



CITY OF LOS ANGELES  
DEPARTMENT OF CITY PLANNING  
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

## JUSTIFICATION TO SUPPORT A CATEGORICAL EXEMPTION

### **216 Spring Street Project** **ENV-2020-7847-CE**

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**Project Addresses:** 212, 214, 216, 218, and 220 S. Spring Street, Los Angeles, CA 90012

**Community Plan Area:** Central City

**Council District:** 14 – Kevin de León

**Project Description:** The Project Site occupies approximately 12,784 square feet of lot area (0.29 acres) and is currently developed with a one-story commercial building. The Applicant proposes the demolition of the existing structure for the construction of a 17-story mixed-use building with 120 multi-family dwelling units, 1,032 square feet of retail, and a 1,981 square-foot restaurant. The proposed development would reach a maximum height of 223 feet and 4 inches above grade. The unit mix would include 16 studio units, 89 one-bedroom units, 13 two-bedroom units, and two three-bedroom units. Of the 120 dwelling units, 11 percent of the units (14 units) would be reserved at the “very low income” level. The building would include approximately 12,692 square feet of open space, including an outdoor rooftop deck, common recreation areas, and private balconies. The Proposed Project would include a total of 103,550 square feet of floor area, resulting in an approximate 8.1:1 FAR. The Proposed Project would provide 69 vehicle parking spaces on-site, pursuant to AB 744, in a three-level subterranean parking garage and 102 bicycle parking spaces. There are two non-protective street trees in the public right-of-way which would be removed. The street tree removal is subject to a 2:1 replacement ratio to the satisfaction of the Board of Public Works. There are no existing trees on the Project Site. The Project also proposes to plant 30 24-inch box trees on-site, pursuant to the Los Angeles Municipal Code (LAMC).

**PREPARED FOR:**  
The City of Los Angeles  
Department of City  
Planning

**PREPARED BY:**  
Parker Environmental  
Consultants

**APPLICANT:**  
216 Spring St, LLC

**August 2022**

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# Section 1. Introduction

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## PROJECT INFORMATION

Project Title: 216 Spring Street Project  
Project Location: 212, 214, 216, 218, and 220 S. Spring Street  
Los Angeles, CA 90012

Project Applicant: 216 Spring St, LLC  
C/O David Gray  
353 S. Broadway, Suite 200  
Los Angeles CA 90013

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

An application for the proposed 216 Spring Street Project (Proposed Project) has been submitted to the City of Los Angeles Department of City Planning (DCP) for discretionary review.

The following information is being submitted in support of the determination that the proposed mixed-use residential and commercial development, located at 212, 214, 216, 218, and 220 S. Spring Street (Proposed Project), qualifies for a Categorical Exemption pursuant to the criteria set forth in Section 15332 (Class 32 Infill Development Projects) under the California Environmental Quality Act (CEQA) (P.R.C. 21000-21189.2), and the State CEQA Guidelines (C.C.R. Title 14, Division 6, Chapter 3, 15000-15387).

As presented in the enclosed materials, the Proposed Project meets all of the criteria necessary to qualify for a CEQA Exemption as a Class 32 (Infill Development Project) pursuant to CEQA Guideline Sections 15332. Application of these exemptions, as with all Categorical Exemptions, are limited by certain exceptions to the exemptions identified in Section 15300.2 of the CEQA Guidelines. As discussed in further detail below, no exceptions apply to the Proposed Project. Therefore, no further environmental analysis is warranted.

## Section 2. Project Description

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### A. Project Summary

216 Spring St, LLC, (the “Applicant”) proposes the demolition of an existing one-story commercial office structure for the construction of a 17-story mixed-use building with 120 multi-family dwelling units, 1,032 square feet of retail, and a 1,981 square-foot restaurant. The proposed development would reach a maximum height of 223 feet and 4 inches above grade. The unit mix would include 16 studio units, 89 one-bedroom units, 13 two-bedroom units, and two three-bedroom units. Of the 120 dwelling units, 11 percent of the units (14 units) would be reserved at the “Very Low Income” level. The building would include approximately 12,692 square feet of open space, including a rooftop deck, podium, and private balconies. The Proposed Project would include a total of 103,550 square feet of developed floor area, resulting in an approximate 8.1:1 FAR. The Proposed Project would provide 69 vehicle parking spaces on-site per AB 744, in a three-level subterranean parking garage, and 102 bicycle parking spaces. There are two non-protective street trees in the public right-of-way which would be removed. The street tree removal is subject to a 2:1 replacement ratio to the satisfaction of the Board of Public Works. There are no existing trees on the Project Site. The Project also proposes to plant 30 24-inch box trees on-site pursuant to the Los Angeles Municipal Code (LAMC).

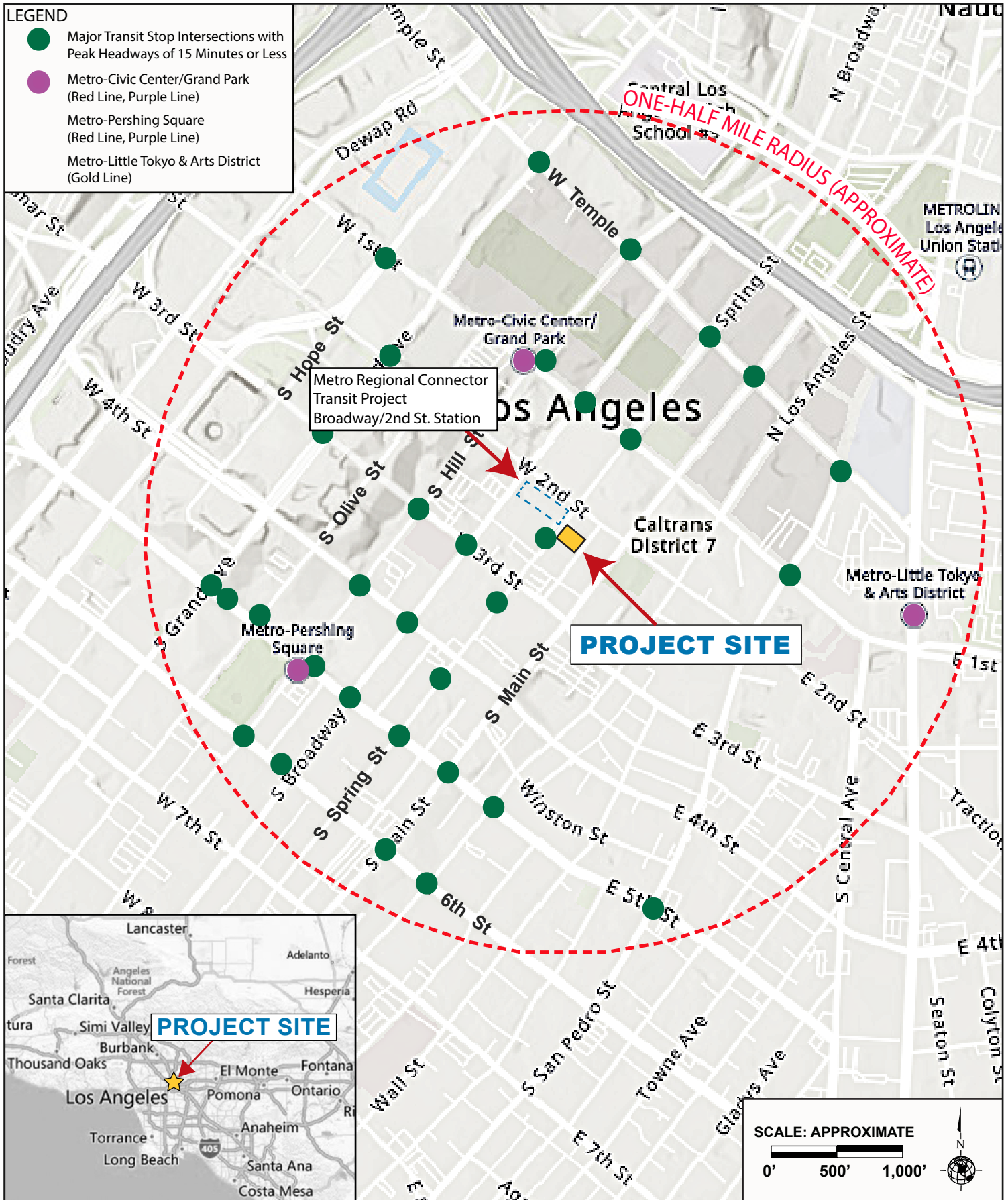
The Applicant is requesting the following discretionary approvals: (1) Pursuant to LAMC Section 12.22 A.25, a Density Bonus Compliance Review to permit a mixed-use residential and commercial development with 120 units and 3,013 square feet of commercial space, and with the following Density Bonus Incentives: (a) a 35% increase in FAR from 6:1 to a maximum of 8.1:1; (b) Pursuant to AB 744, to utilize the vehicle parking space requirement of 0.5 space per bedroom to allow 69 vehicle parking spaces on-site; (2) Pursuant to LAMC Section 16.05, Site Plan Review for a proposed mixed-use building creating more than 50 net dwelling units; and (3) Pursuant to LAMC Section 12.22 A.26, Downtown Design Guide Review for the proposed building.

In addition, pursuant to various sections of the LAMC, the Applicant will also request various ministerial administrative approvals and permits from the Los Angeles Department of Building and Safety and other municipal agencies for Project construction actions, including but not limited to the following: demolition, shoring, grading, foundation, building, haul route, street tree removal, and tenant improvements.

### B. Environmental Setting

#### 1. Project Location

The Project Site’s address includes 212, 214, 216, 218, and 220 S. Spring Street, Los Angeles, CA 90012, with Assessor Parcel Number: 5149-007-005. The Project Site is located in the Central City Community Plan area within the City of Los Angeles. The Project Site’s location within the City of Los Angeles and the greater Los Angeles region is depicted in Figure 1, Project Location Map.



Source: ArcGIS, 2021.

Figure 1  
Project Location Map

The Project Site encompasses one parcel along the east side of S. Spring Street, between 2<sup>nd</sup> Street and 3<sup>rd</sup> Street, and includes approximately 12,784 square feet of lot area (0.29 acres). The Project Site is generally bounded by Spring Street to the west, Harlem Place (alleyway) and a surface parking lot to the east, a parking structure to the south, and a one-story commercial building to the north.

Regional access to the Project Site is provided by the Hollywood Freeway (US-101), located approximately 0.4 mile northeast of the Project Site; the Harbor Freeway (SR-110), located approximately 0.6 mile to the northwest of the Project Site; and the Santa Monica Freeway (I-10), located approximately 1.6 miles south of the Project Site. The US-101 and the SR-110 meet approximately 0.7 mile north of the Project Site.

Local street access is provided by the grid roadway system surrounding the Project Site. South Spring Street, which borders the Project Site to the west, is a one-way street providing two travel lanes southbound. Spring Street is classified as a Modified Avenue II roadway in the City's Mobility Plan. Other major arterial roadways providing access to the Project Site is W. 2<sup>nd</sup> Street, which is located approximately 120 feet north of the Project Site, and Main Street, which is approximately 180 feet east of the Project Site. Second Street is designated as an Avenue III roadway in the City's Mobility Plan. Main Street is designated as an Avenue II roadway in the City's Mobility Plan.

### **Transit Priority Area**

In 2013, the State of California enacted Senate Bill 743 (SB 743), which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." P.R.C. Section 21099 defines a "transit priority area" as an area within one-half mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." Public Resources Code Section 21064.3 defines "Major Transit Stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Public Resources Code Section 21061.3 defines an "Infill Site" as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses.

The Project Site is an infill site within a Transit Priority Area as defined by CEQA.<sup>1</sup> The Los Angeles Metropolitan Transportation Authority (Metro) and Los Angeles Department of Transportation (LADOT) operate multiple bus lines with multiple bus stops within walking distance from the Project Site. In the vicinity of the Project Site, bus stops are primarily located along Spring Street, Main Street, 3<sup>rd</sup> Street, and 4<sup>th</sup> Street. Bus lines that operate in the Project Site area include, but are not

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<sup>1</sup> *Public Resources Code Sections 21061.3 and 21099. See also City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: [www.zimas.lacity.org](http://www.zimas.lacity.org), accessed June 2021.*

limited to: Metro lines 2, 4, 30, 33, 35, 40, 45, 68, 83, 84, 92, 302, 330; Metro Rapid Lines 728, 733, 745; and LADOT DASH Line D.

Additionally, the closest Metro Station to the Project Site is the Civic Center/Grand Park Metro Rail Station, located approximately 0.3 mile (walking distance) north of the Project Site; and the Pershing Square Metro Rail Station, located 0.4 mile (walking distance) southwest from the Project Site. The Civic Center/Grand Park and Pershing Square Metro Stations are serviced by the Metro Purple Line and Red Line. The Metro Purple Line provides service between downtown Los Angeles and the Koreatown district. The Metro Red Line provides service between downtown Los Angeles and North Hollywood. The Metro Purple Line and Red Line provide access to other subway lines that connect to other parts of the City and to the greater Los Angeles metropolitan area. The Project Site is also located immediately east of the Regional Connector Transit Project. This project includes three new underground rail stations and extends from the Gold Line in Little Tokyo and Arts District communities to the Blue Line and Expo Lines at 7<sup>th</sup> Street/Metro Center Station. Currently, the Historic Broadway Station, located at 2<sup>nd</sup> Street and Broadway is currently under construction, approximately 80 feet west of the Project Site. It is anticipated that construction for this station and Metro transit project would be operational in 2022.<sup>2</sup> The Project Site is also situated within easy walking distance to retail, restaurants, entertainment, and other commercial businesses located in the Los Angeles Downtown area.

## 2. Existing Conditions

### 2.1 Zoning and Land Use Designations

Figure 2, Zoning and General Plan Land Use Designations, shows the existing zoning and General Plan land use designations on the Project Site and in the surrounding area. The Project Site is situated within the Central City Community Plan area and the City Center Redevelopment Plan ("Redevelopment Plan") area of the City of Los Angeles. The LAMC defines the zoning across the Project Site as "C2-4D" with a General Plan land use designation of "Regional Center Commercial." The Project Site is located in Height District No. 4, which allows for unlimited height, but limits development to a floor area ratio (FAR) of 13:1. Ordinance No. 164,307 establishes the "D" limitation on the Project Site, which further limits FAR on the Project Site. The "D" Classification further limits FAR to a maximum of 6:1 and states that additional FAR may be obtained through Transfer of Floor Area. Footnote 3 of the Central City Community Plan Map permits a maximum 13:1 FAR on the Project Site through a Transfer of Floor Area. The density, lot area, and setback requirements for the Project Site are superseded by the Greater Downtown Housing Incentive Area (Ordinance 179,076, effective September 2007). The Project Site is also located within a Transit Priority Area in the City of Los Angeles (ZI-2452), a Greater Downtown Housing Incentive Area (ZI-2385), a Metropolitan Transportation Authority right-of-way (Metro ROW) Project area (ZI-1117), and the Los Angeles State Enterprise Zone (ZI-2374).

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<sup>2</sup> *Metro Projects, Regional Connector Transit Project, website: <https://www.metro.net/projects/connector-2/>, accessed November 2021.*





Source: ZIMAS, City of Los Angeles, Department of City Planning, 2021.

Figure 2  
Zoning and General Plan Land Use Designations



### ***2.1.1 Central City Community Plan***

The Project Site is located within the Central City Community Plan (“Community Plan”) area of the City of Los Angeles. The Community Plan promotes an arrangement of land uses, infrastructure, and services intended to enhance the economic, social, and physical health, safety, welfare, and convenience of the people who live, work and invest in the community. By serving to guide development, the Community Plan encourages progress and change within the community to meet anticipated needs and circumstances, promotes balanced growth, builds on economic strengths and opportunities while protecting the physical, economic, and social investments in the community to the extent reasonable and feasible. The Community Plan area contains a substantial amount of commercial development. More specifically, the Project Site is located in the Civic Center District area, which includes Federal, State, County and local government offices. Civic Center has the second largest concentration of civic buildings in the country, located primarily along the Civic Center Mall north of First Street, and generally from the Harbor Freeway to Alameda Street and dominated by the historic City Hall.

### ***2.1.2 City Center Redevelopment Plan***

The Project Site is located within the Redevelopment Plan for the City Center Redevelopment Project (“Redevelopment Plan”). Development in the Redevelopment Project Area is governed by the Redevelopment Plan that was adopted in May 2002 by the former Community Redevelopment Agency of the City of Los Angeles (CRA/LA) and remains effective until May 2032. Pursuant to Ordinance 183,325 (effective November 11, 2019), the authority or responsibility to perform actions and related land use functions regarding any Redevelopment Plan Amendment or land use approval or entitlement pursuant to Section 11.5.14 and applicable provisions of the Code was transferred to the Department of City Planning. Specific design considerations from the Redevelopment Plan include: height, development densities, building setbacks, signage, open space and privacy, utilities, parking, and loading facilities. The Redevelopment Plan identifies overall objectives and development standards to guide the development, redevelopment, and rehabilitation of properties within the City Center area.

The City Center area encompasses much of Historic Downtown, City Markets, and South Park. The Proposed Project is located within the Historic Downtown neighborhood of the City Center Redevelopment Project area, which was established by the CRA/LA. The Redevelopment Plan’s objective for the Historic Downtown Development area is to achieve a mixed use residential, commercial, office, cultural, recreational, entertainment and institutional area primarily through the adaptive re-use of the large stock of structures of architectural and historic merit. Rehabilitation of this area is in part dependent on addressing the social, medical and economic problems of the Central City population. The area includes two national register historic districts encompassing substantial portions of Broadway and Spring Streets. The predominant uses shall include both private and governmental office uses, residential uses, theaters, restaurants, local and regional serving commercial and entertainment uses, and other uses compatible with a medium to high density mixed use urban core environment.

## 2.2 Existing Site Conditions

Figure 3, Aerial Photograph of the Project Site and Surrounding Land Uses, shows an aerial view of the Project Site and identifies the photograph locations for the Project Site and surrounding land use photographs shown in Figure 4, Photographs of the Project Site.

