625	0.4625	2.0000e-005	0.0000	0.4631
Total	**1.8000e-004**	**2.7000e-004**	**2.7600e-003**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4625**	**0.4625**	**2.0000e-005**	**0.0000**	**0.4631**

3.6 Paving - 2016

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	2.8000e-003	0.0266	0.0182	3.0000e-005		1.6500e-003	1.6500e-003		1.5300e-003	1.5300e-003	0.0000	2.4575	2.4575	6.7000e-004	0.0000	2.4717
Paving	3.7000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.1700e-003**	**0.0266**	**0.0182**	**3.0000e-005**		**1.6500e-003**	**1.6500e-003**		**1.5300e-003**	**1.5300e-003**	**0.0000**	**2.4575**	**2.4575**	**6.7000e-004**	**0.0000**	**2.4717**

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	1.8000e-004	2.7000e-004	2.7600e-003	1.0000e-005	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4625	0.4625	2.0000e-005	0.0000	0.4631
Total	**1.8000e-004**	**2.7000e-004**	**2.7600e-003**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4625**	**0.4625**	**2.0000e-005**	**0.0000**	**0.4631**

3.7 Architectural Coating - 2016

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	4.1700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.2000e-004	5.9300e-003	4.7100e-003	1.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004	0.0000	0.6383	0.6383	8.0000e-005	0.0000	0.6399
Total	**5.0900e-003**	**5.9300e-003**	**4.7100e-003**	**1.0000e-005**		**4.9000e-004**	**4.9000e-004**		**4.9000e-004**	**4.9000e-004**	**0.0000**	**0.6383**	**0.6383**	**8.0000e-005**	**0.0000**	**0.6399**

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	1.0000e-005	1.0000e-005	1.5000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0257	0.0257	0.0000	0.0000	0.0257
Total	**1.0000e-005**	**1.0000e-005**	**1.5000e-004**	**0.0000**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0257**	**0.0257**	**0.0000**	**0.0000**	**0.0257**

3.7 Architectural Coating - 2016

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	4.1700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.2000e-004	5.9300e-003	4.7100e-003	1.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004	0.0000	0.6383	0.6383	8.0000e-005	0.0000	0.6399
Total	**5.0900e-003**	**5.9300e-003**	**4.7100e-003**	**1.0000e-005**		**4.9000e-004**	**4.9000e-004**		**4.9000e-004**	**4.9000e-004**	**0.0000**	**0.6383**	**0.6383**	**8.0000e-005**	**0.0000**	**0.6399**

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	1.0000e-005	1.0000e-005	1.5000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0257	0.0257	0.0000	0.0000	0.0257
Total	**1.0000e-005**	**1.0000e-005**	**1.5000e-004**	**0.0000**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0257**	**0.0257**	**0.0000**	**0.0000**	**0.0257**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

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
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.515683	0.060583	0.179994	0.140474	0.041721	0.006653	0.015053	0.028382	0.001919	0.002521	0.004323	0.000600	0.002094

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	3.0219	3.0219	1.4000e-004	3.0000e-005	3.0338
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	3.0219	3.0219	1.4000e-004	3.0000e-005	3.0338
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	10560	3.0219	1.4000e-004	3.0000e-005	3.0338
Total		**3.0219**	**1.4000e-004**	**3.0000e-005**	**3.0338**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	10560	3.0219	1.4000e-004	3.0000e-005	3.0338
Total		**3.0219**	**1.4000e-004**	**3.0000e-005**	**3.0338**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0438	0.0000	1.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004
Unmitigated	0.0438	0.0000	1.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	4.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0434					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	1.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004
Total	**0.0438**	**0.0000**	**1.6000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.0000e-004**	**3.0000e-004**	**0.0000**	**0.0000**	**3.2000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	4.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0434					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	1.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004
Total	**0.0438**	**0.0000**	**1.6000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.0000e-004**	**3.0000e-004**	**0.0000**	**0.0000**	**3.2000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

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

10.0 Vegetation

9212 Olympic Boulevard Existing Parking Lot

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	12.00	1000sqft	0.28	12,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2014
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Table Name	Column Name	Default Value	New Value

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					
2016	2.0412	13.9047	9.3548	0.0137	0.8645	0.9431	1.6694	0.4434	0.8677	1.2116	0.0000	1,312.5564	1,312.5564	0.3589	0.0000	1,320.0924
Total	**2.0412**	**13.9047**	**9.3548**	**0.0137**	**0.8645**	**0.9431**	**1.6694**	**0.4434**	**0.8677**	**1.2116**	**0.0000**	**1,312.5564**	**1,312.5564**	**0.3589**	**0.0000**	**1,320.0924**

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					
2016	2.0412	13.9047	9.3548	0.0137	0.8645	0.9431	1.6694	0.4434	0.8677	1.2116	0.0000	1,312.5564	1,312.5564	0.3589	0.0000	1,320.0924
Total	**2.0412**	**13.9047**	**9.3548**	**0.0137**	**0.8645**	**0.9431**	**1.6694**	**0.4434**	**0.8677**	**1.2116**	**0.0000**	**1,312.5564**	**1,312.5564**	**0.3589**	**0.0000**	**1,320.0924**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2400	1.0000e-005	1.2800e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.7900e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	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	**0.2400**	**1.0000e-005**	**1.2800e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.6300e-003**	**2.6300e-003**	**1.0000e-005**	**0.0000**	**2.7900e-003**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2400	1.0000e-005	1.2800e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.7900e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	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	**0.2400**	**1.0000e-005**	**1.2800e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.6300e-003**	**2.6300e-003**	**1.0000e-005**	**0.0000**	**2.7900e-003**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	1/14/2016	5	10	
2	Site Preparation	Site Preparation	1/15/2016	1/15/2016	5	1	
3	Grading	Grading	1/16/2016	1/19/2016	5	2	
4	Building Construction	Building Construction	1/20/2016	6/7/2016	5	100	
5	Paving	Paving	6/8/2016	6/14/2016	5	5	
6	Architectural Coating	Architectural Coating	6/15/2016	6/21/2016	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 540; Non-Residential Outdoor: 180 (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
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	5.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674		1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**1.3122**	**11.2385**	**8.7048**	**0.0120**		**0.8039**	**0.8039**		**0.7674**	**0.7674**		**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

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	0.0418	0.0522	0.6500	1.4200e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		118.9458	118.9458	6.1000e-003		119.0740
Total	**0.0418**	**0.0522**	**0.6500**	**1.4200e-003**	**0.1118**	**9.3000e-004**	**0.1127**	**0.0296**	**8.6000e-004**	**0.0305**		**118.9458**	**118.9458**	**6.1000e-003**		**119.0740**

3.2 Demolition - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**1.3122**	**11.2385**	**8.7048**	**0.0120**		**0.8039**	**0.8039**		**0.7674**	**0.7674**	**0.0000**	**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

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	0.0418	0.0522	0.6500	1.4200e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		118.9458	118.9458	6.1000e-003		119.0740
Total	**0.0418**	**0.0522**	**0.6500**	**1.4200e-003**	**0.1118**	**9.3000e-004**	**0.1127**	**0.0296**	**8.6000e-004**	**0.0305**		**118.9458**	**118.9458**	**6.1000e-003**		**119.0740**

3.3 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.3593	13.6350	7.3401	9.3500e-003		0.8338	0.8338		0.7671	0.7671		973.0842	973.0842	0.2935		979.2481
Total	**1.3593**	**13.6350**	**7.3401**	**9.3500e-003**	**0.5303**	**0.8338**	**1.3640**	**0.0573**	**0.7671**	**0.8243**		**973.0842**	**973.0842**	**0.2935**		**979.2481**

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	0.0209	0.0261	0.3250	7.1000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		59.4729	59.4729	3.0500e-003		59.5370
Total	**0.0209**	**0.0261**	**0.3250**	**7.1000e-004**	**0.0559**	**4.7000e-004**	**0.0564**	**0.0148**	**4.3000e-004**	**0.0153**		**59.4729**	**59.4729**	**3.0500e-003**		**59.5370**

3.3 Site Preparation - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.3593	13.6350	7.3401	9.3500e-003		0.8338	0.8338		0.7671	0.7671	0.0000	973.0842	973.0842	0.2935		979.2481
Total	**1.3593**	**13.6350**	**7.3401**	**9.3500e-003**	**0.5303**	**0.8338**	**1.3640**	**0.0573**	**0.7671**	**0.8243**	**0.0000**	**973.0842**	**973.0842**	**0.2935**		**979.2481**

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	0.0209	0.0261	0.3250	7.1000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		59.4729	59.4729	3.0500e-003		59.5370
Total	**0.0209**	**0.0261**	**0.3250**	**7.1000e-004**	**0.0559**	**4.7000e-004**	**0.0564**	**0.0148**	**4.3000e-004**	**0.0153**		**59.4729**	**59.4729**	**3.0500e-003**		**59.5370**

3.4 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674		1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**1.3122**	**11.2385**	**8.7048**	**0.0120**	**0.7528**	**0.8039**	**1.5566**	**0.4138**	**0.7674**	**1.1811**		**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

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	0.0418	0.0522	0.6500	1.4200e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		118.9458	118.9458	6.1000e-003		119.0740
Total	**0.0418**	**0.0522**	**0.6500**	**1.4200e-003**	**0.1118**	**9.3000e-004**	**0.1127**	**0.0296**	**8.6000e-004**	**0.0305**		**118.9458**	**118.9458**	**6.1000e-003**		**119.0740**

3.4 Grading - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**1.3122**	**11.2385**	**8.7048**	**0.0120**	**0.7528**	**0.8039**	**1.5566**	**0.4138**	**0.7674**	**1.1811**	**0.0000**	**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

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	0.0418	0.0522	0.6500	1.4200e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		118.9458	118.9458	6.1000e-003		119.0740
Total	**0.0418**	**0.0522**	**0.6500**	**1.4200e-003**	**0.1118**	**9.3000e-004**	**0.1127**	**0.0296**	**8.6000e-004**	**0.0305**		**118.9458**	**118.9458**	**6.1000e-003**		**119.0740**

3.5 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646		1,178.5549	1,178.5549	0.3555		1,186.0202
Total	**1.3816**	**13.7058**	**8.2122**	**0.0113**		**0.9398**	**0.9398**		**0.8646**	**0.8646**		**1,178.5549**	**1,178.5549**	**0.3555**		**1,186.0202**

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	0.0167	0.1727	0.1992	4.3000e-004	0.0125	2.8400e-003	0.0153	3.5600e-003	2.6200e-003	6.1800e-003		43.6058	43.6058	3.1000e-004		43.6123
Worker	0.0209	0.0261	0.3250	7.1000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		59.4729	59.4729	3.0500e-003		59.5370
Total	**0.0375**	**0.1988**	**0.5242**	**1.1400e-003**	**0.0684**	**3.3100e-003**	**0.0717**	**0.0184**	**3.0500e-003**	**0.0214**		**103.0787**	**103.0787**	**3.3600e-003**		**103.1493**

3.5 Building Construction - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646	0.0000	1,178.5549	1,178.5549	0.3555		1,186.0202
Total	**1.3816**	**13.7058**	**8.2122**	**0.0113**		**0.9398**	**0.9398**		**0.8646**	**0.8646**	**0.0000**	**1,178.5549**	**1,178.5549**	**0.3555**		**1,186.0202**

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	0.0167	0.1727	0.1992	4.3000e-004	0.0125	2.8400e-003	0.0153	3.5600e-003	2.6200e-003	6.1800e-003		43.6058	43.6058	3.1000e-004		43.6123
Worker	0.0209	0.0261	0.3250	7.1000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		59.4729	59.4729	3.0500e-003		59.5370
Total	**0.0375**	**0.1988**	**0.5242**	**1.1400e-003**	**0.0684**	**3.3100e-003**	**0.0717**	**0.0184**	**3.0500e-003**	**0.0214**		**103.0787**	**103.0787**	**3.3600e-003**		**103.1493**

3.6 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113		1,083.5832	1,083.5832	0.2969		1,089.8175
Paving	0.1467					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2670**	**10.6282**	**7.2935**	**0.0111**		**0.6606**	**0.6606**		**0.6113**	**0.6113**		**1,083.5832**	**1,083.5832**	**0.2969**		**1,089.8175**