The Project Site consists of one parcel currently improved with a one-story commercial office building with approximately 14,000 square feet of office space. No vehicular driveways or access are provided on the Project Site from Spring Street or the adjacent alleyway, Harlem Place. Two street trees (Holly Oak) are located in the public right-of-way adjacent to the Project Site along Spring Street.

## 3. Surrounding Land Uses

As shown in Figure 2, the Project Site is in a commercially zoned “C2-4D” area, and properties immediately bordering the Project Site are either zoned C2-4D, C4-4D, or [Q]C2-4D-CDO-SN with General Plan land use designations of Regional Center Commercial. The properties surrounding the Project Site include a mix of commercial land uses, mixed-use residential and commercial buildings, surface parking, and parking structures. These land uses range in height from one- to ten-stories above grade. Figure 3 shows an aerial photograph of the land uses surrounding the Project Site. Photographs of the land uses immediately surrounding the Project Site are provided in Figure 5, Photographs of the Surrounding Land Uses. Below is description of the existing conditions in the surrounding area.

North: The Project Site is immediately bordered by a one-story commercial building to the north. This property is currently zoned C2-4D with a General Plan land use designation of Regional Center Commercial. Immediately north of this property is W. 2<sup>nd</sup> Street. The Los Angeles Police Department headquarters and park is located north of W. 2<sup>nd</sup> Street. This property is zoned PF-4D with a General Plan land use designation of Public Facilities. Refer to Figure 5, Views 8 and 9.

West: The Project Site is immediately bordered by Spring Street to the west. Further west, is a six-story parking structure, located at 213 S. Spring Street, and a construction site for a new mixed-use residential and commercial building above the Metro Regional Connector Historic Broadway Rail Station (Case No. CPC-2016-3808-VZC-CDO-DD-SPR). This project was approved in April 2020, and would involve demolishing the six-story parking structure. These properties are zoned [Q]C2-4D-CDO-SN with General Plan land use designations of Regional Center Commercial. Refer to Figure 5, Views 11 and 12.

East: The Project Site is immediately bordered by Harlem Place, an alleyway, to the east. Further east, across the alleyway, is a surface parking lot and 10-story mixed-use residential and commercial property. These properties are zoned C4-4D with General Plan land use designations of Regional Center Commercial. Refer to Figure 5, View 10.

South: The Project Site is immediately bordered by a six-story parking structure to the south. This property is currently zoned C2-4D with General Plan land use designation of Regional Center Commercial. Further south is a surface parking lot, which is currently zoned [Q]C4-4D with a General Plan land use designation of Regional Center Commercial. Refer to Figure 5, View 7.





Source: Google Earth, Aerial View, 2020.

Figure 3  
Aerial Photograph of the Project Site and Surrounding Land Uses





View 1: On the northern side of S. Spring Street, looking south at the Project Site.



View 2: On the northern side of S. Spring Street, looking southeast at the Project Site.



View 3: On the northern side of S. Spring Street, looking northeast at the Project Site.



View 4: On the southern side of Harlem Place, looking north at the Project Site.



View 5: On the southern side of Harlem Place, looking southwest at the Project Site.



View 6: On the northern side of Harlem Place, looking southwest at the Project Site.

Source: Parker Environmental Consultants, June 11, 2021.

Figure 4  
Photographs of the Project Site  
Views 1-6





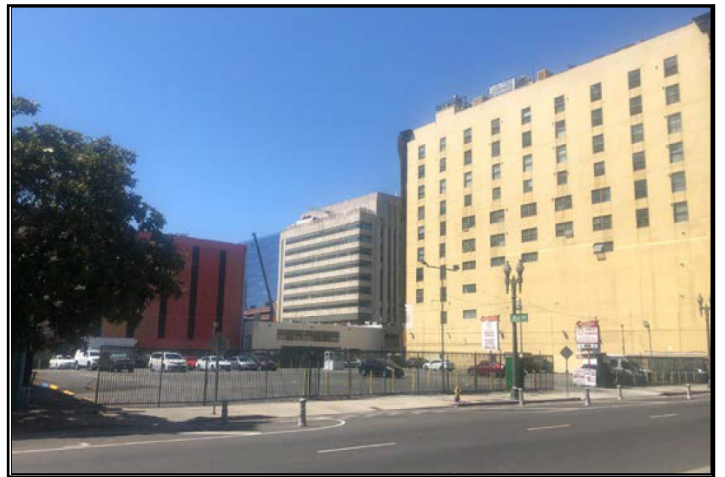
View 7: On the west side of S. Spring Street, looking south and southeast at properties south of the Project Site.



View 8: On the southwest corner of S. Spring Street and W. 2nd Street, looking south at properties north and northeast of the Project Site.



View 9: On the east side of Harlem Place, looking northeast at properties northeast of the Project Site.



View 10: On the east side of S. Main Street, looking northwest at properties east and southeast of the Project Site.



View 11: On the east side of S. Spring Street, looking northwest at properties north of the Project Site.



View 12: On the east side of S. Spring Street, looking west at properties west of the Project Site.

Source: Parker Environmental Consultants, June 11, 2021.

Figure 5  
Photographs of the Surrounding Land Uses  
Views 7-12

## C. Description of Project

### 1. Project Overview

The Project would require demolition and site clearing of the existing commercial office building for the construction, use, and maintenance of a 17-story mixed-use multi-family residential and commercial building with a total of 120 residential dwelling units, and 3,013 square feet of commercial space ("Proposed Project"). Eleven percent of the proposed dwelling units (14 units) would be reserved for families with "very low" income. The building would be a maximum height of 223 feet and 4 inches above grade at the top of the parapet. The Proposed Project includes a total floor area of 103,550 square feet, resulting in a FAR of 8.1:1. The Proposed Project would provide 69 vehicle parking spaces in a three-level subterranean parking garage. A summary of the Proposed Project is provided in Table 1, Proposed Development Program, below. The plan layout of the Proposed Project is depicted in Figure 6, Plot Plan, and floor plans are illustrated in Figures 7 through 11.

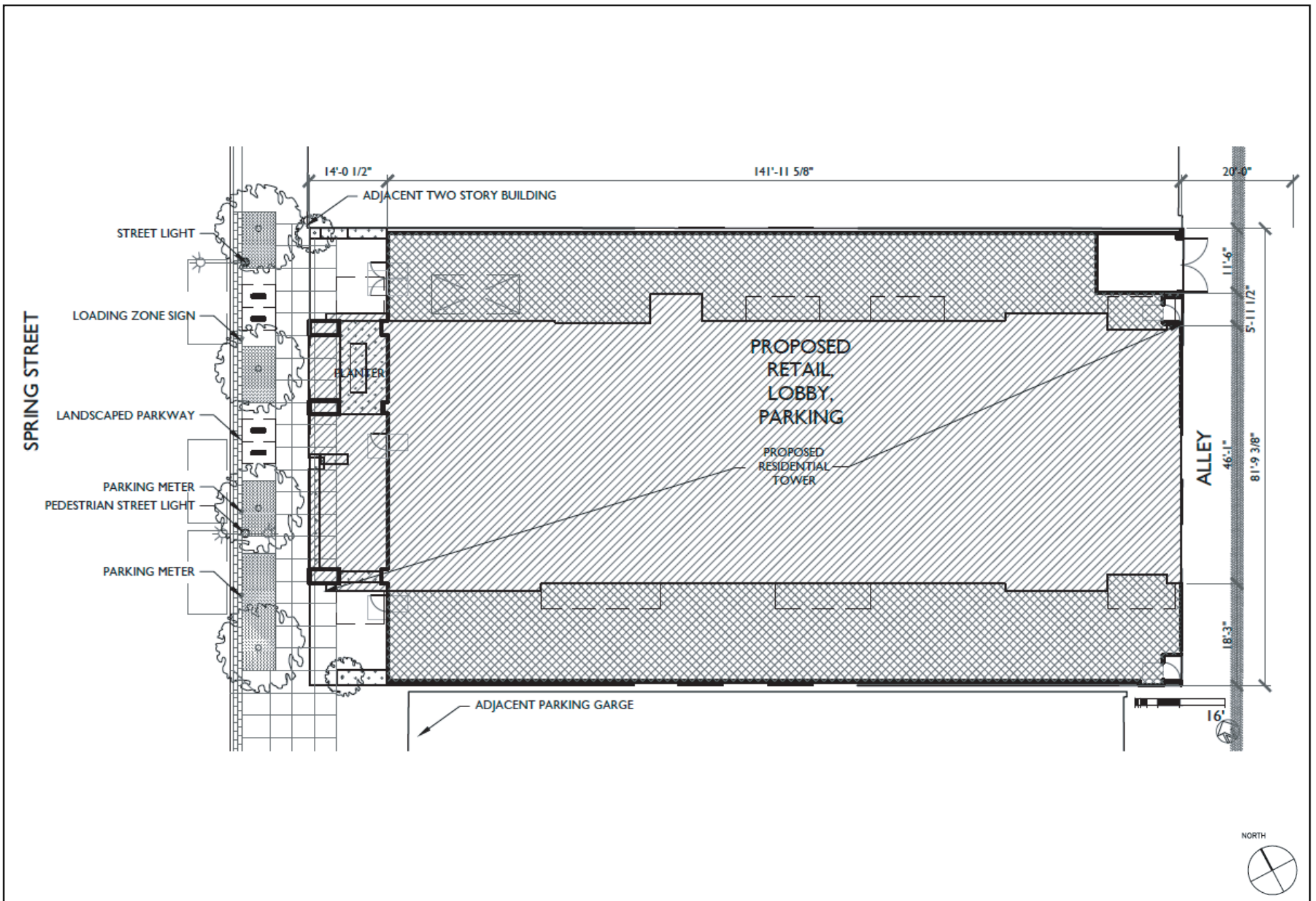
**Table 1**  
**Proposed Development Program**

Land Uses	Quantity	Proposed Floor Area (square feet)
Proposed Project		
Residential (120 dwelling units)		
Studio	16 du	100,537 sf <sup>a</sup>
One-Bedroom	89 du	
Two-Bedroom	13 du	
Three-Bedroom	2 du	
Total Units	120 du	
Commercial (3,013 sf)		
Restaurant	--	1,981 sf
Retail	--	1,032 sf
TOTAL:		103,550 sf (8.1:1 FAR)
Notes: du = dwelling unit; sf = square feet		
<sup>a</sup> Includes residential support areas such as amenities, lobby, and open space areas.		
Source: David Lawrence Gray Architects, February 28, 2022.		

#### **Residential Uses**

As shown in Table 1, above, the Proposed Project would include a maximum of 120 residential units. The unit mix would include 16 studio units, 89 one-bedroom units, 13 two-bedroom units, and two three-bedroom units. Eleven percent of the proposed density units (14 units) would be reserved for families with "very low" income. The proposed building would include a residential lobby located on the ground floor. Additional residential amenity space would be located on the ground floor, second floor, and the roof deck. The total residential floor area totals approximately 100,526 square feet.

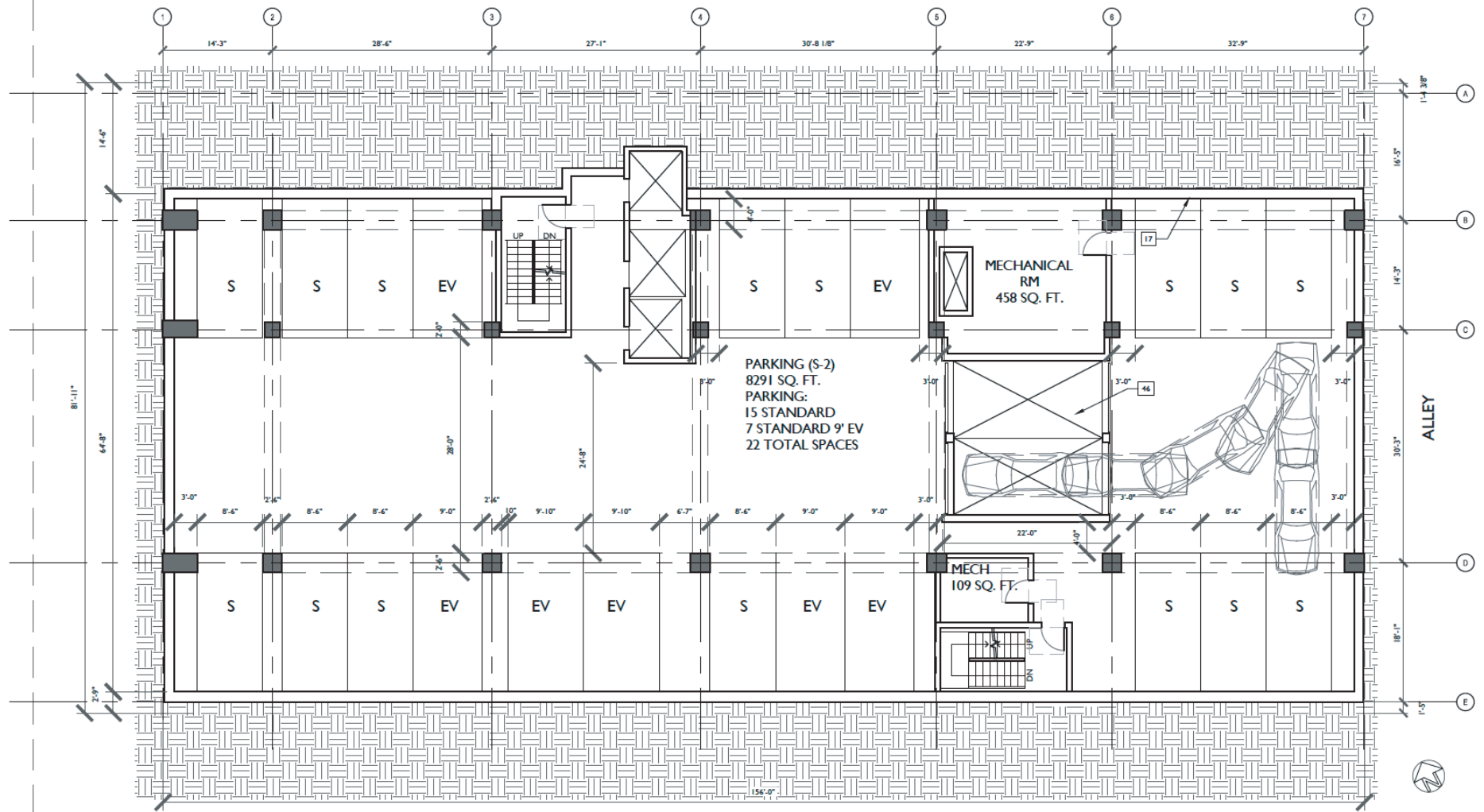




Source: David Lawrence Gray Architects AIA, June 7, 2021.

Figure 6  
Plot Plan

SPRING ST.

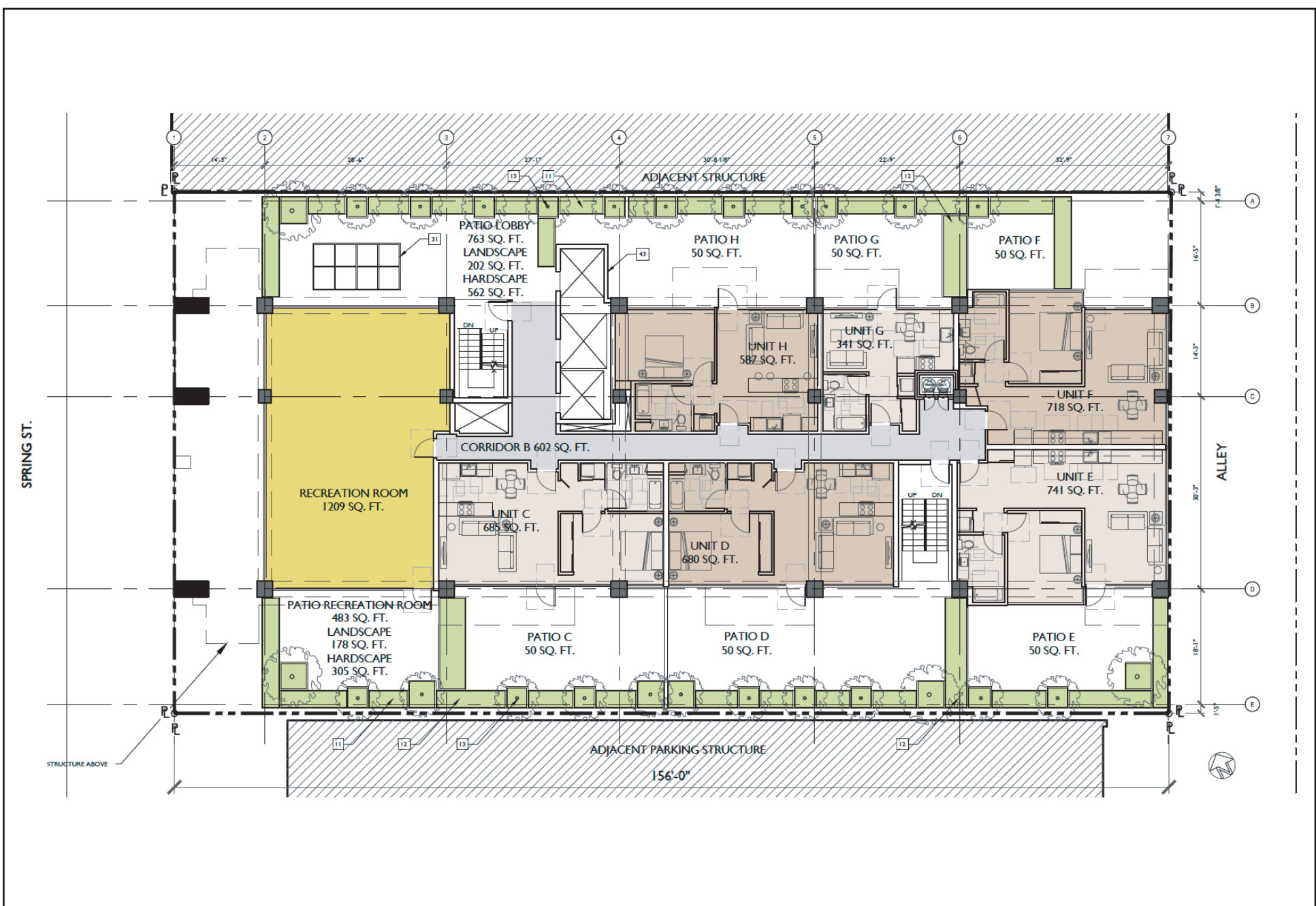


Source: David Lawrence Gray Architects AIA, June 7, 2021.

Figure 7  
Parking Floor Plan



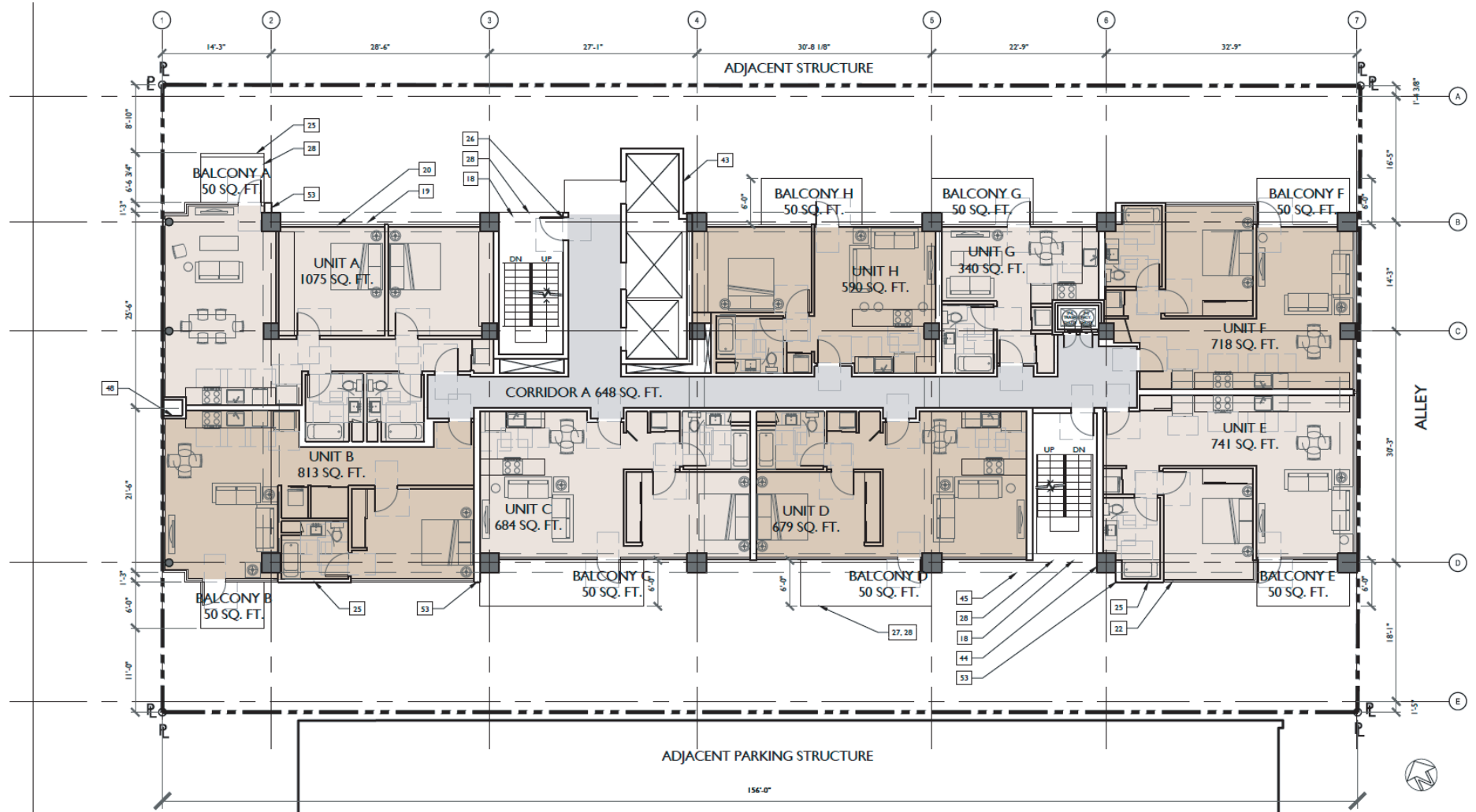




Source: David Lawrence Gray Architects AIA, June 7, 2021.

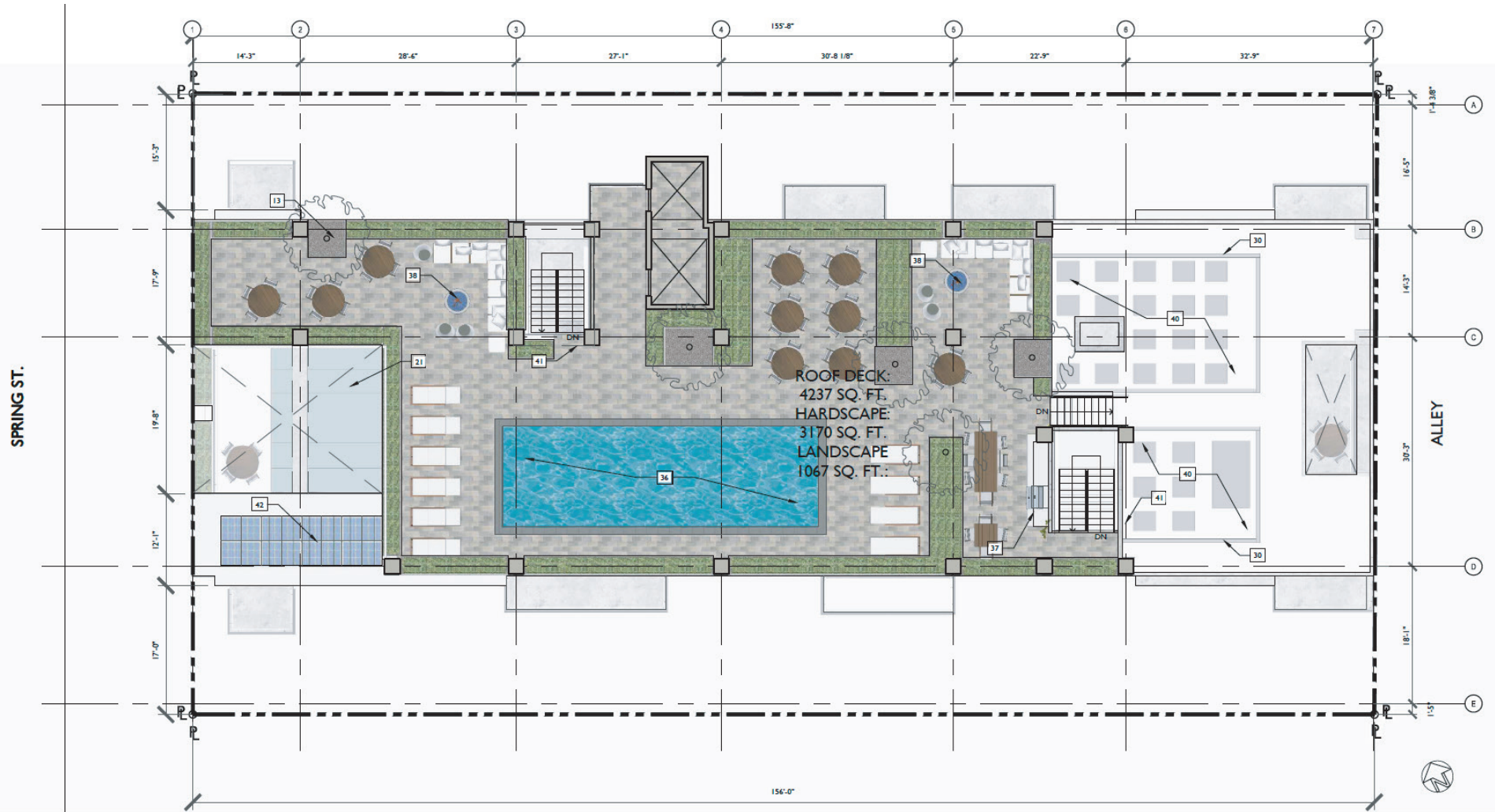
Figure 9  
Level 2 Floor Plan

SPRING ST.



Source: David Lawrence Gray Architects AIA, June 7, 2021.

Figure 10  
Typical Residential Floor Plan



Source: David Lawrence Gray Architects AIA, June 7, 2021.

Figure 11  
Roof Plan

## ***Commercial Uses***

As shown in Table 1, above, the Proposed Project would include approximately 3,013 square feet of ground floor commercial space, including 1,032 square feet of retail space and a 1,981 square-foot restaurant. The commercial spaces would directly front Spring Street. The locations of the commercial/retail spaces are illustrated in Figure 8, Level 1 Floor Plan.

## **2. Floor Area**

The Project Site includes a net lot area of 12,784 square feet. The Project Site is located in Height District No. 4, which has unlimited height, but limits development to a FAR of 13:1. The Redevelopment Plan and 'D' limitation further limits the total floor area of the Project Site to a ratio of 6:1 FAR or approximately 76,704 square feet based on lot area. Pursuant to LAMC Section 12.22 A.25(g)(3), in exchange for setting aside 11 percent of the base density as very low-income housing units, the Proposed Project is eligible to receive development incentives, including an on-menu incentive to increase the allowable FAR by 35 percent to a maximum of 8.1:1, resulting in an allowable floor area of 103,550 square feet. The Proposed Project includes approximately 103,550 square feet of floor area, resulting in a FAR of 8.1:1.

## **3. Building Height**

The Project Site is located in Height District No. 4, which has unlimited height. The proposed 17-story building would reach a maximum height of 223 feet and 4 inches as measured from the Grade to the top of the parapet. Figures 12 through 14 illustrate the building elevations and building sections of the Proposed Project.

## **4. Design and Architecture**

The Proposed Project is a 17-story mixed-use multi-family residential and commercial building designed with modern architectural materials including rooftop solar zones and rooftop open space. The Proposed Project would be designed to meet all building standards and requirements of the LAMC, including the L.A. Green Building Code. See Figure 15 for the architectural renderings of the Proposed Project.

## **5. Setbacks**

Per the Greater Downtown Housing Incentive Area, LAMC Section 12.22 C.3(a), no yard requirements apply to lots in the C2 Zone that are located in the Greater Downtown Housing Incentive Area, except as required by the Downtown Design Guidelines. The Downtown Design Guidelines may require additional sidewalk easement for downtown streets to enhance pedestrian network, but sidewalk easement was not required along the Project Site.





South Elevation



West Elevation

Source: David Lawrence Gray Architects AIA, June 7, 2021.

Figure 12  
South and West Elevations





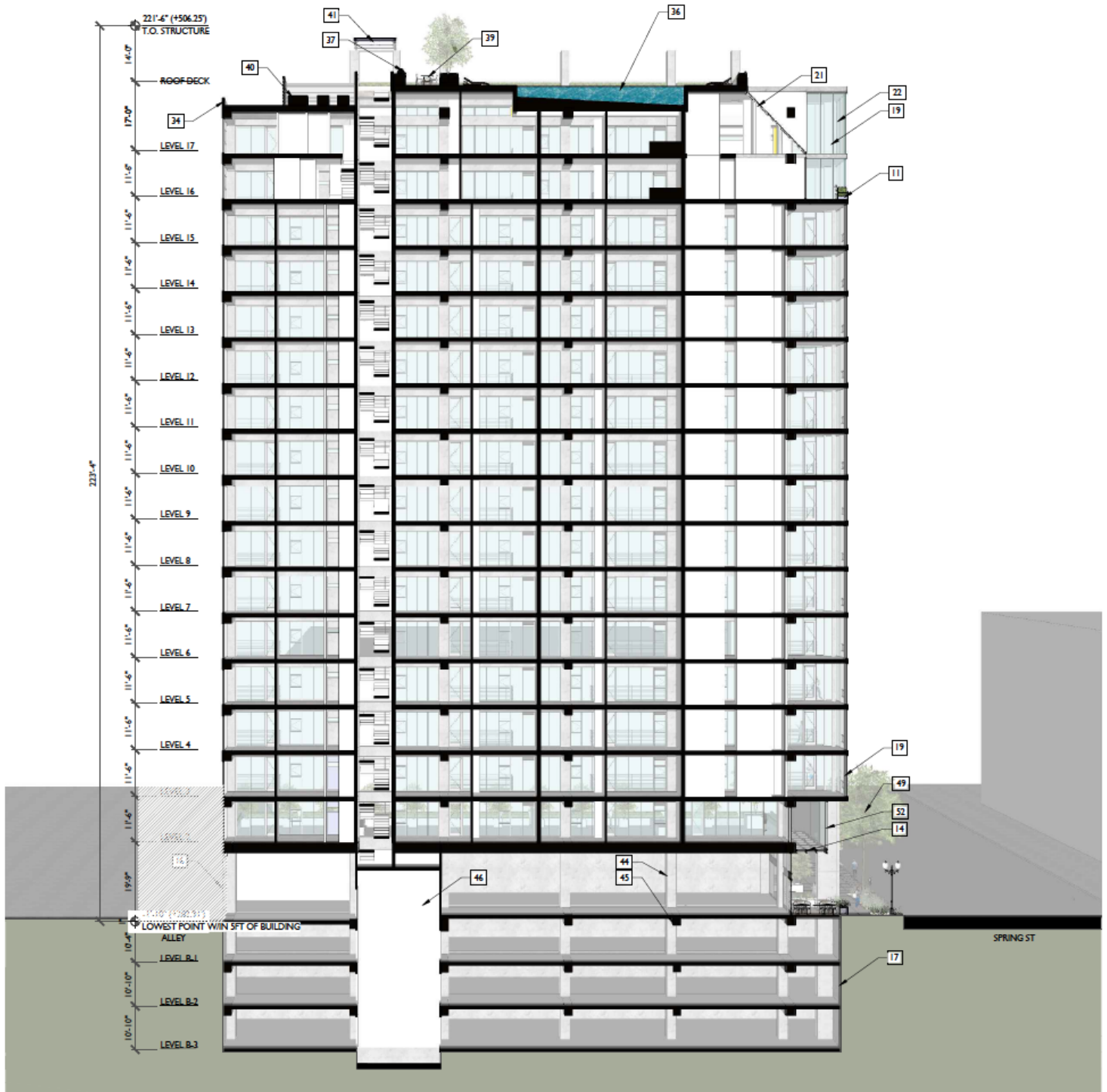
North Elevation



East Elevation

Source: David Lawrence Gray Architects AIA, June 7, 2021.

Figure 13  
North and East Elevations



Source: David Lawrence Gray Architects AIA, June 7, 2021.

Figure 14  
Building Section





View from Spring Street



West Perspective



Roof Deck

Source: David Lawrence Gray Architects AIA, June 7, 2021.

Figure 15  
Architectural Renderings

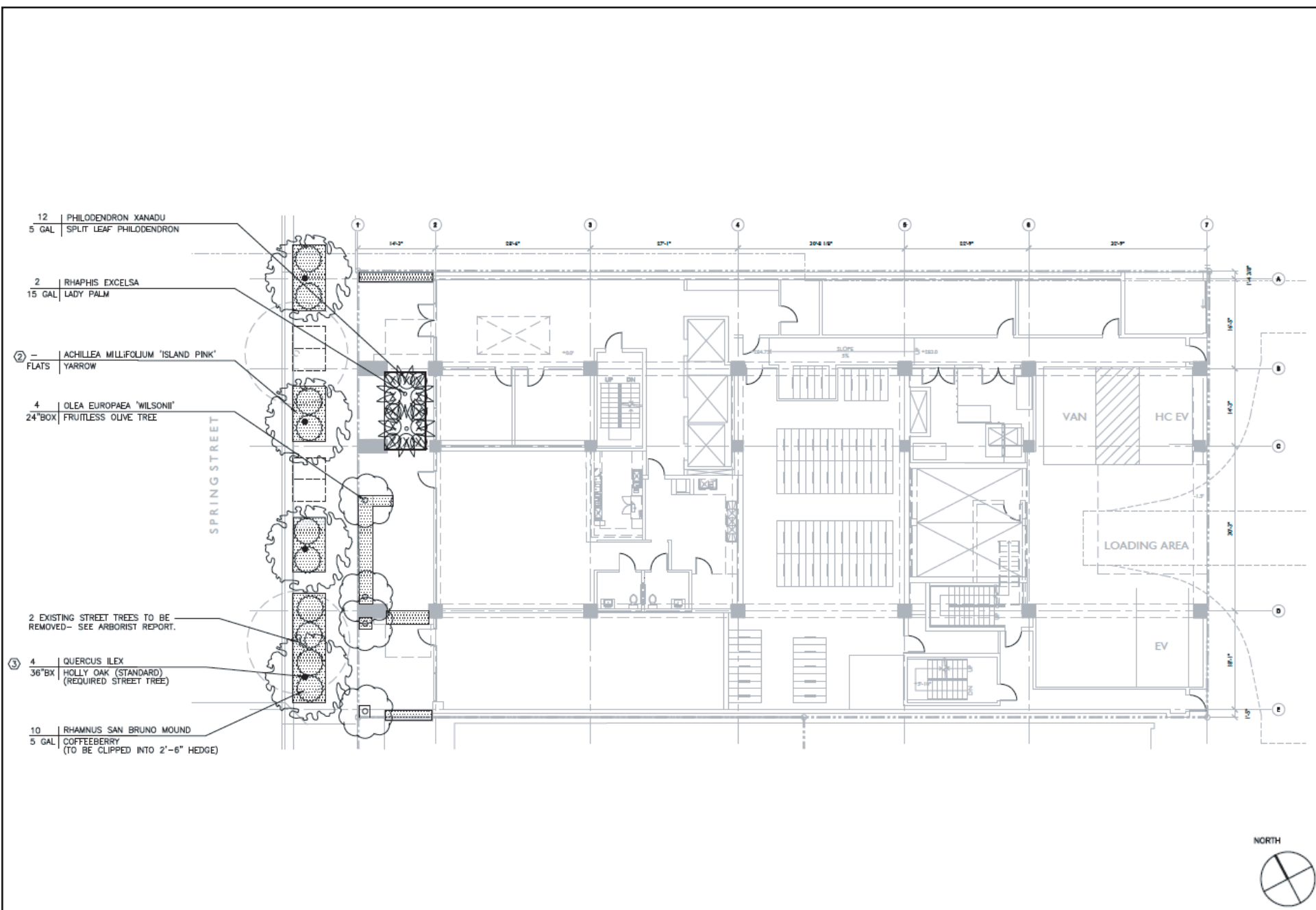
## 6. Open Space and Landscaping

The open space requirements and amount of open space proposed for the Proposed Project are summarized in Table 2, Summary of Required and Proposed Open Space Areas, below. Pursuant to the LAMC, the Proposed Project would be required to provide 100 square feet of open space for each residential dwelling unit with less than three habitable rooms (studio units and one-bedroom units); 125 square feet for each dwelling unit with three habitable rooms (two-bedroom units); and 175 square feet for each dwelling unit with more than three habitable rooms (three-bedroom units). Based on the proposed unit count, the total amount of open space required by the LAMC is 12,475 square feet. The Proposed Project would include 12,692 square feet of open space on the ground level, second level, the roof level, and as private balconies. As part of the open space requirements, the residential component of the Proposed Project includes planting trees at a rate of one tree for every four dwelling units for a total of 30 24-inch box trees. The Proposed Project would provide a minimum of 30 trees on-site to be consistent with the LAMC. The proposed open space areas are shown in Figures 8, 9, and 11, above; and landscape floor plans are shown in Figures 16 to 18, below.