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	0.0752	0.0940	1.1700	2.5500e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		214.1025	214.1025	0.0110		214.3332
Total	**0.0752**	**0.0940**	**1.1700**	**2.5500e-003**	**0.2012**	**1.6800e-003**	**0.2029**	**0.0534**	**1.5500e-003**	**0.0549**		**214.1025**	**214.1025**	**0.0110**		**214.3332**

3.6 Paving - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113	0.0000	1,083.5832	1,083.5832	0.2969		1,089.8175
Paving	0.1467					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2670**	**10.6282**	**7.2935**	**0.0111**		**0.6606**	**0.6606**		**0.6113**	**0.6113**	**0.0000**	**1,083.5832**	**1,083.5832**	**0.2969**		**1,089.8175**

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	0.0752	0.0940	1.1700	2.5500e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		214.1025	214.1025	0.0110		214.3332
Total	**0.0752**	**0.0940**	**1.1700**	**2.5500e-003**	**0.2012**	**1.6800e-003**	**0.2029**	**0.0534**	**1.5500e-003**	**0.0549**		**214.1025**	**214.1025**	**0.0110**		**214.3332**

3.7 Architectural Coating - 2016

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	1.6686					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966		281.4481	281.4481	0.0332		282.1449
Total	**2.0371**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**		**281.4481**	**281.4481**	**0.0332**		**282.1449**

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	4.1800e-003	5.2200e-003	0.0650	1.4000e-004	0.0112	9.0000e-005	0.0113	2.9600e-003	9.0000e-005	3.0500e-003		11.8946	11.8946	6.1000e-004		11.9074
Total	**4.1800e-003**	**5.2200e-003**	**0.0650**	**1.4000e-004**	**0.0112**	**9.0000e-005**	**0.0113**	**2.9600e-003**	**9.0000e-005**	**3.0500e-003**		**11.8946**	**11.8946**	**6.1000e-004**		**11.9074**

3.7 Architectural Coating - 2016

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	1.6686					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449
Total	**2.0371**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**	**0.0000**	**281.4481**	**281.4481**	**0.0332**		**282.1449**

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	4.1800e-003	5.2200e-003	0.0650	1.4000e-004	0.0112	9.0000e-005	0.0113	2.9600e-003	9.0000e-005	3.0500e-003		11.8946	11.8946	6.1000e-004		11.9074
Total	**4.1800e-003**	**5.2200e-003**	**0.0650**	**1.4000e-004**	**0.0112**	**9.0000e-005**	**0.0113**	**2.9600e-003**	**9.0000e-005**	**3.0500e-003**		**11.8946**	**11.8946**	**6.1000e-004**		**11.9074**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

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
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.515683	0.060583	0.179994	0.140474	0.041721	0.006653	0.015053	0.028382	0.001919	0.002521	0.004323	0.000600	0.002094

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2400	1.0000e-005	1.2800e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.7900e-003
Unmitigated	0.2400	1.0000e-005	1.2800e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.7900e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2376					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3000e-004	1.0000e-005	1.2800e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.7900e-003
Total	**0.2400**	**1.0000e-005**	**1.2800e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.6300e-003**	**2.6300e-003**	**1.0000e-005**		**2.7900e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2376					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3000e-004	1.0000e-005	1.2800e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.7900e-003
Total	**0.2400**	**1.0000e-005**	**1.2800e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.6300e-003**	**2.6300e-003**	**1.0000e-005**		**2.7900e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Vegetation

9212 Olympic Boulevard Existing Parking Lot

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	12.00	1000sqft	0.28	12,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2014
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Table Name	Column Name	Default Value	New Value

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					
2016	2.0413	13.9116	9.3037	0.0135	0.8645	0.9431	1.6694	0.4434	0.8677	1.2116	0.0000	1,305.1821	1,305.1821	0.3589	0.0000	1,312.7183
Total	**2.0413**	**13.9116**	**9.3037**	**0.0135**	**0.8645**	**0.9431**	**1.6694**	**0.4434**	**0.8677**	**1.2116**	**0.0000**	**1,305.1821**	**1,305.1821**	**0.3589**	**0.0000**	**1,312.7183**

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					
2016	2.0413	13.9116	9.3037	0.0135	0.8645	0.9431	1.6694	0.4434	0.8677	1.2116	0.0000	1,305.1821	1,305.1821	0.3589	0.0000	1,312.7183
Total	**2.0413**	**13.9116**	**9.3037**	**0.0135**	**0.8645**	**0.9431**	**1.6694**	**0.4434**	**0.8677**	**1.2116**	**0.0000**	**1,305.1821**	**1,305.1821**	**0.3589**	**0.0000**	**1,312.7183**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2400	1.0000e-005	1.2800e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.7900e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	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	**0.2400**	**1.0000e-005**	**1.2800e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.6300e-003**	**2.6300e-003**	**1.0000e-005**	**0.0000**	**2.7900e-003**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2400	1.0000e-005	1.2800e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.7900e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	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	**0.2400**	**1.0000e-005**	**1.2800e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.6300e-003**	**2.6300e-003**	**1.0000e-005**	**0.0000**	**2.7900e-003**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	1/14/2016	5	10	
2	Site Preparation	Site Preparation	1/15/2016	1/15/2016	5	1	
3	Grading	Grading	1/16/2016	1/19/2016	5	2	
4	Building Construction	Building Construction	1/20/2016	6/7/2016	5	100	
5	Paving	Paving	6/8/2016	6/14/2016	5	5	
6	Architectural Coating	Architectural Coating	6/15/2016	6/21/2016	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 540; Non-Residential Outdoor: 180 (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
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	5.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674		1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**1.3122**	**11.2385**	**8.7048**	**0.0120**		**0.8039**	**0.8039**		**0.7674**	**0.7674**		**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

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	0.0427	0.0573	0.5989	1.3300e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		111.5715	111.5715	6.1000e-003		111.6997
Total	**0.0427**	**0.0573**	**0.5989**	**1.3300e-003**	**0.1118**	**9.3000e-004**	**0.1127**	**0.0296**	**8.6000e-004**	**0.0305**		**111.5715**	**111.5715**	**6.1000e-003**		**111.6997**

3.2 Demolition - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**1.3122**	**11.2385**	**8.7048**	**0.0120**		**0.8039**	**0.8039**		**0.7674**	**0.7674**	**0.0000**	**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

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	0.0427	0.0573	0.5989	1.3300e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		111.5715	111.5715	6.1000e-003		111.6997
Total	**0.0427**	**0.0573**	**0.5989**	**1.3300e-003**	**0.1118**	**9.3000e-004**	**0.1127**	**0.0296**	**8.6000e-004**	**0.0305**		**111.5715**	**111.5715**	**6.1000e-003**		**111.6997**

3.3 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.3593	13.6350	7.3401	9.3500e-003		0.8338	0.8338		0.7671	0.7671		973.0842	973.0842	0.2935		979.2481
Total	**1.3593**	**13.6350**	**7.3401**	**9.3500e-003**	**0.5303**	**0.8338**	**1.3640**	**0.0573**	**0.7671**	**0.8243**		**973.0842**	**973.0842**	**0.2935**		**979.2481**

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	0.0213	0.0287	0.2995	6.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		55.7858	55.7858	3.0500e-003		55.8498
Total	**0.0213**	**0.0287**	**0.2995**	**6.6000e-004**	**0.0559**	**4.7000e-004**	**0.0564**	**0.0148**	**4.3000e-004**	**0.0153**		**55.7858**	**55.7858**	**3.0500e-003**		**55.8498**

3.3 Site Preparation - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.3593	13.6350	7.3401	9.3500e-003		0.8338	0.8338		0.7671	0.7671	0.0000	973.0842	973.0842	0.2935		979.2481
Total	**1.3593**	**13.6350**	**7.3401**	**9.3500e-003**	**0.5303**	**0.8338**	**1.3640**	**0.0573**	**0.7671**	**0.8243**	**0.0000**	**973.0842**	**973.0842**	**0.2935**		**979.2481**

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	0.0213	0.0287	0.2995	6.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		55.7858	55.7858	3.0500e-003		55.8498
Total	**0.0213**	**0.0287**	**0.2995**	**6.6000e-004**	**0.0559**	**4.7000e-004**	**0.0564**	**0.0148**	**4.3000e-004**	**0.0153**		**55.7858**	**55.7858**	**3.0500e-003**		**55.8498**

3.4 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674		1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**1.3122**	**11.2385**	**8.7048**	**0.0120**	**0.7528**	**0.8039**	**1.5566**	**0.4138**	**0.7674**	**1.1811**		**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

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	0.0427	0.0573	0.5989	1.3300e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		111.5715	111.5715	6.1000e-003		111.6997
Total	**0.0427**	**0.0573**	**0.5989**	**1.3300e-003**	**0.1118**	**9.3000e-004**	**0.1127**	**0.0296**	**8.6000e-004**	**0.0305**		**111.5715**	**111.5715**	**6.1000e-003**		**111.6997**

3.4 Grading - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**1.3122**	**11.2385**	**8.7048**	**0.0120**	**0.7528**	**0.8039**	**1.5566**	**0.4138**	**0.7674**	**1.1811**	**0.0000**	**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

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	0.0427	0.0573	0.5989	1.3300e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		111.5715	111.5715	6.1000e-003		111.6997
Total	**0.0427**	**0.0573**	**0.5989**	**1.3300e-003**	**0.1118**	**9.3000e-004**	**0.1127**	**0.0296**	**8.6000e-004**	**0.0305**		**111.5715**	**111.5715**	**6.1000e-003**		**111.6997**

3.5 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646		1,178.5549	1,178.5549	0.3555		1,186.0202
Total	**1.3816**	**13.7058**	**8.2122**	**0.0113**		**0.9398**	**0.9398**		**0.8646**	**0.8646**		**1,178.5549**	**1,178.5549**	**0.3555**		**1,186.0202**

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	0.0183	0.1771	0.2391	4.3000e-004	0.0125	2.8700e-003	0.0154	3.5600e-003	2.6400e-003	6.2000e-003		43.2401	43.2401	3.2000e-004		43.2468
Worker	0.0213	0.0287	0.2995	6.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		55.7858	55.7858	3.0500e-003		55.8498
Total	**0.0396**	**0.2058**	**0.5386**	**1.0900e-003**	**0.0684**	**3.3400e-003**	**0.0717**	**0.0184**	**3.0700e-003**	**0.0215**		**99.0258**	**99.0258**	**3.3700e-003**		**99.0967**

3.5 Building Construction - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646	0.0000	1,178.5549	1,178.5549	0.3555		1,186.0202
Total	**1.3816**	**13.7058**	**8.2122**	**0.0113**		**0.9398**	**0.9398**		**0.8646**	**0.8646**	**0.0000**	**1,178.5549**	**1,178.5549**	**0.3555**		**1,186.0202**

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	0.0183	0.1771	0.2391	4.3000e-004	0.0125	2.8700e-003	0.0154	3.5600e-003	2.6400e-003	6.2000e-003		43.2401	43.2401	3.2000e-004		43.2468
Worker	0.0213	0.0287	0.2995	6.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		55.7858	55.7858	3.0500e-003		55.8498
Total	**0.0396**	**0.2058**	**0.5386**	**1.0900e-003**	**0.0684**	**3.3400e-003**	**0.0717**	**0.0184**	**3.0700e-003**	**0.0215**		**99.0258**	**99.0258**	**3.3700e-003**		**99.0967**

3.6 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113		1,083.5832	1,083.5832	0.2969		1,089.8175
Paving	0.1467					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2670**	**10.6282**	**7.2935**	**0.0111**		**0.6606**	**0.6606**		**0.6113**	**0.6113**		**1,083.5832**	**1,083.5832**	**0.2969**		**1,089.8175**

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	0.0768	0.1032	1.0780	2.3900e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		200.8288	200.8288	0.0110		201.0594
Total	**0.0768**	**0.1032**	**1.0780**	**2.3900e-003**	**0.2012**	**1.6800e-003**	**0.2029**	**0.0534**	**1.5500e-003**	**0.0549**		**200.8288**	**200.8288**	**0.0110**		**201.0594**

3.6 Paving - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113	0.0000	1,083.5832	1,083.5832	0.2969		1,089.8175
Paving	0.1467					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2670**	**10.6282**	**7.2935**	**0.0111**		**0.6606**	**0.6606**		**0.6113**	**0.6113**	**0.0000**	**1,083.5832**	**1,083.5832**	**0.2969**		**1,089.8175**