To facilitate construction of the Proposed Project, two street trees (Holly oak trees) fronting the Project Site along Spring Street would be removed and replaced. Street trees would be replaced at a ratio of 2:1 along the public right-of way fronting Spring Street. The removal and replacement of any public trees within the public right-of ways would require review and approval by the City of Los Angeles Board of Public Works, Urban Forestry Division.

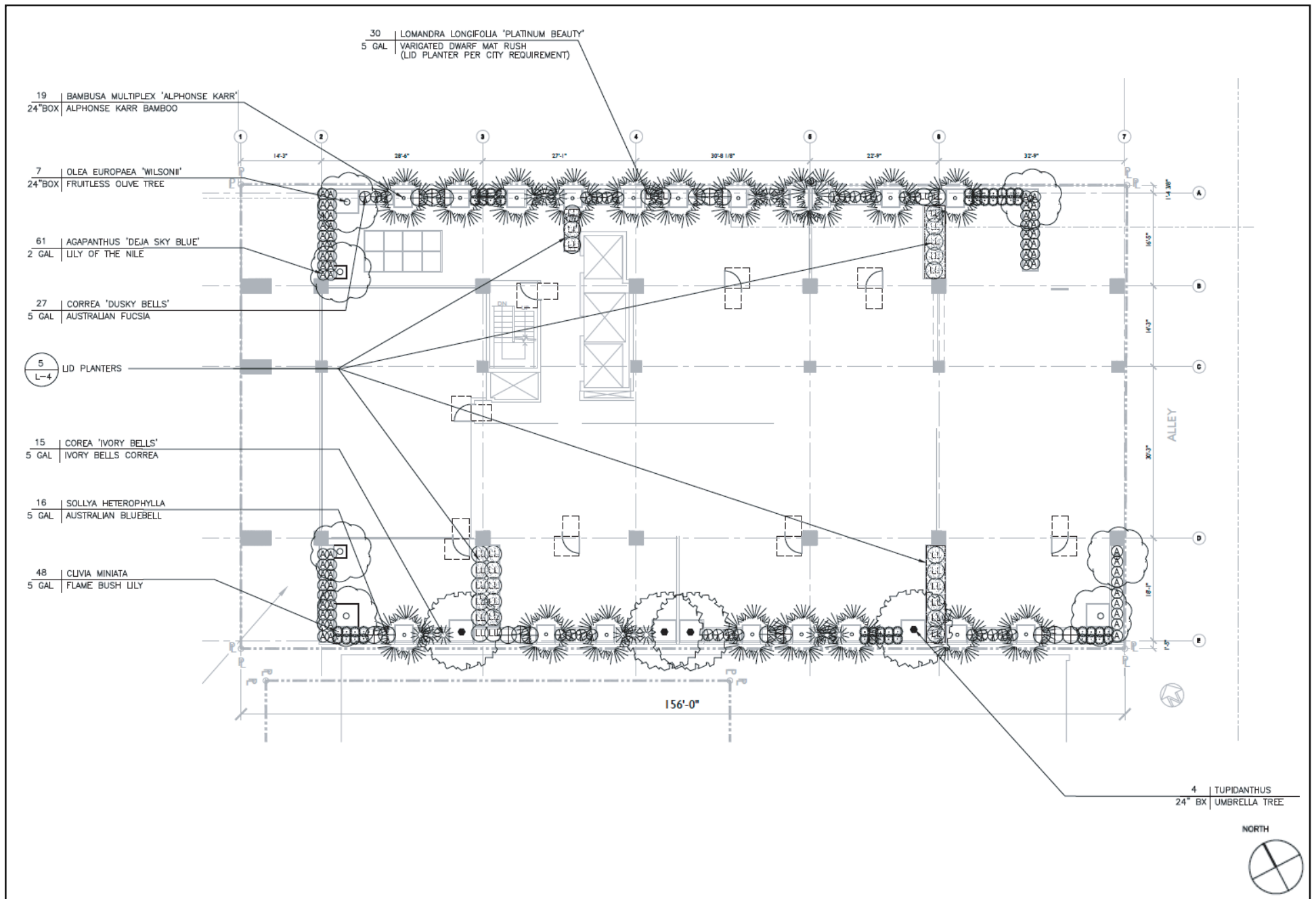
**Table 2**  
**Summary of Required and Proposed Open Space Areas**

<b>LAMC Open Space Requirements</b>	<b>Dwelling Units</b>	<b>Open Space (square feet)</b>
Less than 3 Habitable Rooms (100 sf/du)	105	10,500
Equal to 3 Habitable Rooms (125 sf/du)	13	1,625
More than 3 Habitable Rooms (175 sf/du)	2	350
<b>Total Required:</b>		<b>12,475</b>
<b>Proposed Open Space</b>		<b>Open Space (square feet)</b>
Recreation Room		1,209
Patio Lobby		763
Patio Recreation Room		483
Roof Deck		4,237
Private Balconies		6,000
<b>Total Provided:</b>		<b>12,692</b>
<i>Notes: du = dwelling unit; sf = square feet</i> <i>Source: David Lawrence Gray Architects, June 7, 2021.</i>		



Source: Steven A. Ormenyi & Associates, March 2, 2022.

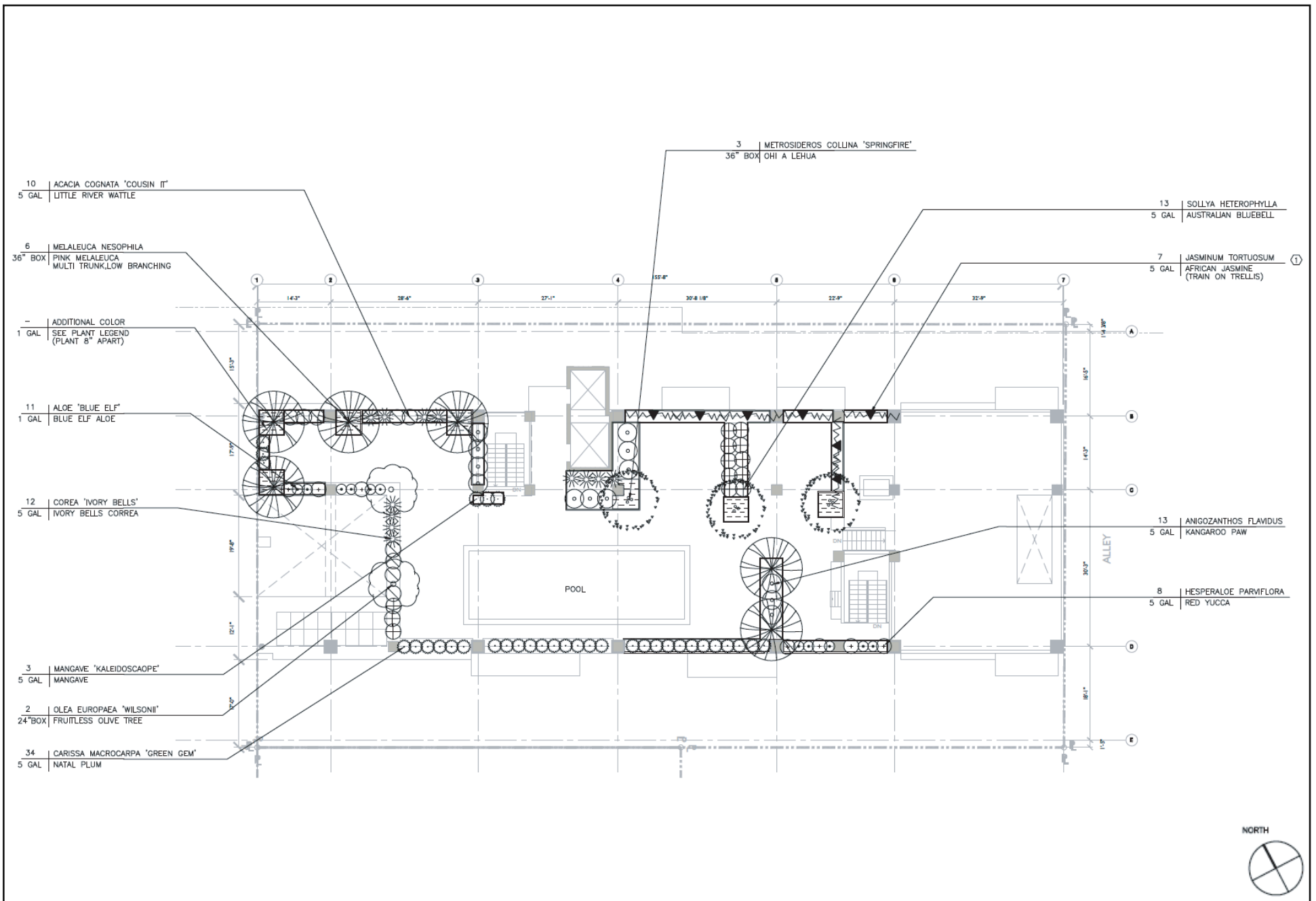
Figure 16  
Level 1 Landscape Plan



Source: Steven A. Ormenyi & Associates, March 2, 2022.

Figure 17  
Level 2 Landscape Plan





Source: Steven A. Ormenyi & Associates, March 2, 2022.

Figure 18  
Roof Level Landscape Plan

## 7. Access, Circulation, and Parking

### **Vehicle Parking**

Parking for the proposed residential uses on-site would be provided within three levels of subterranean parking. Vehicular access to the subterranean parking garage would be provided via a full-access driveway along the alleyway, Harlem Place. Pursuant to AB 744 and a Density Bonus Parking Incentive, the Proposed Project would require 0.5 parking spaces per bedroom for each unit. This would result in one-half (0.5) required parking space for each studio and one-bedroom unit, one (1) parking space for each two-bedroom unit, and 1.5 parking spaces for each three-bedroom unit. The Proposed Project would be required to provide 69 residential parking spaces. The Proposed Project would include 69 residential parking spaces.

Pursuant to LAMC Section 12.21 A.4(i)(3), the Proposed Project is not required to provide commercial parking for developments with less than 7,500 square feet of commercial space. Therefore, the Proposed Project would not be required to provide commercial parking spaces. As summarized in Table 3, the Proposed Project would be consistent with the applicable parking requirements with approval of the requested entitlements.

**Table 3**  
**Summary of Required and Proposed Vehicle Parking Spaces**

Description	Quantity	Parking Required <sup>a, b</sup>		Parking Provided
		Rate	Spaces	
Residential (108 dwelling units)				
0-1 bedroom	105 du	0.5 per du	53	
2 bedrooms	13 du	1 per du	13	
3 bedrooms	2 du	1.5 per du	3	
Subtotal Residential:			69	69
Commercial				
Restaurant/Retail	3,013 sf	0 for <7,500 sf	0	
Subtotal Commercial:			0	0
TOTAL:			69	69
Notes: du = dwelling unit; sf = square feet				
<sup>a</sup> The Applicant requests a Density Bonus Parking Incentive, pursuant to AB 744, to allow 0.5 parking space per bedroom.				
<sup>b</sup> Pursuant to LAMC 12.21 A.4 (i)(3), developments within the Downtown Parking District do not need to provide parking for commercial space less than 7,500 square feet.				
Source: David Lawrence Gray Architects, June 7, 2021.				

### **Bicycle Parking**

The Proposed Project provides on-site bicycle parking for short-term and long-term bike storage. As summarized in Table 4, below, the Proposed Project would be consistent with the applicable parking requirements of the LAMC (as amended by Ordinance No. 185,480 adopted on March 27, 2018, for bicycle parking spaces) and would provide 13 short-term and 89 long-term bicycle parking spaces, for a total of 102 bicycle parking spaces.

**Table 4**  
**Summary of Required and Proposed Bicycle Parking Spaces**

Description	Quantity	Parking Required <sup>a</sup>		Total Spaces Required	Total Spaces Provided
		Short Term	Long Term		
<b>Residential</b> <sup>b, c</sup>					
Units 1-25	25 du	2	25	27	
Units 26-100	75 du	5	50	55	
Units 101-120	20 du	1	10	11	
<b>Commercial</b> <sup>d</sup>					
Restaurant	1,981 sf	2	2	4	
Retail	1,032 sf	2	2	4	
<b>TOTAL:</b>		<b>12</b>	<b>89</b>	<b>101</b>	<b>102</b>
<i>Notes: du = dwelling unit; sf = square feet</i>					
<sup>a</sup> LAMC 12.21 A.16. Bicycle Parking and Shower Facilities, revised May 9, 2018.					
<sup>b</sup> Short-term bicycle rates for residential uses are as follows: 1 space per 10 units for first 25 units; 1 space per 15 units for units 26-100, and 1 space per 20 units for units 101-120.					
<sup>c</sup> Long-term bicycle rates for residential units are as follows: 1 space per unit for first 25 units; 1 space per 1.5 units for units 26-100, and 1 space per 2 units for units 101-120.					
<sup>d</sup> Commercial uses shall provide both short- and long-term parking at a rate of one space per 2,000 sf, with a minimum of two spaces.					
Source: David Lawrence Gray Architects, June 7, 2021.					

## 8. Lighting and Signage

Exterior lighting features within the Proposed Project would consist of low-level illuminated pedestrian walkways and lighting within common open space areas and outdoor courtyards. On-site signage would include site identity and wayfinding signs in accordance with the LAMC Sign Regulations and the Downtown Design Guide. The Proposed Project would be required to submit a conceptual sign plan, which shall identify all sign types that can be viewed from the street, sidewalk, or public right-of-way. The intent of the conceptual sign plan is to ensure a cohesive, integrated sign program so that all individual tenant signs will attribute to and create strong project identity. The conceptual sign plan will be for information purposes only, and should show general placement on the façade and size.

## 9. Site Security

Security for the Proposed Project would be provided via site planning and secured access points of entry. The plans for the Proposed Project would incorporate security design measures for semi-public and private spaces, which may include but not be limited to access control to the building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of building entrances in high-foot traffic areas.

## 10. Sustainability Features

The Proposed Project would also be required to comply with the L.A. Green Building Code. The L.A. Green Building Code, effective January 1, 2020, requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The L.A. Green

Building Code contains both mandatory and voluntary green building measures to conserve energy. Among many requirements, the L.A. Green Building Code requires projects to achieve a 20 percent reduction in wastewater generation, provide rooftop solar zones, and provide a specific number of electric vehicle (EV)-ready and EV-charging stations. Therefore, compliance with Title 24 of the California Administrative Code and the L.A. Green Building Code would reduce the Proposed Project's energy consumption.

## **11. Anticipated Construction Schedule**

For purposes of analyzing impacts associated with air quality, this analysis assumes a Project construction schedule of approximately 24 months, with final buildout occurring in 2024. Construction activities associated with the Proposed Project would be undertaken in four phases: (1) demolition/site clearing; (2) grading/excavation; (3) building construction; and (4) finishing and architectural coatings. All construction activities would be performed in accordance with all applicable state and federal laws and City Codes and policies with respect to building construction and activities. As provided in Section 41.40 of LAMC, the permissible hours of construction within the City are 7:00 A.M. to 9:00 P.M. Monday through Friday, and between 8:00 A.M. and 6:00 P.M. on any Saturday or national holiday. No construction activities are permitted on Sundays. The Proposed Project would comply with these restrictions.

### ***Demolition/Site Clearing Phase***

This phase would include the demolition/site clearing of the commercial building on the Project Site. In addition, this phase may include the removal of trees, walls, and associated debris to construct the 17-story mixed-use building. The demolition and site clearing phase would be completed in approximately one month.

### ***Grading, Excavation, and Foundation Phase***

After the completion of the demolition/site clearing phase, the grading and excavation phase for the Proposed Project would occur for approximately three months and would involve excavation and grading for the three-level subterranean garage to ensure the proper base and slope for the building foundations. The Project proposes to export and haul up to 15,000 cubic yards of soil off site.