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	0.0768	0.1032	1.0780	2.3900e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		200.8288	200.8288	0.0110		201.0594
Total	**0.0768**	**0.1032**	**1.0780**	**2.3900e-003**	**0.2012**	**1.6800e-003**	**0.2029**	**0.0534**	**1.5500e-003**	**0.0549**		**200.8288**	**200.8288**	**0.0110**		**201.0594**

3.7 Architectural Coating - 2016

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	1.6686					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966		281.4481	281.4481	0.0332		282.1449
Total	**2.0371**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**		**281.4481**	**281.4481**	**0.0332**		**282.1449**

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	4.2700e-003	5.7300e-003	0.0599	1.3000e-004	0.0112	9.0000e-005	0.0113	2.9600e-003	9.0000e-005	3.0500e-003		11.1572	11.1572	6.1000e-004		11.1700
Total	**4.2700e-003**	**5.7300e-003**	**0.0599**	**1.3000e-004**	**0.0112**	**9.0000e-005**	**0.0113**	**2.9600e-003**	**9.0000e-005**	**3.0500e-003**		**11.1572**	**11.1572**	**6.1000e-004**		**11.1700**

3.7 Architectural Coating - 2016

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	1.6686					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449
Total	**2.0371**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**	**0.0000**	**281.4481**	**281.4481**	**0.0332**		**282.1449**

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	4.2700e-003	5.7300e-003	0.0599	1.3000e-004	0.0112	9.0000e-005	0.0113	2.9600e-003	9.0000e-005	3.0500e-003		11.1572	11.1572	6.1000e-004		11.1700
Total	**4.2700e-003**	**5.7300e-003**	**0.0599**	**1.3000e-004**	**0.0112**	**9.0000e-005**	**0.0113**	**2.9600e-003**	**9.0000e-005**	**3.0500e-003**		**11.1572**	**11.1572**	**6.1000e-004**		**11.1700**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

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
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.515683	0.060583	0.179994	0.140474	0.041721	0.006653	0.015053	0.028382	0.001919	0.002521	0.004323	0.000600	0.002094

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2400	1.0000e-005	1.2800e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.7900e-003
Unmitigated	0.2400	1.0000e-005	1.2800e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.7900e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2376					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3000e-004	1.0000e-005	1.2800e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.7900e-003
Total	**0.2400**	**1.0000e-005**	**1.2800e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.6300e-003**	**2.6300e-003**	**1.0000e-005**		**2.7900e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2376					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3000e-004	1.0000e-005	1.2800e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.7900e-003
Total	**0.2400**	**1.0000e-005**	**1.2800e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.6300e-003**	**2.6300e-003**	**1.0000e-005**		**2.7900e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Vegetation

9212 Olympic Boulevard Project

South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	13.26	1000sqft	0.18	13,248.00	0
Enclosed Parking with Elevator	35.25	1000sqft	0.00	35,250.00	0
Regional Shopping Center	7.05	1000sqft	0.00	7,044.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2018
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Based on project plans

Construction Phase - Architectural Coating to occur throughout construction

Trips and VMT -

Grading - Garage at 30 feet below grade

Architectural Coating - Compliance with SCAQMD Rule 1113

Vehicle Trips - Based on Traffic and Parking Study

Area Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblConstructionPhase	NumDays	5.00	20.00
tblConstructionPhase	NumDays	2.00	50.00
tblConstructionPhase	PhaseEndDate	10/2/2017	9/27/2017
tblConstructionPhase	PhaseEndDate	8/21/2017	9/4/2017
tblConstructionPhase	PhaseStartDate	9/5/2017	8/31/2017
tblGrading	MaterialExported	0.00	13,055.00
tblLandUse	LandUseSquareFeet	13,260.00	13,248.00
tblLandUse	LandUseSquareFeet	7,050.00	7,044.00
tblLandUse	LotAcreage	0.30	0.18
tblLandUse	LotAcreage	0.81	0.00
tblLandUse	LotAcreage	0.16	0.00
tblProjectCharacteristics	OperationalYear	2014	2018
tblVehicleTrips	WD_TR	11.01	21.00
tblVehicleTrips	WD_TR	42.94	47.85

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	0.5206	1.3111	1.0420	1.9500e-003	0.0533	0.0752	0.1285	0.0196	0.0700	0.0896	0.0000	172.9524	172.9524	0.0261	0.0000	173.5008
Total	**0.5206**	**1.3111**	**1.0420**	**1.9500e-003**	**0.0533**	**0.0752**	**0.1285**	**0.0196**	**0.0700**	**0.0896**	**0.0000**	**172.9524**	**172.9524**	**0.0261**	**0.0000**	**173.5008**

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	0.5206	1.3111	1.0420	1.9500e-003	0.0533	0.0752	0.1285	0.0196	0.0700	0.0896	0.0000	172.9523	172.9523	0.0261	0.0000	173.5007
Total	**0.5206**	**1.3111**	**1.0420**	**1.9500e-003**	**0.0533**	**0.0752**	**0.1285**	**0.0196**	**0.0700**	**0.0896**	**0.0000**	**172.9523**	**172.9523**	**0.0261**	**0.0000**	**173.5007**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2651	1.0000e-005	7.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3800e-003	1.3800e-003	0.0000	0.0000	1.4600e-003
Energy	8.5000e-004	7.6900e-003	6.4600e-003	5.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004	0.0000	162.0194	162.0194	7.2200e-003	1.6100e-003	162.6717
Mobile	0.2809	0.7739	3.0040	7.5400e-003	0.5102	0.0109	0.5211	0.1365	0.0100	0.1466	0.0000	565.3925	565.3925	0.0216	0.0000	565.8460
Waste						0.0000	0.0000		0.0000	0.0000	4.0050	0.0000	4.0050	0.2367	0.0000	8.9755
Water						0.0000	0.0000		0.0000	0.0000	0.9134	16.3375	17.2509	0.0946	2.3700e-003	19.9715
Total	**0.5469**	**0.7816**	**3.0111**	**7.5900e-003**	**0.5102**	**0.0115**	**0.5217**	**0.1365**	**0.0106**	**0.1471**	**4.9184**	**743.7508**	**748.6692**	**0.3601**	**3.9800e-003**	**757.4661**

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	0.2651	1.0000e-005	7.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3800e-003	1.3800e-003	0.0000	0.0000	1.4600e-003
Energy	8.5000e-004	7.6900e-003	6.4600e-003	5.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004	0.0000	162.0194	162.0194	7.2200e-003	1.6100e-003	162.6717
Mobile	0.2809	0.7739	3.0040	7.5400e-003	0.5102	0.0109	0.5211	0.1365	0.0100	0.1466	0.0000	565.3925	565.3925	0.0216	0.0000	565.8460
Waste						0.0000	0.0000		0.0000	0.0000	0.8811	0.0000	0.8811	0.0521	0.0000	1.9746
Water						0.0000	0.0000		0.0000	0.0000	0.9134	16.3375	17.2509	0.0945	2.3700e-003	19.9701
Total	**0.5469**	**0.7816**	**3.0111**	**7.5900e-003**	**0.5102**	**0.0115**	**0.5217**	**0.1365**	**0.0106**	**0.1471**	**1.7945**	**743.7508**	**745.5452**	**0.1754**	**3.9800e-003**	**750.4637**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**63.52**	**0.00**	**0.42**	**51.28**	**0.00**	**0.92**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/13/2017	5	10	
2	Site Preparation	Site Preparation	1/14/2017	1/16/2017	5	1	
3	Grading	Grading	1/17/2017	3/27/2017	5	50	
4	Building Construction	Building Construction	3/28/2017	8/14/2017	5	100	
5	Paving	Paving	8/15/2017	9/4/2017	5	5	
6	Architectural Coating	Architectural Coating	8/31/2017	9/27/2017	5	20	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 83,313; Non-Residential Outdoor: 27,771 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,632.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	21.00	9.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.0200e-003	0.0524	0.0429	6.0000e-005		3.6300e-003	3.6300e-003		3.4600e-003	3.4600e-003	0.0000	5.3697	5.3697	1.0600e-003	0.0000	5.3919
Total	**6.0200e-003**	**0.0524**	**0.0429**	**6.0000e-005**		**3.6300e-003**	**3.6300e-003**		**3.4600e-003**	**3.4600e-003**	**0.0000**	**5.3697**	**5.3697**	**1.0600e-003**	**0.0000**	**5.3919**

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	1.8000e-004	2.7000e-004	2.7700e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4942	0.4942	3.0000e-005	0.0000	0.4947
Total	**1.8000e-004**	**2.7000e-004**	**2.7700e-003**	**1.0000e-005**	**5.5000e-004**	**0.0000**	**5.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.4942**	**0.4942**	**3.0000e-005**	**0.0000**	**0.4947**

3.2 Demolition - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.0200e-003	0.0524	0.0429	6.0000e-005		3.6300e-003	3.6300e-003		3.4600e-003	3.4600e-003	0.0000	5.3697	5.3697	1.0600e-003	0.0000	5.3919
Total	**6.0200e-003**	**0.0524**	**0.0429**	**6.0000e-005**		**3.6300e-003**	**3.6300e-003**		**3.4600e-003**	**3.4600e-003**	**0.0000**	**5.3697**	**5.3697**	**1.0600e-003**	**0.0000**	**5.3919**

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	1.8000e-004	2.7000e-004	2.7700e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4942	0.4942	3.0000e-005	0.0000	0.4947
Total	**1.8000e-004**	**2.7000e-004**	**2.7700e-003**	**1.0000e-005**	**5.5000e-004**	**0.0000**	**5.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.4942**	**0.4942**	**3.0000e-005**	**0.0000**	**0.4947**

3.3 Site Preparation - 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					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.3000e-004	6.3400e-003	3.6200e-003	0.0000		3.9000e-004	3.9000e-004		3.5000e-004	3.5000e-004	0.0000	0.4336	0.4336	1.3000e-004	0.0000	0.4364
Total	**6.3000e-004**	**6.3400e-003**	**3.6200e-003**	**0.0000**	**2.7000e-004**	**3.9000e-004**	**6.6000e-004**	**3.0000e-005**	**3.5000e-004**	**3.8000e-004**	**0.0000**	**0.4336**	**0.4336**	**1.3000e-004**	**0.0000**	**0.4364**

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	1.0000e-005	1.0000e-005	1.4000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0247	0.0247	0.0000	0.0000	0.0247
Total	**1.0000e-005**	**1.0000e-005**	**1.4000e-004**	**0.0000**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0247**	**0.0247**	**0.0000**	**0.0000**	**0.0247**

3.3 Site Preparation - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.3000e-004	6.3400e-003	3.6200e-003	0.0000		3.9000e-004	3.9000e-004		3.5000e-004	3.5000e-004	0.0000	0.4336	0.4336	1.3000e-004	0.0000	0.4364
Total	**6.3000e-004**	**6.3400e-003**	**3.6200e-003**	**0.0000**	**2.7000e-004**	**3.9000e-004**	**6.6000e-004**	**3.0000e-005**	**3.5000e-004**	**3.8000e-004**	**0.0000**	**0.4336**	**0.4336**	**1.3000e-004**	**0.0000**	**0.4364**

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	1.0000e-005	1.0000e-005	1.4000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0247	0.0247	0.0000	0.0000	0.0247
Total	**1.0000e-005**	**1.0000e-005**	**1.4000e-004**	**0.0000**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0247**	**0.0247**	**0.0000**	**0.0000**	**0.0247**

3.4 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					0.0196	0.0000	0.0196	0.0105	0.0000	0.0105	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0301	0.2619	0.2146	3.0000e-004		0.0182	0.0182		0.0173	0.0173	0.0000	26.8484	26.8484	5.2900e-003	0.0000	26.9595
Total	**0.0301**	**0.2619**	**0.2146**	**3.0000e-004**	**0.0196**	**0.0182**	**0.0377**	**0.0105**	**0.0173**	**0.0278**	**0.0000**	**26.8484**	**26.8484**	**5.2900e-003**	**0.0000**	**26.9595**

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	0.0137	0.2161	0.1718	6.0000e-004	0.0140	3.2500e-003	0.0172	3.8400e-003	2.9900e-003	6.8300e-003	0.0000	54.0556	54.0556	3.8000e-004	0.0000	54.0637
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	9.0000e-004	1.3300e-003	0.0138	3.0000e-005	2.7400e-003	2.0000e-005	2.7700e-003	7.3000e-004	2.0000e-005	7.5000e-004	0.0000	2.4710	2.4710	1.3000e-004	0.0000	2.4737
Total	**0.0146**	**0.2174**	**0.1856**	**6.3000e-004**	**0.0167**	**3.2700e-003**	**0.0200**	**4.5700e-003**	**3.0100e-003**	**7.5800e-003**	**0.0000**	**56.5266**	**56.5266**	**5.1000e-004**	**0.0000**	**56.5374**

3.4 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	tons/yr										MT/yr					
Fugitive Dust					0.0196	0.0000	0.0196	0.0105	0.0000	0.0105	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0301	0.2619	0.2146	3.0000e-004		0.0182	0.0182		0.0173	0.0173	0.0000	26.8484	26.8484	5.2900e-003	0.0000	26.9595
Total	**0.0301**	**0.2619**	**0.2146**	**3.0000e-004**	**0.0196**	**0.0182**	**0.0377**	**0.0105**	**0.0173**	**0.0278**	**0.0000**	**26.8484**	**26.8484**	**5.2900e-003**	**0.0000**	**26.9595**

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	0.0137	0.2161	0.1718	6.0000e-004	0.0140	3.2500e-003	0.0172	3.8400e-003	2.9900e-003	6.8300e-003	0.0000	54.0556	54.0556	3.8000e-004	0.0000	54.0637
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	9.0000e-004	1.3300e-003	0.0138	3.0000e-005	2.7400e-003	2.0000e-005	2.7700e-003	7.3000e-004	2.0000e-005	7.5000e-004	0.0000	2.4710	2.4710	1.3000e-004	0.0000	2.4737
Total	**0.0146**	**0.2174**	**0.1856**	**6.3000e-004**	**0.0167**	**3.2700e-003**	**0.0200**	**4.5700e-003**	**3.0100e-003**	**7.5800e-003**	**0.0000**	**56.5266**	**56.5266**	**5.1000e-004**	**0.0000**	**56.5374**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0637	0.6337	0.4020	5.7000e-004		0.0428	0.0428		0.0394	0.0394	0.0000	52.5954	52.5954	0.0161	0.0000	52.9339
Total	**0.0637**	**0.6337**	**0.4020**	**5.7000e-004**		**0.0428**	**0.0428**		**0.0394**	**0.0394**	**0.0000**	**52.5954**	**52.5954**	**0.0161**	**0.0000**	**52.9339**

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	3.6500e-003	0.0370	0.0496	1.0000e-004	2.7700e-003	5.7000e-004	3.3400e-003	7.9000e-004	5.3000e-004	1.3200e-003	0.0000	8.7256	8.7256	6.0000e-005	0.0000	8.7269
Worker	3.7800e-003	5.6000e-003	0.0581	1.4000e-004	0.0115	9.0000e-005	0.0116	3.0600e-003	9.0000e-005	3.1500e-003	0.0000	10.3783	10.3783	5.4000e-004	0.0000	10.3896
Total	**7.4300e-003**	**0.0426**	**0.1077**	**2.4000e-004**	**0.0143**	**6.6000e-004**	**0.0150**	**3.8500e-003**	**6.2000e-004**	**4.4700e-003**	**0.0000**	**19.1039**	**19.1039**	**6.0000e-004**	**0.0000**	**19.1165**

3.5 Building Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0637	0.6337	0.4020	5.7000e-004		0.0428	0.0428		0.0394	0.0394	0.0000	52.5954	52.5954	0.0161	0.0000	52.9338
Total	**0.0637**	**0.6337**	**0.4020**	**5.7000e-004**		**0.0428**	**0.0428**		**0.0394**	**0.0394**	**0.0000**	**52.5954**	**52.5954**	**0.0161**	**0.0000**	**52.9338**

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	3.6500e-003	0.0370	0.0496	1.0000e-004	2.7700e-003	5.7000e-004	3.3400e-003	7.9000e-004	5.3000e-004	1.3200e-003	0.0000	8.7256	8.7256	6.0000e-005	0.0000	8.7269
Worker	3.7800e-003	5.6000e-003	0.0581	1.4000e-004	0.0115	9.0000e-005	0.0116	3.0600e-003	9.0000e-005	3.1500e-003	0.0000	10.3783	10.3783	5.4000e-004	0.0000	10.3896
Total	**7.4300e-003**	**0.0426**	**0.1077**	**2.4000e-004**	**0.0143**	**6.6000e-004**	**0.0150**	**3.8500e-003**	**6.2000e-004**	**4.4700e-003**	**0.0000**	**19.1039**	**19.1039**	**6.0000e-004**	**0.0000**	**19.1165**

3.6 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.8000e-003	0.0738	0.0543	8.0000e-005		4.5100e-003	4.5100e-003		4.1800e-003	4.1800e-003	0.0000	7.2729	7.2729	2.0200e-003	0.0000	7.3153
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.8000e-003**	**0.0738**	**0.0543**	**8.0000e-005**		**4.5100e-003**	**4.5100e-003**		**4.1800e-003**	**4.1800e-003**	**0.0000**	**7.2729**	**7.2729**	**2.0200e-003**	**0.0000**	**7.3153**

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	4.9000e-004	7.2000e-004	7.4700e-003	2.0000e-005	1.4800e-003	1.0000e-005	1.4900e-003	3.9000e-004	1.0000e-005	4.0000e-004	0.0000	1.3344	1.3344	7.0000e-005	0.0000	1.3358
Total	**4.9000e-004**	**7.2000e-004**	**7.4700e-003**	**2.0000e-005**	**1.4800e-003**	**1.0000e-005**	**1.4900e-003**	**3.9000e-004**	**1.0000e-005**	**4.0000e-004**	**0.0000**	**1.3344**	**1.3344**	**7.0000e-005**	**0.0000**	**1.3358**

3.6 Paving - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.8000e-003	0.0738	0.0543	8.0000e-005		4.5100e-003	4.5100e-003		4.1800e-003	4.1800e-003	0.0000	7.2729	7.2729	2.0200e-003	0.0000	7.3153
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.8000e-003**	**0.0738**	**0.0543**	**8.0000e-005**		**4.5100e-003**	**4.5100e-003**		**4.1800e-003**	**4.1800e-003**	**0.0000**	**7.2729**	**7.2729**	**2.0200e-003**	**0.0000**	**7.3153**

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	4.9000e-004	7.2000e-004	7.4700e-003	2.0000e-005	1.4800e-003	1.0000e-005	1.4900e-003	3.9000e-004	1.0000e-005	4.0000e-004	0.0000	1.3344	1.3344	7.0000e-005	0.0000	1.3358
Total	**4.9000e-004**	**7.2000e-004**	**7.4700e-003**	**2.0000e-005**	**1.4800e-003**	**1.0000e-005**	**1.4900e-003**	**3.9000e-004**	**1.0000e-005**	**4.0000e-004**	**0.0000**	**1.3344**	**1.3344**	**7.0000e-005**	**0.0000**	**1.3358**

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3862					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.3200e-003	0.0219	0.0187	3.0000e-005		1.7300e-003	1.7300e-003		1.7300e-003	1.7300e-003	0.0000	2.5533	2.5533	2.7000e-004	0.0000	2.5589
Total	**0.3895**	**0.0219**	**0.0187**	**3.0000e-005**		**1.7300e-003**	**1.7300e-003**		**1.7300e-003**	**1.7300e-003**	**0.0000**	**2.5533**	**2.5533**	**2.7000e-004**	**0.0000**	**2.5589**

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	1.4000e-004	2.1000e-004	2.2100e-003	1.0000e-005	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3954	0.3954	2.0000e-005	0.0000	0.3958
Total	**1.4000e-004**	**2.1000e-004**	**2.2100e-003**	**1.0000e-005**	**4.4000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.3954**	**0.3954**	**2.0000e-005**	**0.0000**	**0.3958**

3.7 Architectural Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3862					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.3200e-003	0.0219	0.0187	3.0000e-005		1.7300e-003	1.7300e-003		1.7300e-003	1.7300e-003	0.0000	2.5533	2.5533	2.7000e-004	0.0000	2.5589
Total	**0.3895**	**0.0219**	**0.0187**	**3.0000e-005**		**1.7300e-003**	**1.7300e-003**		**1.7300e-003**	**1.7300e-003**	**0.0000**	**2.5533**	**2.5533**	**2.7000e-004**	**0.0000**	**2.5589**

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	1.4000e-004	2.1000e-004	2.2100e-003	1.0000e-005	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3954	0.3954	2.0000e-005	0.0000	0.3958
Total	**1.4000e-004**	**2.1000e-004**	**2.2100e-003**	**1.0000e-005**	**4.4000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.3954**	**0.3954**	**2.0000e-005**	**0.0000**	**0.3958**

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	0.2809	0.7739	3.0040	7.5400e-003	0.5102	0.0109	0.5211	0.1365	0.0100	0.1466	0.0000	565.3925	565.3925	0.0216	0.0000	565.8460
Unmitigated	0.2809	0.7739	3.0040	7.5400e-003	0.5102	0.0109	0.5211	0.1365	0.0100	0.1466	0.0000	565.3925	565.3925	0.0216	0.0000	565.8460

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	278.46	31.43	12.99	661,192	661,192
Regional Shopping Center	337.34	352.29	177.94	684,986	684,986
Total	615.80	383.71	190.94	1,346,177	1,346,177

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
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.511172	0.060004	0.180590	0.138995	0.042398	0.006681	0.016070	0.032568	0.001938	0.002493	0.004370	0.000586	0.002135

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	153.6533	153.6533	7.0600e-003	1.4600e-003	154.2546
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	153.6533	153.6533	7.0600e-003	1.4600e-003	154.2546
NaturalGas Mitigated	8.5000e-004	7.6900e-003	6.4600e-003	5.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004	0.0000	8.3661	8.3661	1.6000e-004	1.5000e-004	8.4171
NaturalGas Unmitigated	8.5000e-004	7.6900e-003	6.4600e-003	5.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004	0.0000	8.3661	8.3661	1.6000e-004	1.5000e-004	8.4171

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					
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
General Office Building	144801	7.8000e-004	7.1000e-003	5.9600e-003	4.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004	0.0000	7.7271	7.7271	1.5000e-004	1.4000e-004	7.7741
Regional Shopping Center	11974.8	6.0000e-005	5.9000e-004	4.9000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6390	0.6390	1.0000e-005	1.0000e-005	0.6429
Total		**8.4000e-004**	**7.6900e-003**	**6.4500e-003**	**4.0000e-005**		**5.8000e-004**	**5.8000e-004**		**5.8000e-004**	**5.8000e-004**	**0.0000**	**8.3661**	**8.3661**	**1.6000e-004**	**1.5000e-004**	**8.4171**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	144801	7.8000e-004	7.1000e-003	5.9600e-003	4.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004	0.0000	7.7271	7.7271	1.5000e-004	1.4000e-004	7.7741
Regional Shopping Center	11974.8	6.0000e-005	5.9000e-004	4.9000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6390	0.6390	1.0000e-005	1.0000e-005	0.6429
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		**8.4000e-004**	**7.6900e-003**	**6.4500e-003**	**4.0000e-005**		**5.8000e-004**	**5.8000e-004**		**5.8000e-004**	**5.8000e-004**	**0.0000**	**8.3661**	**8.3661**	**1.6000e-004**	**1.5000e-004**	**8.4171**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	237585	67.9890	3.1300e-003	6.5000e-004	68.2550
General Office Building	192493	55.0853	2.5300e-003	5.2000e-004	55.3008
Regional Shopping Center	106857	30.5791	1.4100e-003	2.9000e-004	30.6987
Total		**153.6533**	**7.0700e-003**	**1.4600e-003**	**154.2546**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	237585	67.9890	3.1300e-003	6.5000e-004	68.2550
General Office Building	192493	55.0853	2.5300e-003	5.2000e-004	55.3008
Regional Shopping Center	106857	30.5791	1.4100e-003	2.9000e-004	30.6987
Total		**153.6533**	**7.0700e-003**	**1.4600e-003**	**154.2546**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2651	1.0000e-005	7.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3800e-003	1.3800e-003	0.0000	0.0000	1.4600e-003
Unmitigated	0.2651	1.0000e-005	7.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3800e-003	1.3800e-003	0.0000	0.0000	1.4600e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0644					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2007					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.0000e-005	1.0000e-005	7.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3800e-003	1.3800e-003	0.0000	0.0000	1.4600e-003
Total	**0.2651**	**1.0000e-005**	**7.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.3800e-003**	**1.3800e-003**	**0.0000**	**0.0000**	**1.4600e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0644					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2007					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.0000e-005	1.0000e-005	7.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3800e-003	1.3800e-003	0.0000	0.0000	1.4600e-003
Total	**0.2651**	**1.0000e-005**	**7.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.3800e-003**	**1.3800e-003**	**0.0000**	**0.0000**	**1.4600e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	17.2509	0.0945	2.3700e-003	19.9701
Unmitigated	17.2509	0.0946	2.3700e-003	19.9715