### ***Building Construction Phase***

The building construction phase is expected to occur for approximately 16 months. The building construction phase includes the construction of the proposed 17-story building, connection of utilities to the building, building foundations, laying irrigation for landscaping, and landscaping the Project Site. 9,

### ***Finishing/Architectural Coating Phase***

The finishing/architectural coating phase is expected to occur over approximately four months. During this phase, interior cabinets and lighting fixtures would be installed, interior and exterior wall finishing's and paint would be applied, and the installation of windows, doors, cabinetry, and appliances within the residential units and commercial space.



### ***Temporary Right-of-Way Encroachment***

Most construction activities for the Proposed Project are anticipated to be contained within the Project Site. However, the construction activities may encroach into the parking/buffer lane along Spring Street. This construction activity would not require the closure of travel lanes along Spring Street, but may require the temporary closure of the alleyway adjacent to the Project Site (Harlem Place). Additionally, Proposed Project construction activities may require the short-term closure of the sidewalk along Spring Street in front of the Project Site. Although the sidewalk closure would block pedestrian access routes along the east side of Spring Street, the presence of a sidewalk on the other side of the street and the presence of crosswalks across Spring Street at 2<sup>nd</sup> Street and 3<sup>rd</sup> Street would continue to ensure pedestrian connectivity around the Project Site. Additionally, construction activities would not interfere with transit circulation.

As discussed further in Criteria Question (d), the Proposed Project would prepare a Construction Staging and Traffic Management Plan, to be approved by the LADOT in connection with the Proposed Project's plan check and permitting process. This plan will detail the measures during construction related to designated haul routes and staging areas, traffic control procedures, emergency access provisions, and construction crew parking. The Proposed Project shall obtain prior LADOT approval for any lane closures, detours, on-street staging areas, or other temporary changes in traffic control due to construction activities and will enact appropriate temporary traffic control procedures. Haul routes for Project construction will be coordinated with the City of Los Angeles Department of Building and Safety (LADBS), as needed, to minimize the impact of construction traffic to congested roadways and residential streets.

Unless stated otherwise, all construction activities would be performed in accordance with all applicable state and federal laws and City Codes and policies with respect to building construction and activities. As provided in Section 41.40 of LAMC, the permissible hours of construction within the City are 7:00 A.M. to 9:00 P.M. Monday through Friday, and between 8:00 A.M. and 6:00 P.M. on any Saturday or national holiday. The Department of City Planning further restricts the hours of construction in residential areas to 6:00 P.M. on weekdays. No construction activities are permitted on Sundays. The Proposed Project would comply with these restrictions.

### ***Haul Route***

The Proposed Project would not require a haul route application, since the Project Site is not located within a special grading area by the Los Angeles Bureau of Engineering. All construction and demolition debris would be recycled to the maximum extent feasible. Demolition debris and soil materials from the Project Site that cannot be recycled or diverted would be hauled to the Sunshine Canyon Landfill, which accepts construction and demolition debris and inert waste from areas within the City of Los Angeles. The Sunshine Canyon Landfill is approximately 27 miles north of the Project Site (approximately 54 miles round trip). For recycling efforts, Downtown Diversion (operated by Waste Management, Inc.) accepts construction and demolition waste for recycling and is located approximately 3 miles southeast of the Project Site (approximately 6 miles round trip).<sup>3</sup> Construction debris generated during the building construction phase would be hauled

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<sup>3</sup> *Construction and Demolition Debris Recycling Facilities in Los Angeles County, website: [https://dpw.lacounty.gov/epd/CD/cd\\_attachments/Recycling\\_Facilities.pdf](https://dpw.lacounty.gov/epd/CD/cd_attachments/Recycling_Facilities.pdf), accessed June 2021.*

to the Downtown Diversion station for processing, recycling, and reclamation. Any waste materials not suitable for diversion would likely be disposed of at the Sunshine Canyon Landfill facility.

## D. Requested Permits and Approvals

The list below includes the anticipated requests for approval of the Proposed Project. The discretionary entitlements, reviews, permits and approvals required to implement the Proposed Project include, but are not necessarily limited to, the following:

1. Pursuant to LAMC Section 12.22 A.25, a Density Bonus Compliance Review to permit a mixed-use residential and commercial development with 120 units and 3,013 square feet of commercial space, of which 14 units will be set aside for Very Low Income Households, and the following two Incentives:
  - a. On-menu 35% increase in FAR from 6:1 to a maximum of 8.1:1; and
  - b. Pursuant to AB 744, a base incentive to utilize the vehicle parking space requirement of 0.5 space per bedroom to allow 69 vehicle parking spaces on-site;
2. Pursuant to LAMC Section 16.05, Site Plan Review for a proposed mixed-use building creating more than 50 net dwelling units;
3. Pursuant to LAMC Section 12.22 A.26, Downtown Design Guide Review for the proposed development.

Pursuant to various sections of the LAMC, the Applicant will request administrative approvals and permits from the Building and Safety Department and other municipal agencies for Project construction actions, including but not limited to the following: demolition, site clearing, shoring, grading, foundation, building, haul route, street tree removal, and tenant improvements.

## Section 3. Evaluation of Class 32 Criteria

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Every discretionary action requires environmental review pursuant to CEQA. However, the CEQA Guidelines (Sections 15300 to 15332) include a list of classes of projects, which have been determined to not have a significant effect on the environment, known as Categorical Exemptions. If a project falls within one of these classes, it is exempt from the provisions of CEQA, and no further environmental review is required. The Class 32 “Infill” Categorical Exemption (CEQA Guideline Section 15332), hereafter referred to as the Class 32 Exemption, exempts infill development within urbanized areas if it meets certain criteria. The class consists of infill projects that are consistent with the local General Plan and Zoning requirements. This class is not intended for projects that would result in any significant traffic, noise, air quality, or water quality impacts. It may apply to residential, commercial, industrial, and/or mixed-use projects. As supported by the information presented herein, the Proposed Project falls under the Class 32 Exemption since it is an in-fill development.

A Class 32 Exemption applies to a project characterized as in-fill development meeting the conditions described below:

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

As presented herein, the Proposed Project qualifies for a Class 32 Infill Development Project under the P.R.C. 21000-21189.2 (CEQA), and the State CEQA Guidelines (C.C.R. Title 14, Division 6, Chapter 3, 15000-15387). The Proposed Project meets all of the criteria necessary to qualify for a CEQA Exemption as a Class 32 (Infill Development Project) pursuant to CEQA Guideline Section 15332, respectively, and no significant environmental impacts would result from any unusual circumstances. Therefore, no further environmental analysis is warranted.

## Section 4. Supporting Analysis for a Class 32 Categorical Exemption

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Consistent with the State CEQA Guidelines and the Department of City Planning's policies for implementing CEQA, the following assessment provides substantial evidence to support the determination that the Proposed Project meets the above criteria, pursuant to the Class 32 (Infill Development) requirements as set forth in Section 15332 of the State CEQA Guidelines.

- a) **The Proposed Project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations.**

The Project Site is subject to the zoning codes and design regulations of the LAMC. The Project Site is located within the Central City Community Plan area, the City Center Redevelopment Project Plan area, a Transit Priority Area in the City of Los Angeles (ZI-2452), the Los Angeles State Enterprise Zone (ZI-2374), a Greater Downtown Housing Incentive Area (ZI-2385), and a Metropolitan Transportation Authority Right-of-Way (Metro ROW) Project area (ZI-1117).

### ***Zoning Designations and Regulations***

#### *Land Use*

The Proposed Project includes the construction of a 17-story mixed-use residential and commercial building with 120 multi-family dwelling units and 3,013 square feet of commercial space (1,032 square feet of retail and 1,981 square-foot restaurant). Of the proposed dwelling units, 11 percent of the units (14 units) would be reserved as restricted affordable dwelling units. The Project Site is zoned C2-4D with a General Plan land use designation of Regional Center Commercial. Pursuant to LAMC Section 12.14.1, the Proposed Project's mixed-use residential and commercial development is allowed on a C2 zone. As such, the Proposed Project is consistent with the C2 zone, and the corresponding General Plan land use designations, which allow for the proposed high-density multi-family residential and commercial development. The Proposed Project is appropriate in this location to promote new housing, and provide the City with much needed affordable housing. Therefore, the Proposed Project would conform to the allowable land uses pursuant to the LAMC.

#### *Floor Area Ratio / Height*

The Project Site is located in Height District No. 4, which has unlimited height, but limits development to a FAR of 13:1. Ordinance No. 164,307 establishes the "D" limitation on the Project Site, which further limits FAR on the Project Site to a maximum of 6:1. Based on buildable lot area of 12,784 square feet and FAR limitation of 6:1, the Proposed Project is allowed a floor area of 76,704 square feet. Pursuant to LAMC Section 12.22 A.25(g)(3), in exchange for setting aside 11

percent of the base density (14 units) as very low-income housing units, the Proposed Project is eligible to receive development incentives, including an on-menu incentive to increase the allowable FAR by 35 percent to a maximum of 8.1:1, resulting in an allowable floor area of 103,550 square feet. The Proposed Project includes approximately 103,550 square feet of floor area, resulting in a FAR of 8.1:1. With approval of the discretionary requests, the Proposed Project would be consistent with the FAR provisions of the LAMC.

### *Density*

Pursuant to LAMC Section 12.22 C.3, Incentives to Produce Housing in the Greater Downtown Housing Incentive Area, residential density on the Project Site is not limited by the lot area of the C2 Zone. The Proposed Project proposes a maximum of 120 dwelling units. Therefore, the Proposed Project would be consistent with the allowed density on the Project Site.

### *Setbacks*

Per the Greater Downtown Housing Incentive Area, LAMC Section 12.22 C.3(a), no yard requirements apply to lots in the C2 Zone that are located in the Greater Downtown Housing Incentive Area, except as required by the Downtown Design Guidelines. The Downtown Design Guidelines may require additional sidewalk easement for downtown streets to enhance pedestrian network, but sidewalk easement was not required along the Project Site. As such, the Proposed Project would not be required to provide any setbacks.

### *Parking*

#### *Vehicle Parking*

Because the Proposed Project is an infill project in a Transit Priority Area, the Proposed Project's potential parking impacts shall not be considered significant impacts on the environment pursuant to P.R.C. Section 21099. As such, the following parking consistency analysis is provided for informational purposes.

Parking for the proposed residential uses on-site would be provided within three levels of subterranean parking. Vehicular access to the subterranean parking garage would be provided via a full-access driveway along the adjacent alleyway. Pursuant to AB 744 and Density Bonus Parking Incentive, the Proposed project would require 0.5 parking spaces per bedroom for each unit. This would result in 0.5 required parking space for each studio and one-bedroom unit, one parking space for each two-bedroom units, and 1.5 parking spaces for each three-bedroom unit. The Proposed Project would be required to provide 69 residential parking spaces. Therefore, the Proposed Project would include 69 residential parking spaces. Pursuant to LAMC Section 12.21 A.4(i)(3), the Proposed Project is not required to provide commercial parking for developments with less than 7,500 square feet of commercial space. Therefore, the Proposed Project would not be required to provide commercial parking spaces. Thus, the Proposed Project would be consistent with the applicable parking requirements with approval of the requested entitlements.

### *Bicycle Parking*

The Proposed Project would be required to provide 89 long-term and 12 short-term bicycle parking spaces, for a total of 101 bicycle parking spaces. The Proposed Project would provide 102 bicycle parking spaces throughout the ground level and in the proposed parking areas. Therefore, the Proposed Project would be consistent with the required bicycle parking spaces pursuant to the LAMC.

### *Open Space*

Pursuant to the LAMC, the Proposed Project would be required to provide 100 square feet of open space for each residential dwelling unit with less than three habitable rooms (studio units and one-bedroom units); 125 square feet for each dwelling unit equal to three habitable rooms (two-bedroom units); and 175 square feet for each dwelling unit with more than three habitable rooms (three-bedroom units). Based on the proposed unit count, the total amount of open space required by the LAMC is 12,475 square feet. The Proposed Project would include 12,692 square feet of open space on the ground level, second level, the roof level, and private balconies. As part of the open space requirements, the residential component of the Proposed Project includes planting trees at a rate of one tree for every four dwelling units for a total of 30 required trees. The Proposed Project would provide a minimum of 30 trees on-site to be consistent with the LAMC. Thus, the Proposed Project would be consistent with the open space requirements of the LAMC.

### ***Central City Community Plan***

The Project Site is located in the Central City Community Plan area ("Community Plan"). The Community Plan sets forth goals and objectives to maintain the community's distinctive character by: preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible housing opportunities; improving the function, design and economic vitality of commercial and industrial areas; preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance; maximizing development opportunities around future transit systems while minimizing any adverse impacts; and preserving and strengthening commercial and industrial developments to provide a diverse job-producing economic base; and through design guidelines and physical improvements, enhance the appearance of these areas.

The Proposed Project would provide a 17-story mixed-use residential and commercial development with 120 dwelling units and 3,013 square feet of ground-floor commercial space, which would conform to the objectives and policies identified in the Community Plan. A detailed analysis of the consistency of the Proposed Project with the applicable objectives of the Central City Community Plan is presented in Table 5, below.

**Table 5**  
**Project Consistency with Applicable Objectives and Policies of the Central City**  
**Community Plan Land Use Element for Residential and Commercial Land Uses**

Objective / Policy	Project Consistency Analysis
<b>Residential</b>	
<b>Policy 1-1.1:</b> Maintain zoning standards that clearly promote housing and limit ancillary commercial to that which meets the needs of neighborhood residents or is compatible with residential uses.	<b>No Conflict.</b> The Proposed Project aims to promote residential land uses in South Park. The Project Site is zoned C2-4D with a land use designation of Regional Center Commercial. The Proposed Project would maintain and be developed in accordance with the current zoning and land use designation. The Proposed Project would add multi-family residential units reserved at market and affordable rates to provide needed housing to residents in the City of Los Angeles. Thus, the Proposed Project would not conflict with this policy.
<b>Objective 1-2:</b> To increase the range of housing choices available to Downtown employees and residents.	<b>No Conflict.</b> The Proposed Project would increase the housing stock in Downtown Los Angeles with safe, attractive, and centrally located apartment units. The units would be available to existing Downtown employees and residents. The dwelling units would also be available at market and affordable rates. Thus, the Proposed Project would contribute to the range of housing choices available to Downtown employees and residents.
<b>Policy 1-2.1:</b> Promote the development of neighborhood work/live housing.	<b>No Conflict.</b> The Proposed Project would include approximately 120 multi-family dwelling units fronting Spring Street. Additionally, the Project Site is located near numerous employment opportunities in the Downtown Los Angeles area. Therefore, the Proposed Project would locate residential dwelling units near a major employment center allowing the future residents to live and work in the neighborhood. Therefore, the Proposed Project does not hinder the intent of this policy.
<b>Objective 1-3:</b> To foster residential development which can accommodate a full range of incomes.	<b>No Conflict.</b> The Proposed Project's units would range from studio units to three-bedroom units and be of different sizes and configurations. The proposed dwelling units would be available at range of market and affordable rates. The Proposed Project would increase the housing choices available in Downtown Los Angeles. The additional units will increase supply and help reduce upward pressure on housing costs. Thus, the Proposed Project supports this objective.
<b>Policy 1-3.1:</b> Encourage a cluster neighborhood design comprised of housing and services.	<b>No Conflict.</b> The Project Site is located in a Transit Priority Area and in a highly urbanized area of Downtown Los Angeles. The Proposed Project would be within walking distance to numerous services, retail, and employment opportunities. Additionally, the Project Site is in close proximity to many public transportation options, including bus and subway lines. Therefore, the Proposed Project supports the cluster neighborhood design concept of including residents near neighborhood facilities. Thus, the Proposed Project would not conflict with this policy.
<b>Commercial</b>	
<b>Objective 2-1:</b> To improve Central City's	<b>No Conflict.</b> The Proposed Project includes 3,013



competitiveness as a location for offices, business, retail, and industry.	square feet of ground-floor commercial/retail uses that would front Spring Street. The Proposed Project would provide new opportunities for new businesses or the expansion or relocation of existing businesses; thus, increasing business opportunities Downtown. The Proposed Project would be compatible with the character of these districts and foster new business and employment opportunities and potential customers, which helps improve the competitiveness of the Downtown commercial area. Thus, the Proposed Project would not conflict with this objective.
<b>Policy 2-1.2:</b> To maintain a safe, clean, attractive, and lively environment.	<b>No Conflict.</b> Compliance with all applicable building code requirements would ensure that the building maintains a safe, clean, attractive and lively environment during the Project's construction and operation. Thus, the Proposed Project would not conflict with this policy.
<b>Objective 2-2:</b> To retain the existing retail base in Central City.	<b>No Conflict.</b> The Project Site is currently developed with a commercial building. The Proposed Project would develop 3,013 square feet of ground-floor commercial/retail fronting Spring Street, which would provide new opportunities for new businesses or the expansion or relocation of existing businesses. Additionally, the Proposed Project would add approximately new residents to the Central City area. These new residents would likely be new customers that would support nearby local businesses. Thus, the Proposed Project would not conflict with this objective.
<b>Policy 2-2.1:</b> Focus on attracting businesses and retail uses that build on existing strengths of the area in terms of both the labor force and businesses.	<b>No Conflict.</b> The Proposed Project includes ground-floor commercial space fronting Spring Street. As such, the Proposed Project provides new space and opportunities that can attract businesses Downtown. Therefore, the Proposed Project would not conflict with this policy.
<b>Policy 2-2.2:</b> To encourage pedestrian-oriented and visitor serving uses during the evening hours especially along Grand Avenue cultural corridor between the Hollywood Freeway (US 101) and Fifth Street, the Figueroa Street corridor between the Santa Monica Freeway (I-10) and Fifth Street and Broadway between Third Street and Ninth Street.	<b>No Conflict.</b> The Proposed Project would introduce new permanent residents and provide ground-floor commercial/retail. The Project Site is in walking distance from many services, employment opportunities, and retail spaces in the Downtown Los Angeles area. Thus, the Proposed Project would encourage a pedestrian-oriented development that would support activities and uses into the evening hour. Although the Proposed Project is not located on Grand Avenue, Figueroa Street, Fifth Street or Broadway, the Proposed Project would support the intent of this policy.
<b>Policy 2-2.3:</b> Support the growth of neighborhoods with small, local retail services.	<b>No Conflict.</b> The Proposed Project would include 3,013 square feet of neighborhood serving ground-floor commercial/retail spaces fronting Spring Street. Thus, the Proposed Project would add local retail services to support and the growth of the Civic Center neighborhood. Therefore, the Proposed Project would not conflict with this policy.
<b>Objective 2-3:</b> To promote land uses in Central City that will address the needs of all the visitors to Downtown for business, conventions, trade shows, and tourism.	<b>No Conflict.</b> The Proposed Project would be consistent with the surrounding neighborhood by adding a mixed-use development to an area that is characterized by mixed-use development. The building's design and ground-floor commercial/retail spaces would enhance

	pedestrian activity in the area, especially within the Downtown area. The ground-floor commercial/retail space will address the needs of visitors to Downtown who are traveling for business, conventions, trade shows, and tourism. Thus, the Proposed Project would support this objective.
<b>Objective 2-4:</b> To encourage a mix of uses which creates an active, 24-hour downtown environment for current residents and which would also foster increased tourism.	<b>No Conflict.</b> The proposed mixed-use development would contribute and support this objective by adding new residents and ground-floor commercial/retail spaces. The Proposed Project would be designed to enhance pedestrian activity with the retail stores' main entrances fronting the public right-of-way and providing night-time lighting for enhanced security. These features, among others, would contribute to an active, 24-hour downtown environment. Thus, the Proposed Project would not conflict with this objective.
<b>Policy 2-4.1:</b> Promote nightlife activity by encouraging restaurants, pubs, night clubs, small theaters, and other specialty uses to reinforce existing pockets of activity.	<b>No Conflict.</b> The Proposed Project includes ground-floor commercial/retail spaces fronting Spring Street. The commercial and retail uses would create an existing pocket of activity, which would support and promote nightlife activities. The Proposed Project would be designed to enhance pedestrian activity with the commercial and retail stores' main entrances fronting the public right-of-way and providing night-time lighting for enhanced security. The Proposed Project would reinforce and add to the attraction of these pockets of activity by adding new residents to the area. Thus, the Proposed Project is consistent with this policy.
<b>Objective 2-5:</b> To increase specialty and ethnic markets in order to foster a diverse range of retail and commercial uses in Central City.	<b>No Conflict.</b> The Proposed Project provides new ground-floor commercial/retail space, which would be made available to all market types including specialty and ethnic stores. Thus, the Proposed Project would support this objective.
<i>Source: City of Los Angeles, Central City Community Plan, Land Use and Planning Element. Parker Environmental Consultants, 2021.</i>	

The Proposed Project would thus be consistent with the applicable objectives and policies of the Community Plan. As such, impacts related to the consistency with the applicable land use and planning policies in the Central City Community Plan would be less than significant.

### ***Redevelopment Plan for the City Center Redevelopment Plan***

Development on the Project Site is further defined by the Redevelopment Plan for the City Center Redevelopment Project ("Redevelopment Plan"). Development in the Redevelopment Project Area is governed by the Redevelopment Plan that was adopted in May 2002 by the CRA/LA and remains effective until May 2032. Due to State legislation, the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) has since been disbanded and there is a successor agency to the CRA/LA. Pursuant to Ordinance 183,325 (effective November 11, 2019), the authority or responsibility to perform actions and related land use functions regarding any Redevelopment Plan Amendment or land use approval or entitlement pursuant to Section 11.5.14 and applicable provisions of the Code was transferred to the Department of City Planning. Specific design considerations from the Redevelopment Plan include: height, development densities, building

setbacks, signage, open space and privacy, utilities, parking, and loading facilities. The Redevelopment Plan identifies overall objectives and development standards to guide the development, redevelopment, and rehabilitation of properties within the City Center area. The City Center area encompasses much of Historic Downtown, City Markets, and South Park.

The Proposed Project is located within the Historic Downtown neighborhood of the City Center Redevelopment Project area. The Redevelopment Plan's objective for the Historic Downtown Development area is to achieve a mixed use residential, commercial, office, cultural, recreational, entertainment and institutional area primarily through the adaptive re-use of the large stock of structures of architectural and historic merit. Rehabilitation of this area is in part dependent on addressing the social, medical and economic problems of the Central City population. The area includes two national register historic districts encompassing substantial portions of Broadway and Spring Streets. The predominant uses shall include both private and governmental office uses, residential uses, theaters, restaurants, local and regional serving commercial and entertainment uses, and other uses compatible with a medium to high density mixed use urban core environment. Specifically, Section 508.1 calls for the following uses on private land: "Regional Center Commerce and Parking, including but not limited to service establishments, retail stores, corporate headquarters, business offices, professional offices, other centers of financial trade, jewelry, manufacturing, wholesaling and sales, recreational enterprises including theaters, clubs and movie houses, hotel and motel uses, and other compatible and related uses; high and medium density housing where compatible with existing and proposed development; adaptive use of loft conversions of existing underused commercial buildings, open space and parking."

The Proposed Project is compatible with other existing and approved mixed-use high-density buildings located within the Downtown area. Table 6, below, provides a detailed analysis of the consistency of the Proposed Project with the applicable objectives of the Redevelopment Plan. The Project is also subject to Section 501 of the Redevelopment Plan (General Controls and Limitations), which requires that all structures comply with Federal, State, and Los Angeles City laws in effect, including the City building codes and ordinances. (Redevelopment Plan, p 16.) The Proposed Project's consistency with the objectives in the Redevelopment Plan is further analyzed in Table 6, below.

**Table 6**  
**Project Consistency with Applicable Objectives of the City Center Redevelopment Plan**

Objective	Project Consistency Analysis
<ul style="list-style-type: none"> <li>To eliminate and prevent the spread of blight and deterioration and to rehabilitate and redevelop the Project Area in accordance with this Plan.</li> </ul>	<p><b>No Conflict.</b> The Proposed Project would redevelop an underutilized site that is currently developed with a commercial building. The Proposed Project would be designed and landscaped in accordance with the design guidelines of the Downtown Design Guide. Compliance with all applicable building code requirements would further ensure that the building maintains a safe, clean, and attractive environment during the Proposed Project's construction and operation. As such, the Proposed Project would prevent the spread of blight and deterioration by redeveloping an underutilized site in accordance with the Plan. Thus, the Proposed Project would not conflict with this objective.</p>
<ul style="list-style-type: none"> <li>To further the development of Downtown as the major center of the Los Angeles metropolitan region, within the context of the Los Angeles General Plan as envisioned by the General Plan Framework, Concept Plan, City-wide Plan portions, the Central City Community Plan, and the Downtown Strategic Plan.</li> </ul>	<p><b>No Conflict.</b> The Proposed Project would be designed and developed with the guidance of City Planning Staff and the applicable plans. Therefore, the Proposed Project would further the goals of the Los Angeles General Plan, Framework Element, the Central City Community Plan, and the Downtown Strategic Plan. Thus, the Proposed Project would not conflict with this objective.</p>
<ul style="list-style-type: none"> <li>To create an environment that will prepare, and allow, the Central City to accept that share of regional growth and development which is appropriate, and which is economically and functionally attracted to it.</li> </ul>	<p><b>No Conflict.</b> The Proposed Project would replace a commercial building and introduce new multi-family dwelling units in the area, which would accommodate an increase of population and housing. Nevertheless, the Proposed Project housing and population generation is consistent with SCAG's growth projections for the City of Los Angeles Subarea. Additionally, the Proposed Project would not conflict with the City's goals of increasing housing in transit-rich areas near services, retail, and employment opportunities to reduce vehicle-miles traveled; increasing safe and healthy housing options downtown; and increasing the diversity of the housing stock. Therefore, the Proposed Project is consistent with Central City development goals and growth projections and would not hinder the implementation of this objective.</p>
<ul style="list-style-type: none"> <li>To guide growth and development, reinforce viable functions, and facilitate the redevelopment, revitalization or rehabilitation of deteriorated and underutilized areas.</li> </ul>	<p><b>No Conflict.</b> The Proposed Project would not conflict with this objective since it proposes the development of an underutilized site that is currently developed with a commercial building. The Proposed Project would be designed with the guidance of applicable plans and design guidelines. Therefore, the Proposed Project would not conflict with this objective.</p>
<ul style="list-style-type: none"> <li>To create a modern, efficient and balanced urban environment for people, including a full range of around-the-clock activities and uses, such as recreation, sports, entertainment and housing.</li> </ul>	<p><b>No Conflict.</b> The Proposed Project would provide new residential units to the Downtown Los Angeles area. Additionally, the Proposed Project would be designed to promote pedestrian activity since no parking spaces are proposed on-site. The main entrances would front the public right-of-way and provide night-time lighting for enhanced security. The Proposed Project's location near mass transit and within walking distance to services, retail stores, and employment opportunities promotes a</p>

	pedestrian-friendly environment. Thus, the Proposed Project would not conflict with this objective.
<ul style="list-style-type: none"> <li>To create a symbol of pride and identity which gives the Central City a strong image as the major center of the Los Angeles region.</li> </ul>	<p><b>No Conflict.</b> Development of the Project Site is guided by the Redevelopment Plan, Central City Community Plan, and the Downtown Design Guide. The Proposed Project would not conflict with this objective and preserve and contribute to the area's symbol of pride and identity by introducing a mixed-use residential and commercial development that would be consistent with the Downtown Design Guidelines. Therefore, the Proposed Project furthers the goals of this objective.</p>
<ul style="list-style-type: none"> <li>To facilitate the development of an integrated transportation system which will allow for the efficient movement of people and goods into, through, and out of the Central City.</li> </ul>	<p><b>No Conflict.</b> This objective is directed towards City goals and does not specifically pertain to the Proposed Project. The Proposed Project would place new housing and commercial space in a highly walkable and transit-rich area. As such, residents and guests of the Proposed Project can easily move around the Central City area and greater Los Angeles region. Therefore, the Proposed Project furthers the goals of this objective.</p>
<ul style="list-style-type: none"> <li>To achieve excellence in design, based on how the Central City is to be used by people, giving emphasis to parks, green spaces, streetscapes, street trees, and places designed for walking and sitting, and to develop an open space infrastructure that will aid in the creation of a cohesive social fabric.</li> </ul>	<p><b>No Conflict.</b> The Downtown Design Guide directs the design of the Proposed Project. As such, the Proposed Project would be consistent with the design and development goals of the Central City Community Plan area. As such, the Proposed Project would be attractively designed and landscaped. The Proposed Project would provide private and common open space to its residents, which would reduce the Proposed Project's demand on local parks and open space. By providing on-site open space and the payment of the park fee, the Proposed Project's impacts on local parks would be less than significant. With development of the Project and payment of the fee, the Proposed Project would not conflict with this objective.</p>
<ul style="list-style-type: none"> <li>To preserve key landmarks which highlight the history and unique character of the City, blending old and new in an aesthetic realization of change or growth with distinction, and facilitating the adaptive reuse of structures of architectural, historic or cultural merit.</li> </ul>	<p><b>No Conflict.</b> The Project Site is currently developed with a commercial building, and no significant landmarks or structures exist on-site. As previously discussed, the Proposed would have a less than significant impact on identified surrounding historic resources and would not negatively affect the physical integrity of any historical resource. The identified historical resource, the Higgins Building, in the vicinity of the Project Site would remain eligible for listing under the relevant landmark program. The ability of these historical resources to convey their significance would not be materially impaired by the Proposed Project. As such, the Proposed Project would not destroy or demolish key landmarks and historical or unique features of the City, which would not conflict with the goals of this objective.</p>
<ul style="list-style-type: none"> <li>To provide high and medium density housing close to employment and available to all ethnic, social and economic groups, and to make an appropriate share of the City's low- and moderate-income housing available to residents of the area.</li> </ul>	<p><b>No Conflict.</b> The Proposed Project would locate high-density housing near many employment opportunities. The Proposed Project's new residents would provide new foot traffic for the surrounding business. Additionally, the residential units would be available at market and affordable rates to all ethnic, social, and economic groups without discrimination. As such, the Proposed Project would not conflict with this objective.</p>
<ul style="list-style-type: none"> <li>To establish an atmosphere of</li> </ul>	<p><b>No Conflict.</b> This objective is directed toward City goals</p>

cooperation among residents, workers, developers, business, special interest groups and public agencies in the implementation of this Plan.	and is not specifically applicable to the Proposed Project. The Proposed Project would be designed and developed with the guidance of the Department of City Planning, and other necessary City departments. Additionally, the Proposed Project would be designed in accordance with plans and design guidelines that have jurisdiction over the Project Site. As such, the Proposed Project would not conflict with this objective.
<p><i>Notes:</i></p> <p>1. "Plan" used within this table means the City Center Redevelopment Plan.</p> <p>Source: City of Los Angeles, Redevelopment Plan For the City Center Redevelopment Project (Ordinance No. 174593), May 15, 2002.</p> <p>Parker Environmental Consultants, 2021.</p>	

The Redevelopment Plan designates the Project Site as commercial. The Redevelopment Plan establishes five criteria for residential uses within commercial areas, which includes residential in a commercial zone. These criteria are:

1. Promote community revitalization;
2. Promote the goals and objectives of the Plan;
3. Be compatible with and appropriate for the Commercial uses in the vicinity;
4. Include amenities which are appropriate to the size and type of housing units proposed; and
5. Meet design and location criteria required by the Community Redevelopment Agency.

The Proposed Project would be consistent with the criteria for residential uses in commercial areas. The Proposed Project would revitalize an underutilized lot with the development of a high-density multi-family residential units. As demonstrated in Table 6, above, the Proposed Project would not conflict with the goals and objectives of the Redevelopment Plan. The Proposed Project's land uses are consistent with the surrounding neighborhood that is characterized by existing residential, commercial, and mixed-use buildings. Additionally, the Proposed Project would be consistent with the Project Site's zoning (C2-4D) and General Plan land use designation (Regional Center Commercial). As such, the Proposed Project would be compatible and appropriate for the residential and commercial land uses located in the vicinity of the Project Site. Further, the Proposed Project would provide open space for the residents, which would comply with the LAMC requirements for open space. Thus, the Proposed Project would include amenities, which are appropriate to the size and type of housing proposed. The Redevelopment Plan refers to the Downtown Design Guide for guidance in building design. The proposed building would be designed with the guidance of this document.

Section 512.1 of the Redevelopment Plan allows for a maximum FAR of 6 to 1 in the Historic Downtown Development Area. However, through the Density Bonus Incentives, the Proposed Project would be entitled to a 35 percent increase in FAR to a maximum of 8.1:1 FAR. Additionally, the Proposed Project is well served by transit and is within walking distance of the Pershing Square and the Civic Center/Grand Park Metro Stations. Therefore, the Proposed Project would not conflict with the Redevelopment Plan's goal to promote higher density multi-family development and its overall objectives.

## ***Downtown Design Guide: City of Los Angeles***

The City's Downtown Design Guide has been adopted by the City to guide its design review of projects as part of Site Plan Review. The Downtown Design Guide: City of Los Angeles encourages Downtown Los Angeles to develop as a more sustainable and livable community. The focus of the Design Guide is on the relationship of buildings to the street, including sidewalk treatment, character of the building as it adjoins the sidewalk, and connections to transit. To achieve this harmony between buildings and public rights-of-way, the Design Guide provides design goals and specific requirements for the design of sidewalks and setbacks, ground floor treatment, parking and access, building massing and street wall, on-site open space, architectural detail, streetscape improvements, signage, public art, and promote civic and cultural life, which are discussed in further detail below. Additionally, the Downtown Design Guide identifies design principles for creating a livable downtown; these principles include:

- *Employment Opportunities.* Maintain and enhance the concentration of jobs, in both the public and private sectors, that provides the foundation of a sustainable Downtown.
- *Housing Choices.* Provide a range of housing types and price levels that offer a full range of choices, including home ownership, and bring people of diverse ages, ethnicities, household sizes and income into daily interaction.
- *Transportation Choices.* Enable people to move around easily on foot, bicycle, transit, or auto. Accommodate cars but fewer than in the suburbs and allow people to live easily without one.
- *Shops and Services Within Walking Distance.* Provide shops and services for everyday needs, including groceries, day care, cafes and restaurants, banks and drug stores, within an easy walk from home.
- *Safe, Shared Streets.* Design Streets not just for vehicles, but as usable outdoor space for walking, bicycling and visual enjoyment.
- *Gathering Places.* Provide places for people to socialize, including parks, sidewalks, courtyards and plazas, that are combined with shops and services. Program places for events and gatherings.
- *Active Recreation Areas.* Provide adequate public recreational open space, including joint use open space, within walking distance of residents.
- *A Rich Cultural Environment.* Integrate public art and contribute to the civic and cultural life of the City.
- *Transit Oriented.* Since all of Downtown is within walking distance of transit, design all projects as transit-oriented developments (TODs) that encourage residents, tenants, and visitors to use transit.
- *Green Streets.* Design sidewalks, including street trees, parkways, tree wells and paving, to collect stormwater runoff, thereby contributing to sustainable Green Streets, thereby enhancing the value of the project. Design alleys and paseos to collect stormwater where feasible.

The Proposed Project would redevelop an underutilized site in an area largely characterized by commercial land uses. The Proposed Project includes the development of a mixed-use building that would contain residential units and ground-floor restaurant/retail. The Proposed Project would increase employment opportunities with its ground-floor commercial component. The Proposed



Project would also be increasing the concentration of employment opportunities downtown and placing residents within walking distance of many employment opportunities, shops, and services. The Proposed Project's location would reduce dependence on single-occupancy vehicles and promote walking and alternative transportation. The Proposed Project would directly increase housing choices in downtown Los Angeles. With approval of the discretionary requests, the Proposed Project would provide adequate open space and residential amenities. The Proposed Project may include but is not limited to, a roof deck, recreation room, patio lobby/recreation room, and private balconies. Additionally, the Proposed Project would include plazas and commercial uses that would face toward the public right-of-way, which would promote a pedestrian environment, activate the sidewalk, and provide socializing opportunities. The Proposed Project would support the Downtown Design Guide's principles of on-site recreation opportunities and gathering places. Generally, the Proposed Project would not conflict with the principles of the Downtown Design Guide.