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	2.35675 / 1.44446	14.1218	0.0774	1.9400e-003	16.3489
Regional Shopping Center	0.522211 / 0.320065	3.1291	0.0172	4.3000e-004	3.6226
Total		**17.2509**	**0.0946**	**2.3700e-003**	**19.9715**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	2.35675 / 1.44446	14.1218	0.0774	1.9400e-003	16.3477
Regional Shopping Center	0.522211 / 0.320065	3.1291	0.0172	4.3000e-004	3.6223
Total		**17.2509**	**0.0946**	**2.3700e-003**	**19.9700**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.8811	0.0521	0.0000	1.9746
Unmitigated	4.0050	0.2367	0.0000	8.9755

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	12.33	2.5029	0.1479	0.0000	5.6091
Regional Shopping Center	7.4	1.5021	0.0888	0.0000	3.3664
Total		**4.0050**	**0.2367**	**0.0000**	**8.9755**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	2.7126	0.5506	0.0325	0.0000	1.2340
Regional Shopping Center	1.628	0.3305	0.0195	0.0000	0.7406
Total		**0.8811**	**0.0521**	**0.0000**	**1.9746**

9.0 Operational Offroad

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

10.0 Vegetation

9212 Olympic Boulevard Project

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	13.26	1000sqft	0.18	13,248.00	0
Enclosed Parking with Elevator	35.25	1000sqft	0.00	35,250.00	0
Regional Shopping Center	7.05	1000sqft	0.00	7,044.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2018
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Based on project plans

Construction Phase - Architectural Coating to occur throughout construction

Trips and VMT -

Grading - Garage at 30 feet below grade

Architectural Coating - Compliance with SCAQMD Rule 1113

Vehicle Trips - Based on Traffic and Parking Study

Area Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblConstructionPhase	NumDays	5.00	20.00
tblConstructionPhase	NumDays	2.00	50.00
tblConstructionPhase	PhaseEndDate	10/2/2017	9/27/2017
tblConstructionPhase	PhaseEndDate	8/21/2017	9/4/2017
tblConstructionPhase	PhaseStartDate	9/5/2017	8/31/2017
tblGrading	MaterialExported	0.00	13,055.00
tblLandUse	LandUseSquareFeet	13,260.00	13,248.00
tblLandUse	LandUseSquareFeet	7,050.00	7,044.00
tblLandUse	LotAcreage	0.30	0.18
tblLandUse	LotAcreage	0.81	0.00
tblLandUse	LotAcreage	0.16	0.00
tblProjectCharacteristics	OperationalYear	2014	2018
tblVehicleTrips	WD_TR	11.01	21.00
tblVehicleTrips	WD_TR	42.94	47.85

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	40.0711	18.7241	15.2394	0.0375	1.4629	0.8686	2.3202	0.6037	0.8132	1.4169	0.0000	3,684.0346	3,684.0346	0.3685	0.0000	3,691.7722
Total	**40.0711**	**18.7241**	**15.2394**	**0.0375**	**1.4629**	**0.8686**	**2.3202**	**0.6037**	**0.8132**	**1.4169**	**0.0000**	**3,684.0346**	**3,684.0346**	**0.3685**	**0.0000**	**3,691.7722**

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	40.0711	18.7241	15.2394	0.0375	1.4629	0.8686	2.3202	0.6037	0.8132	1.4169	0.0000	3,684.0346	3,684.0346	0.3685	0.0000	3,691.7722
Total	**40.0711**	**18.7241**	**15.2394**	**0.0375**	**1.4629**	**0.8686**	**2.3202**	**0.6037**	**0.8132**	**1.4169**	**0.0000**	**3,684.0346**	**3,684.0346**	**0.3685**	**0.0000**	**3,691.7722**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.4529	5.0000e-005	5.7500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0122	0.0122	3.0000e-005		0.0129
Energy	4.6300e-003	0.0421	0.0354	2.5000e-004		3.2000e-003	3.2000e-003		3.2000e-003	3.2000e-003		50.5320	50.5320	9.7000e-004	9.3000e-004	50.8395
Mobile	1.9140	4.8824	20.0669	0.0531	3.5188	0.0735	3.5923	0.9402	0.0677	1.0079		4,380.7609	4,380.7609	0.1610		4,384.1415
Total	**3.3715**	**4.9246**	**20.1080**	**0.0533**	**3.5188**	**0.0767**	**3.5955**	**0.9402**	**0.0709**	**1.0112**		**4,431.3050**	**4,431.3050**	**0.1620**	**9.3000e-004**	**4,434.9939**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.4529	5.0000e-005	5.7500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0122	0.0122	3.0000e-005		0.0129
Energy	4.6300e-003	0.0421	0.0354	2.5000e-004		3.2000e-003	3.2000e-003		3.2000e-003	3.2000e-003		50.5320	50.5320	9.7000e-004	9.3000e-004	50.8395
Mobile	1.9140	4.8824	20.0669	0.0531	3.5188	0.0735	3.5923	0.9402	0.0677	1.0079		4,380.7609	4,380.7609	0.1610		4,384.1415
Total	**3.3715**	**4.9246**	**20.1080**	**0.0533**	**3.5188**	**0.0767**	**3.5955**	**0.9402**	**0.0709**	**1.0112**		**4,431.3050**	**4,431.3050**	**0.1620**	**9.3000e-004**	**4,434.9939**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/13/2017	5	10	
2	Site Preparation	Site Preparation	1/14/2017	1/16/2017	5	1	
3	Grading	Grading	1/17/2017	3/27/2017	5	50	
4	Building Construction	Building Construction	3/28/2017	8/14/2017	5	100	
5	Paving	Paving	8/15/2017	9/4/2017	5	5	
6	Architectural Coating	Architectural Coating	8/31/2017	9/27/2017	5	20	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 83,313; Non-Residential Outdoor: 27,771 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,632.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	21.00	9.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930		1,183.8131	1,183.8131	0.2333		1,188.7118
Total	**1.2049**	**10.4761**	**8.5825**	**0.0120**		**0.7266**	**0.7266**		**0.6930**	**0.6930**		**1,183.8131**	**1,183.8131**	**0.2333**		**1,188.7118**

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	0.0375	0.0472	0.5880	1.4200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		114.3934	114.3934	5.6300e-003		114.5116
Total	**0.0375**	**0.0472**	**0.5880**	**1.4200e-003**	**0.1118**	**9.0000e-004**	**0.1127**	**0.0296**	**8.3000e-004**	**0.0305**		**114.3934**	**114.3934**	**5.6300e-003**		**114.5116**

3.2 Demolition - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930	0.0000	1,183.8131	1,183.8131	0.2333		1,188.7118
Total	**1.2049**	**10.4761**	**8.5825**	**0.0120**		**0.7266**	**0.7266**		**0.6930**	**0.6930**	**0.0000**	**1,183.8131**	**1,183.8131**	**0.2333**		**1,188.7118**

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	0.0375	0.0472	0.5880	1.4200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		114.3934	114.3934	5.6300e-003		114.5116
Total	**0.0375**	**0.0472**	**0.5880**	**1.4200e-003**	**0.1118**	**9.0000e-004**	**0.1127**	**0.0296**	**8.3000e-004**	**0.0305**		**114.3934**	**114.3934**	**5.6300e-003**		**114.5116**

3.3 Site Preparation - 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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.2694	12.6852	7.2319	9.3300e-003		0.7705	0.7705		0.7089	0.7089		955.8663	955.8663	0.2929		962.0167
Total	**1.2694**	**12.6852**	**7.2319**	**9.3300e-003**	**0.5303**	**0.7705**	**1.3007**	**0.0573**	**0.7089**	**0.7661**		**955.8663**	**955.8663**	**0.2929**		**962.0167**

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	0.0188	0.0236	0.2940	7.1000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.1000e-004	0.0152		57.1967	57.1967	2.8200e-003		57.2558
Total	**0.0188**	**0.0236**	**0.2940**	**7.1000e-004**	**0.0559**	**4.5000e-004**	**0.0563**	**0.0148**	**4.1000e-004**	**0.0152**		**57.1967**	**57.1967**	**2.8200e-003**		**57.2558**

3.3 Site Preparation - 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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.2694	12.6852	7.2319	9.3300e-003		0.7705	0.7705		0.7089	0.7089	0.0000	955.8663	955.8663	0.2929		962.0167
Total	**1.2694**	**12.6852**	**7.2319**	**9.3300e-003**	**0.5303**	**0.7705**	**1.3007**	**0.0573**	**0.7089**	**0.7661**	**0.0000**	**955.8663**	**955.8663**	**0.2929**		**962.0167**

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	0.0188	0.0236	0.2940	7.1000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.1000e-004	0.0152		57.1967	57.1967	2.8200e-003		57.2558
Total	**0.0188**	**0.0236**	**0.2940**	**7.1000e-004**	**0.0559**	**4.5000e-004**	**0.0563**	**0.0148**	**4.1000e-004**	**0.0152**		**57.1967**	**57.1967**	**2.8200e-003**		**57.2558**

3.4 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					0.7823	0.0000	0.7823	0.4183	0.0000	0.4183			0.0000			0.0000
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930		1,183.8131	1,183.8131	0.2333		1,188.7118
Total	**1.2049**	**10.4761**	**8.5825**	**0.0120**	**0.7823**	**0.7266**	**1.5089**	**0.4183**	**0.6930**	**1.1112**		**1,183.8131**	**1,183.8131**	**0.2333**		**1,188.7118**

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	0.5275	8.2009	6.0690	0.0240	0.5688	0.1298	0.6986	0.1558	0.1194	0.2752		2,385.8281	2,385.8281	0.0169		2,386.1825
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	0.0375	0.0472	0.5880	1.4200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		114.3934	114.3934	5.6300e-003		114.5116
Total	**0.5650**	**8.2481**	**6.6569**	**0.0255**	**0.6806**	**0.1307**	**0.8113**	**0.1854**	**0.1203**	**0.3057**		**2,500.2214**	**2,500.2214**	**0.0225**		**2,500.6941**

3.4 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					0.7823	0.0000	0.7823	0.4183	0.0000	0.4183			0.0000			0.0000
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930	0.0000	1,183.8131	1,183.8131	0.2333		1,188.7118
Total	**1.2049**	**10.4761**	**8.5825**	**0.0120**	**0.7823**	**0.7266**	**1.5089**	**0.4183**	**0.6930**	**1.1112**	**0.0000**	**1,183.8131**	**1,183.8131**	**0.2333**		**1,188.7118**

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	0.5275	8.2009	6.0690	0.0240	0.5688	0.1298	0.6986	0.1558	0.1194	0.2752		2,385.8281	2,385.8281	0.0169		2,386.1825
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	0.0375	0.0472	0.5880	1.4200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		114.3934	114.3934	5.6300e-003		114.5116
Total	**0.5650**	**8.2481**	**6.6569**	**0.0255**	**0.6806**	**0.1307**	**0.8113**	**0.1854**	**0.1203**	**0.3057**		**2,500.2214**	**2,500.2214**	**0.0225**		**2,500.6941**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869		1,159.5310	1,159.5310	0.3553		1,166.9919
Total	**1.2740**	**12.6738**	**8.0395**	**0.0113**		**0.8553**	**0.8553**		**0.7869**	**0.7869**		**1,159.5310**	**1,159.5310**	**0.3553**		**1,166.9919**