Project Site access and driveway design would be designed and developed in consultation with the Los Angeles Department of Transportation, Department of Building and Safety, and the Los Angeles Fire Department, as required. The Proposed Project would comply with the sidewalk and setback requirements of the Design Guide. A 14-foot-wide sidewalk is required per the Downtown Street Standards with a minimum 7-foot parkway and a 6-foot walkway. The Proposed Project would provide a 7'-6" parkway and a 6'-6" walkway that would also contain landscaping and street trees. Additionally, the Proposed Project would provide ground-floor commercial uses that would front Spring Street and would support a pedestrian-oriented environment, which would help support civic and cultural life. Ground-floor design and treatment (such as providing large storefront windows and beautifying the public right-of-way with street trees and landscaping) would promote pedestrian activity along Spring Street. The Project Site would be designed and landscaped to further enrich the community identity within Downtown Los Angeles. Additionally, primary vehicular access for residential and commercial uses would be provided via full-access driveways the adjacent alley, which would provide a connection to the parking areas. Parking for the Proposed Project would all be provided as subterranean contained and hidden from view. The Proposed Project's building siting, parking and access, architectural design, and materials would support the Downtown Design Guidelines. Thus, the Proposed Project would support the applicable principles and design criteria of the Downtown Design Guide.

### ***Metropolitan Transportation Authority Right-Of-Way Project Area***

The Project Site is located within the Metropolitan Transportation Authority right-of-way (Metro ROW) Project area (ZI-1117). Prior to the issuance of any building permit within 100 feet of a Metro ROW, clearance from the Los Angeles County Metro is required for the Proposed Project. Metro clearance would include filing a building permit application and site plan. With clearance and approval from Metro, the Proposed Project would be in compliance with ZI-1117.

As discussed above, the Proposed Project would not conflict with applicable zoning and development standards, including those set forth in the LAMC, the Central City Community Plan, the City Center Redevelopment Plan, and the Metro ROW.

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

As shown in Figure 3, Aerial Photograph of the Project Site and Surrounding Land Uses, the Project Site is located in an urbanized area of the Central City Community Plan area and is entirely surrounded by urban land uses. The Project Site encompasses one parcel, and is identified by the following County of Los Angeles Assessor Parcel Number (APN): 5149-007-005. The Project Site encompasses approximately 12,784 square feet of buildable lot area (0.29 acres). The Project Site is surrounded by a mix of commercial uses, mixed-use residential buildings, parking structures, and parking lots. Therefore, the Project Site is less than five acres and surrounded by urban uses.

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

The Project Site is located in a highly urbanized area within the City of Los Angeles. As shown in Figure 3, Aerial Photograph of the Project Site and Surrounding Land Uses, the Project Site and the surrounding area are fully developed with urban infrastructure and do not contain any significant areas of natural open space or areas of significant biological resource value. The Project Site is developed with a commercial building. There is no vegetation on the Project Site. There are two street trees located along the public right-of-way along Spring Street. Based on a review of the U.S. Fish and Wildlife Service (USFWS) Threatened & Endangered Species Active Critical Habitat Report for the Project area, no candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the USFWS have been recorded or exist in the immediate Project area. Additionally, no critical habitat was identified in the U.S. Environmental Protection Agency's NEPAassist mapping tool and USFWS's IPaC database. Additionally, the USFWS's IPaC database identified one threatened species (coastal California gnatcatcher) that occurs within the broader project locale, but indicated that the Project Site is located outside of the designated critical habitat for these species (see *Attachment 1 to this Categorical Exemption*).

Based on information provided by the Arborist Report, prepared by Class One Arboriculture, Inc. (*Attachment 6 to this Categorical Exemption*), there are two street trees (Holly Oak trees) adjacent to the Project Site. These trees are not identified as a protected tree species and would be removed during construction. The City of Los Angeles requires trees to be replaced and planted on a 2:1 basis for the removal of street trees. According to this replacement ratio, four replacement trees would be required along Spring Street. The replacement trees will be at least 36" box size per the Downtown Design Guide.

While the removal of non-protected trees would not be considered a significant impact under CEQA, the removal of trees has the potential to impact nesting bird species if they are present at the time of tree removal. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (*Title 16, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 20*) and Section 3503 of the California Department of Fish and Game Code. To ensure compliance with the MBTA, the City of Los Angeles Department of Building and Safety imposes standard regulatory compliance measures advising applicants to avoid tree removal

activities during the breeding season. If avoidance is not feasible, the LADBS recommends weekly bird surveys be conducted to ensure that the trees proposed for removal are not occupied by nesting birds. Thus, with adherence to the Federal Migratory Bird Treaty Act, the Proposed Project would have a less than significant impact on sensitive biological species or habitat.

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

### ***Traffic/Transportation***

The following information summarizes the findings and conclusions from the Transportation Impact Assessment for the Proposed Mixed-Use Development Located at 216 Spring Street in the City of Los Angeles (Transportation Impact Assessment), dated September 2021. The Transportation Impact Assessment was also approved by LADOT, as shown in their correspondence dated November 23, 2021. The Transportation Impact Assessment and LADOT Approval Letter are provided in Attachment 2 to this Categorical Exemption.

In response to the updates to the CEQA guidelines, the LADOT updated the City's Transportation Assessment Guidelines (TAG) in July 2020 to conform to the requirements of SB 743. The TAG replaced the Transportation Impact Study Guidelines and shifted the performance metric for evaluating transportation impacts under the CEQA from LOS to VMT for studies completed within the City. The TAG establishes thresholds to identify development projects that would conflict with the updated CEQA guidelines.

As part of the updated TAG, the LADOT has identified three CEQA thresholds for identifying significant transportation impacts in accordance with SB 743 that are applicable to the Proposed Project:

Threshold T-1: Conflicting with the City's plans, programs, ordinances, or policies.

Threshold T-2: Causing substantial Vehicle Miles Traveled (VMT).

Threshold T-3: Substantially increasing hazards due to a geometric design feature or incompatible use(s).

An evaluation of the Proposed Project's potential impacts in these three areas, following the updated TAG, is presented in the following sections.

#### ***Threshold T-1: Plans, Programs, Ordinances, and Policies Compliance***

To guide the City's Mobility Plan 2035 (Transportation Element of the General Plan), the City adopted programs, plans, ordinances, and policies that establish the transportation planning framework for all travel modes, including vehicular, transit, bicycle, and pedestrian facilities. Land development projects shall be evaluated for conformance with these City adopted transportation plans, programs, and policies.

Per the TAG guidelines, the Threshold T-1 CEQA question (impact criteria) would be significant if a project conflicts with a program, plan, ordinance(s), or policy addressing the circulation system?

However, a project would not be shown to result in an impact merely based on whether a project would not implement a program, policy, or plan. Rather, it is the intention of this threshold test to ensure that proposed development does not conflict with nor preclude the City from implementing adopted programs, plans, and policies.

### *Screening Criteria for Policy Analysis*

If the development project requires a discretionary action, and the answer is yes to any of the following screening threshold questions, further analysis may be required to assess whether the proposed project would conflict with plans, programs, ordinances, or policies.

1. Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent, and provisions of the General Plan?

Yes, the Proposed Project requires a discretionary action.

2. Is the Project known to directly conflict with a transportation plan, policy or program adopted to support multi-modal transportation options or public safety?

No, the Proposed Project would not conflict with these key City planning documents, and potential impacts would be less than significant, see Table 7, Consistency Check with Key City Plans, Programs, Ordinances or Policies, below.

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

No, pursuant to the following Mobility Element Street Standards for the Proposed Project's adjacent street standards. The Proposed Project has no dedication requirements.

Spring Street is designated as a Modified Avenue II roadway which requires an 80-foot right-of-way (40-foot half width) and 52-foot (26-foot half width) roadway.

- Spring Street is dedicated to a 40-foot half width and a 26-foot half street adjacent to the Project Site. No dedication or street widening is necessary to satisfy the Modified Avenue II Street standard.
- Harlem Place (adjacent alley) is fully dedicated to 20 feet; therefore, no additional dedication is necessary.

The TAG provides a list of key City plans, policies, programs, and ordinances for consistency review as shown in Table 7, below. Projects that generally conform with and do not conflict with the City's development policies and standards addressing the circulation system, will generally be considered consistent.



**Table 7**  
**Consistency Check with Key City Plans, Programs, Ordinances or Policies**

<b>TAG Table 2.1-1: City Documents that Establish the Regulatory Framework</b>		
<b>Plan or Policy</b>	<b>Consistency</b>	<b>Preclude City Implementation?</b>
1. LA Mobility Plan 2035	<b>Yes.</b> The Proposed Project would comply with the LA Mobility Plan 2035 street standards for Spring Street and Harlem Place (Alley), as required by the Bureau of Engineering.	No
2. Plan for Healthy LA	<b>Yes.</b> The Proposed Project would support Policy 5.7, Land Use Planning for Public Health and Greenhouse Gas (GHG) Emission Reduction by reducing single-occupant vehicle trips by its location within a Transit Priority Area (TPA) service area and by providing bike parking. The Proposed Project would provide pedestrian access separate from the vehicular access. The Proposed Project would not conflict with policies in the Plan for Healthy LA.	No
3. Land Use Element of the General Plan (35 Community Plans)	<b>Yes.</b> The Proposed Project is in the Central City Community Plan area. The Proposed Project would be in substantial conformance with the purposes, intent, and provisions of the General Plan and the Community Plan. Note the Central City Community Plan is being updated.	No
4. Specific Plans	<b>Yes.</b> The Proposed Project is not located in a Specific Plan area.	N/A
5. LAMC Section 12.21A.16 (Bicycle Parking)	<b>Yes.</b> The Proposed Project complies with the ratio of short and long-term bicycle parking pursuant to LAMC Section 12.21. A.16.	No
6. LAMC Section 12.26J (TDM Ordinance)	<b>Yes.</b> LAMC Section 12.26J for Transportation Demand Management and Trip Reduction Measures applies only to the construction of new non-residential floor area greater than 25,000 sf. The Proposed Project does not have commercial floor area exceeding 25,000 sf.	No
7. LAMC Section 12.37 (Waivers of Dedications and Improvement)	<b>Yes.</b> The Proposed Project is not seeking a waiver of the dedication and widening.	N/A
8. Vision Zero Action Plan	<b>Yes.</b> The Proposed Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way.	No
9. Vision Zero Corridor Plan	<b>Yes.</b> The Proposed Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way, No Vision Zero projects have been identified near the Project Site. See <a href="https://ladotlivablestreets.org/programs/vision-zero/maps">https://ladotlivablestreets.org/programs/vision-zero/maps</a>	No
10. Citywide Design Guidelines	<b>Yes.</b>	No
Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all	<b>Yes.</b> The Proposed Project would create a continuous and straight sidewalk clear of obstructions for pedestrian travel. The Proposed Project would provide adequate sidewalk width and right-of-way that accommodates pedestrian flow and activity. Pedestrian access would be provided	No

	at street level with direct access to the surrounding neighborhood and amenities.	
Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.	<b>Yes.</b> The Proposed Project complies with the Citywide Design Guidelines incorporating vehicle access locations that do not discourage and/or inhibit the pedestrian experience. All vehicular access is provided from the adjacent alley and not on adjacent streets.	No
Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.	<b>Yes.</b> The building design uses attractive architectural elements. The Proposed Project would not preclude or conflict with the implementation of future streetscape projects in the public right-of-way.	No
11. Downtown Design Guide	<b>Yes.</b> The Proposed Project would provide ground-floor commercial uses fronting Spring Street and would support a pedestrian-oriented environment. Ground-floor design and treatment, such as providing large storefront windows and landscaping the public right-of-way with street trees, would promote pedestrian activity along Spring Street.	No
12. Downtown Street Standards	<b>Yes.</b> A 14-foot wide sidewalk is required per the Downtown Street Standards with a minimum 7-foot parkway and a 6-foot walkway. The Proposed Project would provide a 7 foot-6 inch parkway and a 6 foot-6 inch walkway, which would be consistent with the Downtown Street Guidelines.	No
<i>Source: Overland Traffic Consultants, Inc., Transportation Impact Assessment for Proposed Mixed-Use Development, Located at 216 S. Spring Street in the City of Los Angeles, September 2021; and Parker Environmental Consultants, 2022.</i>		

### **Threshold T-2: Vehicle Miles Traveled**

The intent of this threshold question is to assess whether a land development project causes a substantial VMT impact. CEQA Guidelines Section 15064.3(b) relates to use of VMT as the methodology for analyzing transportation impacts.

To address this question, LADOT's TAG identified significant VMT impact thresholds for each of seven Area Planning Commission (APC) sub-areas in the City of Los Angeles. A project's VMT is compared against the City's APC threshold goals for household VMT per capita and work VMT per employee to evaluate the significance of the project's VMT.

A development project will have a potential impact if the development project would generate VMT exceeding 15% below the existing average VMT for the Area Planning Commission (APC) area in which the project is located per TAG's Table 2.2-1.

The Project Site is in the Central APC sub - area which limits daily household VMT per capita to a threshold value of 6.0 and a daily work VMT per employee to a threshold value of 7.6 (15% below the existing VMT for the Central APC).

The Proposed Project's household VMT per capita is estimated at 2.5 which is significantly below the VMT threshold for the Central APC. The work VMT per employee is not applicable because the commercial space is less than the 50,000 sf threshold. Results of the Proposed Project's VMT calculation (as shown in Appendix F of the Transportation Impact Assessment). Thus, the Proposed Project's VMT impacts would be less than significant.

### *Transportation Demand Management (TDM)*

The Proposed Project's design features include TDM measures that reduce trips and VMT through TDM strategies selected in the VMT calculator. Specifically, the Proposed Project's TDM program includes reduced parking and bike parking which is a regulatory measure and part of the Proposed Project's design features. These strategies, as described by LADOT'S TAG, are listed below:

- **Parking Strategy – Reduced Parking Supply** – This strategy changes the on-site parking supply to provide less than the amount of vehicle parking required by direct application of the LAMC without consideration of parking reduction mechanisms permitted in the code. Permitted reductions in parking supply could utilize parking reduction mechanisms such as TOC, Density Bonus, Bike Parking ordinance, or locating in an Enterprise Zone or Specific Plan area.
- **Bike Parking** - This strategy involves implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations under existing LAMC regulations applicable to the Project (LAMC Section 12.21.A.16). The Proposed Project would provide bicycle parking consistent with LAMC Section 12.21.A.16 - The Proposed Project would provide 102 bicycle parking spaces (89 long-term spaces and 13 short-term spaces).

The effectiveness of the TDM strategies included in the VMT Calculator is based primarily on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010).

### ***Threshold T-3: Geometric Design Feature or Incompatible Use Hazards***

Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site.

No deficiencies are apparent in the site access plans which would be considered significant. This determination considers the following factors:

1. Vehicle access to the parking will be from the adjacent north – south alley.
2. The Proposed Project's access is consistent with LADOT driveway width and placement per LADOT Manual of Policies and Procedures, Section 321, Driveway Design.

3. The net Project peak hour trip generation is 36 vehicles per hour (VPH) during the morning peak hour and 38 VPH during the afternoon peak hour. This level of added traffic would not create a transportation hazard or create any operational issues.

A review of the Project Site plan does not present any hazardous geometric design features that would result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle safety hazards. Therefore, the Proposed Project's impacts under CEQA Threshold T-3.1 (Substantially Increasing Hazards Due to a Geometric Design Feature) would be less than significant.

### ***Construction Impacts***

Project construction is evaluated to determine if activities substantially interfere with pedestrian, bicycle, transit, or vehicle mobility. Factors to be considered are the location of the Project Site, the functional classification of the adjacent street affected, temporary loss of bus stops or rerouting of transit lines, and the loss of vehicle, bicycle, or pedestrian access. LADOT's TAG considers three areas to be considered when evaluating project construction activities.

#### **1. Temporary Transportation Constraints**

As part of the Proposed Project's construction, a Construction Traffic Management Plan would be implemented during the construction phase to minimize potential conflicts with vehicles, pedestrians, bicycle, and transit facilities associated with the Proposed Project's construction. This plan would be approved by the LADOT and would detail the measures enacted to ensure less than significant traffic impacts during construction related to designated haul routes and staging areas, traffic control procedures, emergency access provisions, and construction crew parking. The Proposed Project shall obtain prior LADOT approval for any lane closures, detours, on-street staging areas, or other temporary changes in traffic control due to construction activities and will enact appropriate temporary traffic control procedures. Haul routes for Project construction would be coordinated with the City of Los Angeles Department of Building and Safety (LADBS) to minimize the impact of construction traffic to congested roadways and residential streets.

Construction workers are typically expected to arrive at the Project Site before 7:00 A.M. and depart before or after the weekday peak hours of 4:00 to 6:00 P.M. Deliveries of construction materials will be coordinated to non-peak travel periods, to the extent possible and occur from the parking lane along the Project Site's Spring Street and alley frontages.

For off-site activities, Worksite Traffic Control Plans, as part of the Construction Traffic Management Plan would be prepared for any temporary traffic lane or sidewalk closures in accordance with City guidelines. These worksite plans will require a formal review and approval by the City prior to the issuance of any construction permits. In addition, the City of Los Angeles will require a Truck Haul Route plan including permitted hauling hours and a haul route to and from the landfill.

No detours around the construction site are expected; however, flagmen would be used to control traffic movement during the ingress and egress of construction trucks.

Since Project construction would not substantially interfere with pedestrian, bicycle or vehicle mobility, the construction impacts would be less than significant.

## 2. Temporary Loss of Access

Vehicular access to the adjacent properties will be maintained. Safe pedestrian circulation paths adjacent to or around the work areas will be provided by covered pedestrian walkways if necessary and will be maintained as required by City-approved Work Area Traffic Control Plans.