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	0.0687	0.7073	0.8429	1.9500e-003	0.0563	0.0114	0.0677	0.0160	0.0105	0.0265		193.0477	193.0477	1.3500e-003		193.0761
Worker	0.0788	0.0990	1.2347	2.9700e-003	0.2347	1.8900e-003	0.2366	0.0623	1.7400e-003	0.0640		240.2260	240.2260	0.0118		240.4744
Total	**0.1475**	**0.8063**	**2.0776**	**4.9200e-003**	**0.2910**	**0.0133**	**0.3043**	**0.0783**	**0.0122**	**0.0905**		**433.2737**	**433.2737**	**0.0132**		**433.5505**

3.5 Building Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869	0.0000	1,159.5310	1,159.5310	0.3553		1,166.9919
Total	**1.2740**	**12.6738**	**8.0395**	**0.0113**		**0.8553**	**0.8553**		**0.7869**	**0.7869**	**0.0000**	**1,159.5310**	**1,159.5310**	**0.3553**		**1,166.9919**

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	0.0687	0.7073	0.8429	1.9500e-003	0.0563	0.0114	0.0677	0.0160	0.0105	0.0265		193.0477	193.0477	1.3500e-003		193.0761
Worker	0.0788	0.0990	1.2347	2.9700e-003	0.2347	1.8900e-003	0.2366	0.0623	1.7400e-003	0.0640		240.2260	240.2260	0.0118		240.4744
Total	**0.1475**	**0.8063**	**2.0776**	**4.9200e-003**	**0.2910**	**0.0133**	**0.3043**	**0.0783**	**0.0122**	**0.0905**		**433.2737**	**433.2737**	**0.0132**		**433.5505**

3.6 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0406	9.8344	7.2432	0.0111		0.6018	0.6018		0.5572	0.5572		1,068.9366	1,068.9366	0.2968		1,075.1698
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0406**	**9.8344**	**7.2432**	**0.0111**		**0.6018**	**0.6018**		**0.5572**	**0.5572**		**1,068.9366**	**1,068.9366**	**0.2968**		**1,075.1698**

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	0.0676	0.0849	1.0583	2.5500e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549		205.9080	205.9080	0.0101		206.1209
Total	**0.0676**	**0.0849**	**1.0583**	**2.5500e-003**	**0.2012**	**1.6200e-003**	**0.2028**	**0.0534**	**1.4900e-003**	**0.0549**		**205.9080**	**205.9080**	**0.0101**		**206.1209**

3.6 Paving - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0406	9.8344	7.2432	0.0111		0.6018	0.6018		0.5572	0.5572	0.0000	1,068.9366	1,068.9366	0.2968		1,075.1698
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0406**	**9.8344**	**7.2432**	**0.0111**		**0.6018**	**0.6018**		**0.5572**	**0.5572**	**0.0000**	**1,068.9366**	**1,068.9366**	**0.2968**		**1,075.1698**

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	0.0676	0.0849	1.0583	2.5500e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549		205.9080	205.9080	0.0101		206.1209
Total	**0.0676**	**0.0849**	**1.0583**	**2.5500e-003**	**0.2012**	**1.6200e-003**	**0.2028**	**0.0534**	**1.4900e-003**	**0.0549**		**205.9080**	**205.9080**	**0.0101**		**206.1209**

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	38.6156					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**38.9479**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

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	0.0150	0.0189	0.2352	5.7000e-004	0.0447	3.6000e-004	0.0451	0.0119	3.3000e-004	0.0122		45.7573	45.7573	2.2500e-003		45.8046
Total	**0.0150**	**0.0189**	**0.2352**	**5.7000e-004**	**0.0447**	**3.6000e-004**	**0.0451**	**0.0119**	**3.3000e-004**	**0.0122**		**45.7573**	**45.7573**	**2.2500e-003**		**45.8046**

3.7 Architectural Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	38.6156					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**38.9479**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

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	0.0150	0.0189	0.2352	5.7000e-004	0.0447	3.6000e-004	0.0451	0.0119	3.3000e-004	0.0122		45.7573	45.7573	2.2500e-003		45.8046
Total	**0.0150**	**0.0189**	**0.2352**	**5.7000e-004**	**0.0447**	**3.6000e-004**	**0.0451**	**0.0119**	**3.3000e-004**	**0.0122**		**45.7573**	**45.7573**	**2.2500e-003**		**45.8046**

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	1.9140	4.8824	20.0669	0.0531	3.5188	0.0735	3.5923	0.9402	0.0677	1.0079		4,380.7609	4,380.7609	0.1610		4,384.1415
Unmitigated	1.9140	4.8824	20.0669	0.0531	3.5188	0.0735	3.5923	0.9402	0.0677	1.0079		4,380.7609	4,380.7609	0.1610		4,384.1415

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	278.46	31.43	12.99	661,192	661,192
Regional Shopping Center	337.34	352.29	177.94	684,986	684,986
Total	615.80	383.71	190.94	1,346,177	1,346,177

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
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.511172	0.060004	0.180590	0.138995	0.042398	0.006681	0.016070	0.032568	0.001938	0.002493	0.004370	0.000586	0.002135

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	4.6300e-003	0.0421	0.0354	2.5000e-004		3.2000e-003	3.2000e-003		3.2000e-003	3.2000e-003		50.5320	50.5320	9.7000e-004	9.3000e-004	50.8395
NaturalGas Unmitigated	4.6300e-003	0.0421	0.0354	2.5000e-004		3.2000e-003	3.2000e-003		3.2000e-003	3.2000e-003		50.5320	50.5320	9.7000e-004	9.3000e-004	50.8395

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	396.714	4.2800e-003	0.0389	0.0327	2.3000e-004		2.9600e-003	2.9600e-003		2.9600e-003	2.9600e-003		46.6722	46.6722	8.9000e-004	8.6000e-004	46.9563
Regional Shopping Center	32.8077	3.5000e-004	3.2200e-003	2.7000e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		3.8597	3.8597	7.0000e-005	7.0000e-005	3.8832
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		**4.6300e-003**	**0.0421**	**0.0354**	**2.5000e-004**		**3.2000e-003**	**3.2000e-003**		**3.2000e-003**	**3.2000e-003**		**50.5320**	**50.5320**	**9.6000e-004**	**9.3000e-004**	**50.8395**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.396714	4.2800e-003	0.0389	0.0327	2.3000e-004		2.9600e-003	2.9600e-003		2.9600e-003	2.9600e-003		46.6722	46.6722	8.9000e-004	8.6000e-004	46.9563
Regional Shopping Center	0.0328077	3.5000e-004	3.2200e-003	2.7000e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		3.8597	3.8597	7.0000e-005	7.0000e-005	3.8832
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		**4.6300e-003**	**0.0421**	**0.0354**	**2.5000e-004**		**3.2000e-003**	**3.2000e-003**		**3.2000e-003**	**3.2000e-003**		**50.5320**	**50.5320**	**9.6000e-004**	**9.3000e-004**	**50.8395**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.4529	5.0000e-005	5.7500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0122	0.0122	3.0000e-005		0.0129
Unmitigated	1.4529	5.0000e-005	5.7500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0122	0.0122	3.0000e-005		0.0129

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	0.3527					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0997					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5000e-004	5.0000e-005	5.7500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0122	0.0122	3.0000e-005		0.0129
Total	**1.4529**	**5.0000e-005**	**5.7500e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0122**	**0.0122**	**3.0000e-005**		**0.0129**

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	0.3527					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0997					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5000e-004	5.0000e-005	5.7500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0122	0.0122	3.0000e-005		0.0129
Total	**1.4529**	**5.0000e-005**	**5.7500e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0122**	**0.0122**	**3.0000e-005**		**0.0129**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Vegetation

9212 Olympic Boulevard Project

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	13.26	1000sqft	0.18	13,248.00	0
Enclosed Parking with Elevator	35.25	1000sqft	0.00	35,250.00	0
Regional Shopping Center	7.05	1000sqft	0.00	7,044.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2018
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Based on project plans

Construction Phase - Architectural Coating to occur throughout construction

Trips and VMT -

Grading - Garage at 30 feet below grade

Architectural Coating - Compliance with SCAQMD Rule 1113

Vehicle Trips - Based on Traffic and Parking Study

Area Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblConstructionPhase	NumDays	5.00	20.00
tblConstructionPhase	NumDays	2.00	50.00
tblConstructionPhase	PhaseEndDate	10/2/2017	9/27/2017
tblConstructionPhase	PhaseEndDate	8/21/2017	9/4/2017
tblConstructionPhase	PhaseStartDate	9/5/2017	8/31/2017
tblGrading	MaterialExported	0.00	13,055.00
tblLandUse	LandUseSquareFeet	13,260.00	13,248.00
tblLandUse	LandUseSquareFeet	7,050.00	7,044.00
tblLandUse	LotAcreage	0.30	0.18
tblLandUse	LotAcreage	0.81	0.00
tblLandUse	LotAcreage	0.16	0.00
tblProjectCharacteristics	OperationalYear	2014	2018
tblVehicleTrips	WD_TR	11.01	21.00
tblVehicleTrips	WD_TR	42.94	47.85

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	40.0726	19.0257	16.1244	0.0374	1.4629	0.8688	2.3205	0.6037	0.8135	1.4172	0.0000	3,671.2496	3,671.2496	0.3685	0.0000	3,678.9881
Total	**40.0726**	**19.0257**	**16.1244**	**0.0374**	**1.4629**	**0.8688**	**2.3205**	**0.6037**	**0.8135**	**1.4172**	**0.0000**	**3,671.2496**	**3,671.2496**	**0.3685**	**0.0000**	**3,678.9881**

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	40.0726	19.0257	16.1244	0.0374	1.4629	0.8688	2.3205	0.6037	0.8135	1.4172	0.0000	3,671.2496	3,671.2496	0.3685	0.0000	3,678.9881
Total	**40.0726**	**19.0257**	**16.1244**	**0.0374**	**1.4629**	**0.8688**	**2.3205**	**0.6037**	**0.8135**	**1.4172**	**0.0000**	**3,671.2496**	**3,671.2496**	**0.3685**	**0.0000**	**3,678.9881**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.4529	5.0000e-005	5.7500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0122	0.0122	3.0000e-005		0.0129
Energy	4.6300e-003	0.0421	0.0354	2.5000e-004		3.2000e-003	3.2000e-003		3.2000e-003	3.2000e-003		50.5320	50.5320	9.7000e-004	9.3000e-004	50.8395
Mobile	1.9794	5.1227	20.0681	0.0504	3.5188	0.0738	3.5927	0.9402	0.0680	1.0082		4,171.6043	4,171.6043	0.1612		4,174.9888
Total	**3.4370**	**5.1649**	**20.1093**	**0.0507**	**3.5188**	**0.0770**	**3.5959**	**0.9402**	**0.0712**	**1.0115**		**4,222.1484**	**4,222.1484**	**0.1622**	**9.3000e-004**	**4,225.8412**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.4529	5.0000e-005	5.7500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0122	0.0122	3.0000e-005		0.0129
Energy	4.6300e-003	0.0421	0.0354	2.5000e-004		3.2000e-003	3.2000e-003		3.2000e-003	3.2000e-003		50.5320	50.5320	9.7000e-004	9.3000e-004	50.8395
Mobile	1.9794	5.1227	20.0681	0.0504	3.5188	0.0738	3.5927	0.9402	0.0680	1.0082		4,171.6043	4,171.6043	0.1612		4,174.9888
Total	**3.4370**	**5.1649**	**20.1093**	**0.0507**	**3.5188**	**0.0770**	**3.5959**	**0.9402**	**0.0712**	**1.0115**		**4,222.1484**	**4,222.1484**	**0.1622**	**9.3000e-004**	**4,225.8412**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/13/2017	5	10	
2	Site Preparation	Site Preparation	1/14/2017	1/16/2017	5	1	
3	Grading	Grading	1/17/2017	3/27/2017	5	50	
4	Building Construction	Building Construction	3/28/2017	8/14/2017	5	100	
5	Paving	Paving	8/15/2017	9/4/2017	5	5	
6	Architectural Coating	Architectural Coating	8/31/2017	9/27/2017	5	20	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 83,313; Non-Residential Outdoor: 27,771 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,632.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	21.00	9.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930		1,183.8131	1,183.8131	0.2333		1,188.7118
Total	**1.2049**	**10.4761**	**8.5825**	**0.0120**		**0.7266**	**0.7266**		**0.6930**	**0.6930**		**1,183.8131**	**1,183.8131**	**0.2333**		**1,188.7118**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0382	0.0518	0.5398	1.3300e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		107.2861	107.2861	5.6300e-003		107.4043
Total	**0.0382**	**0.0518**	**0.5398**	**1.3300e-003**	**0.1118**	**9.0000e-004**	**0.1127**	**0.0296**	**8.3000e-004**	**0.0305**		**107.2861**	**107.2861**	**5.6300e-003**		**107.4043**

3.2 Demolition - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930	0.0000	1,183.8131	1,183.8131	0.2333		1,188.7118
Total	**1.2049**	**10.4761**	**8.5825**	**0.0120**		**0.7266**	**0.7266**		**0.6930**	**0.6930**	**0.0000**	**1,183.8131**	**1,183.8131**	**0.2333**		**1,188.7118**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0382	0.0518	0.5398	1.3300e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		107.2861	107.2861	5.6300e-003		107.4043
Total	**0.0382**	**0.0518**	**0.5398**	**1.3300e-003**	**0.1118**	**9.0000e-004**	**0.1127**	**0.0296**	**8.3000e-004**	**0.0305**		**107.2861**	**107.2861**	**5.6300e-003**		**107.4043**

3.3 Site Preparation - 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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.2694	12.6852	7.2319	9.3300e-003		0.7705	0.7705		0.7089	0.7089		955.8663	955.8663	0.2929		962.0167
Total	**1.2694**	**12.6852**	**7.2319**	**9.3300e-003**	**0.5303**	**0.7705**	**1.3007**	**0.0573**	**0.7089**	**0.7661**		**955.8663**	**955.8663**	**0.2929**		**962.0167**

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	0.0191	0.0259	0.2699	6.6000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.1000e-004	0.0152		53.6430	53.6430	2.8200e-003		53.7022
Total	**0.0191**	**0.0259**	**0.2699**	**6.6000e-004**	**0.0559**	**4.5000e-004**	**0.0563**	**0.0148**	**4.1000e-004**	**0.0152**		**53.6430**	**53.6430**	**2.8200e-003**		**53.7022**

3.3 Site Preparation - 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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.2694	12.6852	7.2319	9.3300e-003		0.7705	0.7705		0.7089	0.7089	0.0000	955.8663	955.8663	0.2929		962.0167
Total	**1.2694**	**12.6852**	**7.2319**	**9.3300e-003**	**0.5303**	**0.7705**	**1.3007**	**0.0573**	**0.7089**	**0.7661**	**0.0000**	**955.8663**	**955.8663**	**0.2929**		**962.0167**

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	0.0191	0.0259	0.2699	6.6000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.1000e-004	0.0152		53.6430	53.6430	2.8200e-003		53.7022
Total	**0.0191**	**0.0259**	**0.2699**	**6.6000e-004**	**0.0559**	**4.5000e-004**	**0.0563**	**0.0148**	**4.1000e-004**	**0.0152**		**53.6430**	**53.6430**	**2.8200e-003**		**53.7022**

3.4 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					0.7823	0.0000	0.7823	0.4183	0.0000	0.4183			0.0000			0.0000
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930		1,183.8131	1,183.8131	0.2333		1,188.7118
Total	**1.2049**	**10.4761**	**8.5825**	**0.0120**	**0.7823**	**0.7266**	**1.5089**	**0.4183**	**0.6930**	**1.1112**		**1,183.8131**	**1,183.8131**	**0.2333**		**1,188.7118**

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	0.5551	8.4979	7.0022	0.0240	0.5688	0.1301	0.6989	0.1558	0.1197	0.2754		2,380.1504	2,380.1504	0.0171		2,380.5098
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0382	0.0518	0.5398	1.3300e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		107.2861	107.2861	5.6300e-003		107.4043
Total	**0.5934**	**8.5496**	**7.5420**	**0.0253**	**0.6806**	**0.1310**	**0.8116**	**0.1854**	**0.1205**	**0.3059**		**2,487.4365**	**2,487.4365**	**0.0227**		**2,487.9141**

3.4 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					0.7823	0.0000	0.7823	0.4183	0.0000	0.4183			0.0000			0.0000
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930	0.0000	1,183.8131	1,183.8131	0.2333		1,188.7118
Total	**1.2049**	**10.4761**	**8.5825**	**0.0120**	**0.7823**	**0.7266**	**1.5089**	**0.4183**	**0.6930**	**1.1112**	**0.0000**	**1,183.8131**	**1,183.8131**	**0.2333**		**1,188.7118**

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	0.5551	8.4979	7.0022	0.0240	0.5688	0.1301	0.6989	0.1558	0.1197	0.2754		2,380.1504	2,380.1504	0.0171		2,380.5098
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0382	0.0518	0.5398	1.3300e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		107.2861	107.2861	5.6300e-003		107.4043
Total	**0.5934**	**8.5496**	**7.5420**	**0.0253**	**0.6806**	**0.1310**	**0.8116**	**0.1854**	**0.1205**	**0.3059**		**2,487.4365**	**2,487.4365**	**0.0227**		**2,487.9141**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869		1,159.5310	1,159.5310	0.3553		1,166.9919
Total	**1.2740**	**12.6738**	**8.0395**	**0.0113**		**0.8553**	**0.8553**		**0.7869**	**0.7869**		**1,159.5310**	**1,159.5310**	**0.3553**		**1,166.9919**

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	0.0750	0.7247	1.0215	1.9400e-003	0.0563	0.0115	0.0678	0.0160	0.0106	0.0266		191.4248	191.4248	1.4000e-003		191.4541
Worker	0.0803	0.1087	1.1336	2.7900e-003	0.2347	1.8900e-003	0.2366	0.0623	1.7400e-003	0.0640		225.3008	225.3008	0.0118		225.5491
Total	**0.1553**	**0.8334**	**2.1551**	**4.7300e-003**	**0.2910**	**0.0134**	**0.3044**	**0.0783**	**0.0123**	**0.0906**		**416.7255**	**416.7255**	**0.0132**		**417.0032**

3.5 Building Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869	0.0000	1,159.5310	1,159.5310	0.3553		1,166.9919
Total	**1.2740**	**12.6738**	**8.0395**	**0.0113**		**0.8553**	**0.8553**		**0.7869**	**0.7869**	**0.0000**	**1,159.5310**	**1,159.5310**	**0.3553**		**1,166.9919**

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	0.0750	0.7247	1.0215	1.9400e-003	0.0563	0.0115	0.0678	0.0160	0.0106	0.0266		191.4248	191.4248	1.4000e-003		191.4541
Worker	0.0803	0.1087	1.1336	2.7900e-003	0.2347	1.8900e-003	0.2366	0.0623	1.7400e-003	0.0640		225.3008	225.3008	0.0118		225.5491
Total	**0.1553**	**0.8334**	**2.1551**	**4.7300e-003**	**0.2910**	**0.0134**	**0.3044**	**0.0783**	**0.0123**	**0.0906**		**416.7255**	**416.7255**	**0.0132**		**417.0032**

3.6 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0406	9.8344	7.2432	0.0111		0.6018	0.6018		0.5572	0.5572		1,068.9366	1,068.9366	0.2968		1,075.1698
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0406**	**9.8344**	**7.2432**	**0.0111**		**0.6018**	**0.6018**		**0.5572**	**0.5572**		**1,068.9366**	**1,068.9366**	**0.2968**		**1,075.1698**

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	0.0688	0.0931	0.9716	2.3900e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549		193.1150	193.1150	0.0101		193.3278
Total	**0.0688**	**0.0931**	**0.9716**	**2.3900e-003**	**0.2012**	**1.6200e-003**	**0.2028**	**0.0534**	**1.4900e-003**	**0.0549**		**193.1150**	**193.1150**	**0.0101**		**193.3278**

3.6 Paving - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0406	9.8344	7.2432	0.0111		0.6018	0.6018		0.5572	0.5572	0.0000	1,068.9366	1,068.9366	0.2968		1,075.1698
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0406**	**9.8344**	**7.2432**	**0.0111**		**0.6018**	**0.6018**		**0.5572**	**0.5572**	**0.0000**	**1,068.9366**	**1,068.9366**	**0.2968**		**1,075.1698**

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	0.0688	0.0931	0.9716	2.3900e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549		193.1150	193.1150	0.0101		193.3278
Total	**0.0688**	**0.0931**	**0.9716**	**2.3900e-003**	**0.2012**	**1.6200e-003**	**0.2028**	**0.0534**	**1.4900e-003**	**0.0549**		**193.1150**	**193.1150**	**0.0101**		**193.3278**

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	38.6156					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**38.9479**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

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	0.0153	0.0207	0.2159	5.3000e-004	0.0447	3.6000e-004	0.0451	0.0119	3.3000e-004	0.0122		42.9144	42.9144	2.2500e-003		42.9617
Total	**0.0153**	**0.0207**	**0.2159**	**5.3000e-004**	**0.0447**	**3.6000e-004**	**0.0451**	**0.0119**	**3.3000e-004**	**0.0122**		**42.9144**	**42.9144**	**2.2500e-003**		**42.9617**

3.7 Architectural Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	38.6156					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**38.9479**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

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	0.0153	0.0207	0.2159	5.3000e-004	0.0447	3.6000e-004	0.0451	0.0119	3.3000e-004	0.0122		42.9144	42.9144	2.2500e-003		42.9617
Total	**0.0153**	**0.0207**	**0.2159**	**5.3000e-004**	**0.0447**	**3.6000e-004**	**0.0451**	**0.0119**	**3.3000e-004**	**0.0122**		**42.9144**	**42.9144**	**2.2500e-003**		**42.9617**

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	1.9794	5.1227	20.0681	0.0504	3.5188	0.0738	3.5927	0.9402	0.0680	1.0082		4,171.6043	4,171.6043	0.1612		4,174.9888
Unmitigated	1.9794	5.1227	20.0681	0.0504	3.5188	0.0738	3.5927	0.9402	0.0680	1.0082		4,171.6043	4,171.6043	0.1612		4,174.9888

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	278.46	31.43	12.99	661,192	661,192
Regional Shopping Center	337.34	352.29	177.94	684,986	684,986
Total	615.80	383.71	190.94	1,346,177	1,346,177

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
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.511172	0.060004	0.180590	0.138995	0.042398	0.006681	0.016070	0.032568	0.001938	0.002493	0.004370	0.000586	0.002135

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	4.6300e-003	0.0421	0.0354	2.5000e-004		3.2000e-003	3.2000e-003		3.2000e-003	3.2000e-003		50.5320	50.5320	9.7000e-004	9.3000e-004	50.8395
NaturalGas Unmitigated	4.6300e-003	0.0421	0.0354	2.5000e-004		3.2000e-003	3.2000e-003		3.2000e-003	3.2000e-003		50.5320	50.5320	9.7000e-004	9.3000e-004	50.8395

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	396.714	4.2800e-003	0.0389	0.0327	2.3000e-004		2.9600e-003	2.9600e-003		2.9600e-003	2.9600e-003		46.6722	46.6722	8.9000e-004	8.6000e-004	46.9563
Regional Shopping Center	32.8077	3.5000e-004	3.2200e-003	2.7000e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		3.8597	3.8597	7.0000e-005	7.0000e-005	3.8832
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		**4.6300e-003**	**0.0421**	**0.0354**	**2.5000e-004**		**3.2000e-003**	**3.2000e-003**		**3.2000e-003**	**3.2000e-003**		**50.5320**	**50.5320**	**9.6000e-004**	**9.3000e-004**	**50.8395**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.396714	4.2800e-003	0.0389	0.0327	2.3000e-004		2.9600e-003	2.9600e-003		2.9600e-003	2.9600e-003		46.6722	46.6722	8.9000e-004	8.6000e-004	46.9563
Regional Shopping Center	0.0328077	3.5000e-004	3.2200e-003	2.7000e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		3.8597	3.8597	7.0000e-005	7.0000e-005	3.8832
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		**4.6300e-003**	**0.0421**	**0.0354**	**2.5000e-004**		**3.2000e-003**	**3.2000e-003**		**3.2000e-003**	**3.2000e-003**		**50.5320**	**50.5320**	**9.6000e-004**	**9.3000e-004**	**50.8395**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.4529	5.0000e-005	5.7500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0122	0.0122	3.0000e-005		0.0129
Unmitigated	1.4529	5.0000e-005	5.7500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0122	0.0122	3.0000e-005		0.0129

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	0.3527					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0997					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5000e-004	5.0000e-005	5.7500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0122	0.0122	3.0000e-005		0.0129
Total	**1.4529**	**5.0000e-005**	**5.7500e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0122**	**0.0122**	**3.0000e-005**		**0.0129**

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	0.3527					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0997					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5000e-004	5.0000e-005	5.7500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0122	0.0122	3.0000e-005		0.0129
Total	**1.4529**	**5.0000e-005**	**5.7500e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0122**	**0.0122**	**3.0000e-005**		**0.0129**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Vegetation

Attachment F

Public Comment

Timmi Tway

From: Ryan Gohlich
Sent: Wednesday, April 20, 2016 11:42 AM
To: Timmi Tway
Subject: FW: Upcoming Project in Southeast

Do we have any info on the Avon site?

Ryan Gohlich, AICP
Assistant Director / City Planner
Community Development Department
City of Beverly Hills
455 N. Rexford Dr.
Beverly Hills, CA 90210
Direct: (310) 285-1118
Fax: (310) 858-5966
rgohlich@beverlyhills.org

From: Richard Rubins [mailto:richard@zalephoto.com]
Sent: Wednesday, April 20, 2016 11:36 AM
To: Ryan Gohlich
Subject: Re: Upcoming Project in Southeast

As you know elevations can be pretty deceiving. I was under the impression it was the whole block. It even appears to have a considerable offset from Palm. Is anything going to happen with the Avon bldg. and what happens with the lot next door. Also, looks like they are planning for an uptick in traffic in the alley. Should be fun!

Z

On Apr 20, 2016, at 10:50 AM, Ryan Gohlich <rgohlich@beverlyhills.org> wrote:

Hi Richard,

The Avon building is located immediately to the west of the proposed site, although the property owner of the project site does allow the car rental company to park cars on the site currently. I have highlighted the rough location of the subject property in the image below.

<image001.png><image002.jpg>
Hope this helps.

Ryan

Ryan Gohlich, AICP
Assistant Director / City Planner
Community Development Department
City of Beverly Hills
455 N. Rexford Dr.
Beverly Hills, CA 90210

Direct: (310) 285-1118
Fax: (310) 858-5966
rgohlich@beverlyhills.org

From: Richard Rubins [mailto:richard@zalephoto.com]
Sent: Tuesday, April 19, 2016 10:11 AM
To: Ryan Gohlich
Subject: Re: Upcoming Project in Southeast

The property is the Avon rental lot?

Z

On Apr 19, 2016, at 8:35 AM, Ryan Gohlich <rgohlich@beverlyhills.org> wrote:

All,

Please see the attached set of plans that will be presented to the Planning Commission. If you have any questions or would like to review the plans in person please let us know.

Thanks,

Ryan

Ryan Gohlich, AICP
Assistant Director / City Planner
Community Development Department
City of Beverly Hills
455 N. Rexford Dr.
Beverly Hills, CA 90210
Direct: (310) 285-1118
Fax: (310) 858-5966
rgohlich@beverlyhills.org

From: CBL [mailto:laukenmann@gmail.com]
Sent: Monday, April 18, 2016 6:31 PM
To: Ryan Gohlich
Cc: bhrebbe@arnallfamily.com; Chris Biehl; Commishra@earthlink.net; CRAIG DAVIS; David Galst; david peyman; doncreamer@sbcglobal.net; dpeyman@post.harvard.edu; dsawdayi@aol.com; Hadar Geller; hkaatty@earthlink.net; Jason Morgan; Jason Morgan (jason@objectiverep.com); jlipa@psomas.com; k_hatan@yahoo.com; luv0608@gmail.com; mannylin26@gmail.com; marcia@marciamoran.com;maurice@pessahgroup.com; nedagabbay@gmail.com; rangalor@gmail.com; Ron Bieber; sam.ezran@gmail.com; tildenlodge@earthlink.net; Valerie Hazon; AJ Willmer; Andrea Grossman; Bradley H Gibbons; Brian Goldberg; Dick Seff; Eliot Finkel; Isabel Hacker; Judie Fenton; Julian Javor; Noah Margo; Richard Rubins; Susan Mishler; Susan Healy Keene
Subject: Re: Upcoming Project in Southeast

Ryan, can you please circulate the schematics/drawings/elevations to all of us via pdf--grateful.

On Mon, Apr 18, 2016 at 4:50 PM, Ryan Gohlich <rgohlich@beverlyhills.org> wrote:
Hello Southeast Task Force Members and Southeast residents,

I wanted to let you know about a project that will be heard at the next Planning Commission meeting. On April 28 at 1:30 PM the Planning Commission will consider an application for a Conditional Use Permit and Minor Accommodation to allow construction of a new three-story commercial building located at 9206 and 9212 Olympic Boulevard. The project is located on the south side of Olympic Boulevard between Maple Drive and Palm Drive. The project totals 20,292 square feet and includes three levels of underground parking, one level of retail/restaurant use on the ground floor and two levels of general office use above the ground floor.

More information about the project is contained in the public notice, which I have attached to this email. Please feel free to contact me or the project planner Timothea Tway at ttway@beverlyhills.org or (310) 285-1122 for more information about the project.

Thank you,

Ryan

Ryan Gohlich, AICP
Assistant Director / City Planner
Community Development Department
City of Beverly Hills
455 N. Rexford Dr.
Beverly Hills, CA 90210
Direct: (310) 285-1118
Fax: (310) 858-5966
rgohlich@beverlyhills.org

The City keeps a copy of all E-mails sent and received for a minimum of 2 years. All retained E-mails will be treated as a Public Record per the California Public Records Act, and may be subject to disclosure pursuant to the terms, and subject to the exemptions, of that Act.

The City keeps a copy of all E-mails sent and received for a minimum of 2 years. All retained E-mails will be treated as a Public Record per the California Public Records Act, and may be subject to disclosure pursuant to the terms, and subject to the exemptions, of that Act.

<OLYMPIC_DESIGN PACKAGE_2016-2-7 copy.pdf>

The City keeps a copy of all E-mails sent and received for a minimum of 2 years. All retained E-mails will be treated as a Public Record per the California Public Records Act, and may be subject to disclosure pursuant to the terms, and subject to the exemptions, of that Act.

Timmi Tway

From: CBL <laukenmann@gmail.com>
Sent: Tuesday, April 19, 2016 5:04 PM
To: Susan Mishler
Cc: Ryan Gohlich; bhrebbe@arnallfamily.com; Chris Biehl; Commishra@earthlink.net; CRAIG DAVIS; David Galst; david peyman; doncreamer@sbcglobal.net; dpeyman@post.harvard.edu; dsawdayi@aol.com; Mahdi Aluzri; Hadar Geller; hkaatty@earthlink.net; Jason Morgan; Jason Morgan (jason@objectiverep.com); jlipa@psomas.com; k_hatan@yahoo.com; luv0608@gmail.com; mannylin26@gmail.com; marcia@marciamoran.com; maurice@pessahgroup.com; nedagabbay@gmail.com; rangalor@gmail.com; Ron Bieber; sam.ezran@gmail.com; tildenlodge@earthlink.net; Valerie Hazon; AJ Willmer; Andrea Grossman; Bradley H Gibbons; Brian Goldberg; Dick Seff; Eliot Finkel; Isabel Hacker; Judie Fenton; Julian Javor; Noah Margo; Richard Rubins; Susan Healy Keene; Timmi Tway; 11-Lili Bosse; Lili Bosse; 10-John Mirisch; John Mirisch
Subject: Re: Upcoming Project in Southeast

I have called parking enforcement 23 times in a row today, No response. Shameful. Do we really not have enough money to staff phone calls?

On Tue, Apr 19, 2016 at 12:32 PM, CBL <laukenmann@gmail.com> wrote:
Plus 3 floors of underground parking--good luck and enjoy my fellow Residents. That's 6 STORIES.

On Tue, Apr 19, 2016 at 11:24 AM, Susan Mishler <suemish356@gmail.com> wrote:
I second Chris

I will be there on the 28th and Ditto to Chris.
From Beverly to Robertson there is one tall commercial bldg at the SE corner of Olympic. At Doheny there is a third story or some CUP at the Hillel Day School. Nothing all the way to Robertson.
See you all at the Planning Commission. Susan
Sent from my iPhone

On Apr 19, 2016, at 10:01 AM, CBL <laukenmann@gmail.com> wrote:

> You are pushing the envelope here and making Olympic look like Wilshire. Do not forget that Olympic is zoned a lower threshold than Wilshire for this. I submit that you/we are now on the slippery slope.
>
> On Tue, Apr 19, 2016 at 8:35 AM, Ryan Gohlich <rgohlich@beverlyhills.org> wrote:
>
> All,
>
> Please see the attached set of plans that will be presented to the Planning Commission. If you have any questions or would like to review the plans in person please let us know.
>
> Thanks,

Ryan

Ryan Gohlich, AICP

Assistant Director / City Planner

Community Development Department

City of Beverly Hills

455 N. Rexford Dr.

Beverly Hills, CA 90210

Direct: (310) 285-1118

Fax: (310) 858-5966

rgohlich@beverlyhills.org

From: CBL [mailto:laukenmann@gmail.com]
Sent: Monday, April 18, 2016 6:31 PM
To: Ryan Gohlich
Cc: bhrebbe@arnallfamily.com; Chris Biehl; Commishra@earthlink.net; CRAIG DAVIS; David Galst; david peyman; doncreamer@sbcglobal.net; dpeyman@post.harvard.edu; dsawdayi@aol.com; Hadar Geller; hkaatty@earthlink.net; Jason Morgan; Jason Morgan (jason@objectiverep.com); jlipa@psomas.com; k_hatan@yahoo.com; luv0608@gmail.com; mannylin26@gmail.com; marcia@marciamoran.com; maurice@pessahgroup.com; nedagabbay@gmail.com; rangalor@gmail.com; Ron Bieber; sam.ezran@gmail.com; tildenlodge@earthlink.net; Valerie Hazon; AJ Willmer; Andrea Grossman; Bradley H Gibbons; Brian Goldberg; Dick Seff; Eliot Finkel; Isabel Hacker; Judie Fenton; Julian Javor; Noah Margo; Richard Rubins; Susan Mishler; Susan Healy Keene
Subject: Re: Upcoming Project in Southeast

Ryan, can you please circulate the schematics/drawings/elevations to all of us via pdf--grateful.

On Mon, Apr 18, 2016 at 4:50 PM, Ryan Gohlich <rgohlich@beverlyhills.org> wrote:

Hello Southeast Task Force Members and Southeast residents,

I wanted to let you know about a project that will be heard at the next Planning Commission meeting. On April 28 at 1:30 PM the Planning Commission will consider an application for a Conditional Use Permit and Minor Accommodation to allow construction of a new three-story

commercial building located at 9206 and 9212 Olympic Boulevard. The project is located on the south side of Olympic Boulevard between Maple Drive and Palm Drive. The project totals 20,292 square feet and includes three levels of underground parking, one level of retail/restaurant use on the ground floor and two levels of general office use above the ground floor.

More information about the project is contained in the public notice, which I have attached to this email. Please feel free to contact me or the project planner Timothea Tway at ttway@beverlyhills.org or (310) 285-1122 for more information about the project.

Thank you,

Ryan

Ryan Gohlich, AICP

Assistant Director / City Planner

Community Development Department

City of Beverly Hills

455 N. Rexford Dr.

Beverly Hills, CA 90210

Direct: (310) 285-1118

Fax: (310) 858-5966

rgohlich@beverlyhills.org

The City keeps a copy of all E-mails sent and received for a minimum of 2 years. All retained E-mails will be treated as a Public Record per the California Public Records Act, and may be subject to disclosure pursuant to the terms, and subject to the exemptions, of that Act.

The City keeps a copy of all E-mails sent and received for a minimum of 2 years. All retained E-mails will be treated as a Public Record per the California Public Records Act, and may be subject to disclosure pursuant to the terms, and subject to the exemptions, of that Act.