Since the Proposed Project's construction would not result in complete loss of vehicular or pedestrian access, the construction impacts on loss of access would be less than significant.

## 3. Temporary Loss of Bus Stops or Rerouting of Bus Lines

No bus stops are located within the work zone adjacent to the Project Site that would need to be temporarily relocated. There will be no loss of pedestrian access to transit stops and no rerouting of bus lines are necessary.

Since the Proposed Project's construction would not require relocation of bus stops or bus lines, the construction impacts on transit operations would be less than significant.

Therefore, with implementation of the Construction Traffic Management Plan, the Proposed Project construction would not adversely affect the pedestrian, bicycle, transit, and vehicular circulation around the Project Site, and transportation impacts during construction would be less than significant.

## **Noise**

### *Construction Noise Impacts*

For purposes of determining the Proposed Project's construction noise impacts, a significant impact would occur if the Proposed Project is not in compliance with LAMC Chapter XI, Article 2, Section 112.04, 112.05, and 41.40. LAMC Section 112.05 provides that between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet therefrom. Under this standard, the Applicant must at minimum demonstrate compliance with LAMC Section 112.05. Further, in compliance with LAMC Section 112.04, this analysis addresses whether construction activities would exceed existing ambient exterior noise levels by 5 dBA (hourly  $L_{eq}$ ) or more in residential areas. If necessary, features to reduce noise to below-threshold levels (75 dBA) and below a 5-dBA ambient noise increase can be incorporated into the project design to ensure regulatory compliance.

For purposes of evaluating the Proposed Project's construction and operational noise impacts, the following regulatory compliance measures and construction project design features would be incorporated into the Proposed Project's construction activities. These features and control



measures are consistent with the noise management procedures and regulations of the LAMC and Noise Element of the General Plan.

#### Los Angeles Municipal Code

The LAMC contains a number of regulations that would apply to the Project's temporary construction activities and long-term operations. Provided below are the relevant sections from the LAMC that pertain to construction noise. The applicant will be required to adhere to these code restrictions and any other conditions of approval that may be imposed on the Project to the satisfaction of the Department of City Planning.

##### *Sec. 41.40. Noise Due to Construction, Excavation Work—When Prohibited*

- (a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine, excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.

##### *Sec. 112.01. Radios, Televisions Sets, and Similar Devices*

- (a) It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area... to exceed the ambient noise level by more than five decibels.

##### *Sec. 112.02. Air Conditioning, Refrigeration, Heating, Plumbing, Filtering Equipment*

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

*Sec. 112.04 Powered Equipment Intended for Repetitive Use in Residential Areas and Other Machinery, Equipment, and Devices.*

- (a) Between the hours of 10:00 p.m. and 7:00 a.m. of the following day, no person shall operate any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery, equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within 500 feet of a residence
- (b) Except as to the equipment and operations specifically mentioned and related elsewhere in this Chapter or for emergency work as that term is defined in Section 111.01(d), and except as to aircraft, tow tractors, aircraft auxiliary power units, trains and motor vehicles in their respective operations governed by State or federal regulations, no person shall operate or cause to be operated any machinery, equipment, tools, or other mechanical or electrical device, or engage in any other activity in such manner as to create any noise which would cause the noise level on the premises of any other occupied property, or, if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than five (5) decibels.

*Sec. 112.05 Maximum Noise Level of Powered Equipment or Powered Hand Tools*

Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

- (a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;
- (b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;
- (c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

*Sec. 113.01. Rubbish and Garbage Collection and Disposal*

It shall be unlawful for any person engaged in the business of collecting or disposing of rubbish or garbage to operate any refuse disposal truck, parking lot sweeper, or vacuum truck, or to collect, load, pick up, transfer, unload, dump, discard, sweep, vacuum, or dispose of any rubbish or garbage, as such terms are defined in Section [66.00](#) of this Code, within 200 feet of any residential building between the hours of 9:00 p.m. and 6:00 a.m. of the following day, unless a permit therefore has been duly obtained beforehand from the Board of Police Commissioners.

*Sec. 114.02. Motor Driven Vehicles*

(a) It shall be unlawful for any person to unreasonably operate any motor driven vehicle upon any property within the City or to unreasonably accelerate the engine of any vehicle, or unreasonably sound, blow or operate the horn or other warning device of such vehicle in such manner:

1. As to disturb the peace, quiet and comfort of any neighborhood or of any reasonable person residing in such area
2. That such activity is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source;
3. As to create any noise which would cause the noise level on the premises of any occupied residential property, or if a condominium, apartment house or duplex, within any adjoining unit, to exceed the ambient noise level by more than five (5) decibels.

*Sec. 114.03. Vehicles – Loading and Unloading*

(a) It shall be unlawful for any person, between the hours of 10:00 p.m. and 7:00 a.m. of the following day, to load or unload any vehicle, or operate any dollies, carts, forklifts, or other wheeled equipment, which causes any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building.

*Sec. 114.06. Vehicle Theft Alarm Systems*

It shall be unlawful for any person to install, operate or use any vehicle theft alarm system that emits or causes the emission of an audible sound, which is not, or does not become, automatically and completely silenced within five minutes. The time period shall be calculated based upon the emission of the first audible sound and shall end five minutes thereafter notwithstanding any variation or stoppage in the emissions of audible sound. Violation of this section shall constitute an infraction.

### *Sec. 116.01. Loud, Unnecessary And Unusual Noise*

Notwithstanding any other provisions of this chapter and in addition thereto, it shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. The standard which may be considered in determining whether a violation of the provisions of this section exists may include, but not be limited to, the following: (a) The level of noise; (b) Whether the nature of the noise is usual or unusual; (c) Whether the origin of the noise is natural or unnatural; (d) The level and intensity of the background noise, if any; (e) The proximity of the noise to residential sleeping facilities; (f) The nature and zoning of the area within which the noise emanates; (g) The density of the inhabitation of the area within which the noise emanates; (h) The time of the day and night the noise occurs; (i) The duration of the noise; (j) Whether the noise is recurrent, intermittent, or constant; and (k) Whether the noise is produced by a commercial or noncommercial activity.

### *Ordinance No. 178,048*

The City of Los Angeles Building Regulations Ordinance No. 178,048 requires a construction site notice to be posted on site that includes the job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the Site, and City telephone numbers where violations can be reported. This notice is required to be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

### *Project Design Features*

In furtherance of complying with the provisions set forth in LAMC Sections 112.04 and 112.05, above, the Applicant will incorporate the following features into the construction work plans, which shall be conditions of approval of the Proposed Project:

- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with noise shielding and muffling devices.
- The project contractor will erect a temporary noise-attenuating sound barrier along the perimeter of the Project Site. The sound wall will be a minimum of 8 feet in height to block the line-of-sight of construction equipment and off-site receptors at the ground level. The sound barrier shall include sound absorbing material capable of achieving a minimum of 15-dBA reduction in sound level.
- During any jackhammering and structural framing, the project contractor shall utilize temporary portable acoustic barriers, partitions, or acoustic blankets to effectively block the line-of-sight between noise producing equipment and the adjacent residential land uses for

purposes of ensuring noise levels at the adjacent residential land uses does not exceed 75 dBA  $L_{eq}$  over the ambient noise levels.

#### *Existing Ambient Noise Conditions*

The Project Site is located on the eastern side of Spring Street and is currently developed with a one-story commercial office building. Commercial activity from the Project Site currently contributes noise to the baseline conditions. Traffic and transit operations around the Project Site also contribute noise to the baseline noise conditions. Collectively, these noise sources contribute to ambient noise levels in the baseline condition.

Exterior daytime noise levels were monitored at three locations in the vicinity of the Project Site to measure ambient noise conditions affecting the sensitive receptors in the vicinity. The approximate locations of where each noise measurement were taken are depicted in Figure 1, Noise Monitoring and Sensitive Receptor Location Map, in Attachment 3 of this Categorical Exemption. The noise measurements were conducted at three separate locations on June 11, 2021, over a period of 15 minutes in accordance with LAMC Section 111.01(a) as summarized in Table 8, Existing Ambient Noise Levels in the Project Site Vicinity, below.

Location A was selected to obtain the ambient noise levels for the existing and future residential land uses west and southwest of the Project Site, across Spring Street (Sensitive Receptor Nos. 3 and 4). The primary noise sources at this location are vehicle traffic noise along Spring Street and construction activity at 222 W. 2<sup>nd</sup> Street.

**Table 8**  
**Existing Ambient Noise Levels in the Project Site Vicinity**

ID	Location	Primary Noise Sources	Noise Level Statistics <sup>a</sup>		
			$L_{eq}$	$L_{min}$	$L_{max}$
A	On the west side of Spring Street, across from the Project Site	Vehicle and pedestrian traffic, construction, buses	65.6	56.3	77.5
B	On the south side of 2nd Street, between Spring Street and Main Street	Vehicle and pedestrian traffic	61.3	58.6	71.9
C	On the east side of Main Street	Vehicle and pedestrian traffic	69.0	56.7	88.4
Notes: <sup>a</sup> Noise measurements were taken on Friday, June 11, 2021, at each location for a duration of 15 minutes. Pursuant to LAMC Sec. 111.01, ambient noise shall be averaged over a period of at least 15 minutes at a location and time of day comparable to that during which the measurement is taken of the particular noise source being measured. Parker Environmental Consultants, 2021.					

Location B was selected to obtain the ambient noise levels for the residential uses located directly northeast of the Project Site (Sensitive Receptor No. 1). The primary noise sources at this location are vehicle traffic noise and pedestrian activity.



Location C was selected to obtain the ambient noise levels for the residential land uses further east of the Project Site, fronting Main Street (Sensitive Receptor Nos. 2). The primary noise sources at this location are vehicle traffic noise and pedestrian activity along Main Street.

#### *On-Site Construction Noise*

Construction of the Proposed Project would require the use of heavy equipment for demolition, grading, building construction, and architectural coatings. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity. Table 9 identifies the representative noise levels for the types of construction equipment anticipated to be used for the Proposed Project,<sup>4</sup> including estimated usage factors found in the U.S. Department of Transportation, Federal Highway Administration, Roadway Construction Noise Model. The noise levels listed in Table 9, below, represent the A-weighted maximum sound level ( $L_{max}$ ), measured at a distance of 50 feet from the construction equipment.

**Table 9**  
**Noise Data for Selected Construction Equipment**

<b>Construction Phases</b>	<b>Construction Equipment</b>	<b>Estimated Usage Factor %</b>	<b>Actual Measures Noise Level at 50 Feet (dBA <math>L_{max}</math>)</b>
Demolition	Rubber Tired Dozer (1)	40	82
	Concrete/Industrial Saws (1)	20	90
	Tractor/Loader/Backhoe (2)	40	78
Grading	Grader (1)	40	85
	Tractor/Loader/Backhoe (2)	40	78
Building Construction	Forklifts (2)	20	75
	Tractor/Loader/Backhoe (2)	40	78
	Cement and Mortar Mixers (1)	40	79
	Generator Sets (1)	50	81
	Pavers (1)	50	77
	Rollers (1)	20	80
Architectural Coating	Crane (1)	16	81
	Aerial Lifts (2)	20	75
	Air Compressors (5)	40	78
<i>Source: FHWA, Roadway Construction Noise Model, Construction Noise Prediction, (at Table 1 CA/T Equipment noise emissions and acoustical usage factors database, January 2006.</i>			

It should be noted that not all construction noise equipment would be utilized concurrently during each phase and the location and spacing of heavy construction equipment and machinery would vary over the course of construction. Mobile equipment moves around the construction site with power applied in cyclic fashion (bulldozers, loaders), or to and from the site (trucks). Because the precise numbers and locations of equipment operating at the same time are not known, this

<sup>4</sup> Based on the construction equipment identified in the CalEEMod worksheets for the air quality and greenhouse gas emissions models presented in Attachments 4 and 5 of this Categorical Exemption.

analysis follows the recommended procedures contained in the Federal Transit Administrations Transit Noise and Vibration Impact Assessment Manual for a quantitative construction noise assessment. Pursuant to these procedures, the noise levels for the two loudest pieces of construction equipment were calculated from the center of the Project Site and the respective distance to each sensitive receptor.

Sensitive receptors identified within 500 feet of the Project Site include:

- 1) Mixed-use residential building immediately northeast of the Project Site, located at 108 W. 2<sup>nd</sup> Street;
- 2) Multi-family residences further east of the Project Site, located at 222 S. Main Street;
- 3) Multi-family residences further southwest of the Project Site, located at 242 S. Broadway and 257 S. Spring Street; and
- 4) Future mixed-use residential building west of the Project Site, located at 222 W. 2<sup>nd</sup> Street (currently under construction).

Refer to Figure 1 of Attachment 3 for locations of these sensitive receptors.

As noted above, temporary noise barriers would be installed along the Project Site's property lines to block the line-of-sight between the noise sources and surrounding sensitive receptors. The construction of a temporary  $\frac{3}{4}$  inch plywood noise barrier would be capable of attenuating the noise level by approximately 15 dBA. Additionally, noise control efforts to limit the construction activities to permissible hours of construction, incorporate noise shielding devices such as sound mufflers and echo barriers, and operate machinery in a manner that reduces noise levels (i.e., not operating several pieces of equipment simultaneously if possible) would be effective in reducing noise impacts. Localized and portable sound enclosures would also be used, as necessary, to significantly reduce noise from these types of equipment. Products such as Echo Barrier Outdoor noise barrier/absorbers can provide a 10 to 20 dBA noise reduction or more if the barrier is doubled up (see product data specifications included in Attachment 3).

Pursuant to LAMC Chapter IV, Article 1, Section 41.40, exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday and federal holidays. Demolition and construction are prohibited on Sundays. The construction activities associated with the Proposed Project would comply with these LAMC requirements.

Further, the Applicant would be required to post informational signage providing contact information to report complaints regarding excessive noise. The City of Los Angeles Building Regulations Ordinance No. 178,048 requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the Project Site, and City telephone numbers where violations can be reported. The notice is required to be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public. With incorporation of the project design features, as described above, and regulatory compliance measures, affected

residents and business owners would be provided advanced notice of potential noise impacts and opportunities to comment on construction noise.

As shown in Table 10, Estimated Exterior Construction Noise at Nearest Sensitive Receptors, the ambient exterior noise levels with project design features would range from 35.4 dBA to 66.1 dBA. As such, construction noise levels would not exceed 75 dBA at a distance of 50 feet from the Project Site (in compliance with LAMC 112.05) and would not exceed ambient noise levels by more than 5-dBA at any of the sensitive receptors (in compliance with LAMC 112.04). A such, temporary construction-related noise impacts would be considered less than significant in accordance with City requirements and standards.

**Table 10**  
**Estimated Exterior Construction Noise at Nearest Sensitive Receptors**

ID <sup>a</sup>	Ambient Noise (dBA L <sub>eq</sub> ) <sup>b</sup>	Noise Level Impact (dBA L <sub>eq</sub> ) by Phase <sup>c</sup>				Construction Noise Threshold (dBA L <sub>eq</sub> ) <sup>d</sup>	Significant Impact?
		Demo	Grading	Building	Architectural Coating		
1	61.3	66.1	64.9	60.1	58.9	66.3	No
2	69.0	43.5	42.4	37.5	36.3	74.0	No
3	65.6	42.5	41.4	36.6	35.4	70.6	No
4	65.6	60.0	58.9	54.1	52.9	70.6	No

*Notes:*  
<sup>a</sup> ID refers to the sensitive receptor locations identified in Figure 1, Noise Monitoring and Sensitive Receptor Location Map, of Attachment 3.  
<sup>b</sup> Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.  
<sup>c</sup> Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.  
<sup>d</sup> The significance threshold is an increase 5 dBA or more in relation to the ambient noise measurements for each sensitive receptor (LAMC 112.04).  
Source: Parker Environmental Consultants, 2021 (see Attachment 3, Noise Monitoring Data and Calculations Worksheets).

#### *Off-Site Construction Noise*

In addition to the on-site construction noise sources addressed above, which are regulated under the City's Noise Ordinance, other noise sources may be generated off-site resulting from materials delivery, concrete mixing trucks, haul trucks, and other trucks from workers accessing the Project Site during construction. The highest of these noise sources would be generated by haul trucks for demolition debris during the first month of construction. It is anticipated that the proposed haul route to the Sunshine Canyon Landfill would utilize the SR-110 Freeway using Spring Street and the 3<sup>rd</sup> Street on-ramp, and the haul route from the Landfill to the Project Site would utilize the US-101 Freeway and the Broadway off-ramp to Aliso Street and Spring Street to the Project Site.

Based on the total volume of construction/demolition debris, the highest number of haul trips would occur during the grading/excavation phase. Assuming an average of 14 cubic yards per haul

trucks, the debris export during the three-month grading phase would generate approximately 2,143 one-way haul trips, distributed over an approximate 66-day period. This would result in approximately 32 haul trips per day. The addition of 32 haul truck trips per day would not result in any significant roadway noise impacts. As such, the temporary noise increase from haul truck trips would not significantly increase noise in the Project area. As such, the hauling activities during construction would result in a less than significant impact to off-site noise receptors.

#### *Structural Groundborne Vibration*

In terms of construction vibration impacts on buildings, the Project Site is immediately bordered by a one-story commercial building to the north (210 S. Spring Street) and a parking structure to the south (220 S. Spring Street) of the Project Site. These buildings share property lines with the Project Site and would be potentially susceptible to groundborne vibration during the construction phase. Tieback and soldier piles would be employed during excavation to protect the buildings during excavation and foundation work as regulatory compliance measures. Vibration impacts can be reduced by controlled construction methods and careful selection and use of heavy equipment on-site. Accordingly, precautionary regulatory compliance measures would need to be employed during the construction process to ensure building damage does not occur. As such, the following measures would be incorporated to ensure potential structural vibration impacts are less than significant:

- All new construction work shall be performed so as not to adversely affect the structural integrity of the adjacent buildings. Prior to commencement of construction, the applicant shall retain a qualified structural engineer to survey the existing foundations and structures of the adjacent buildings, and provide a plan to protect them from potential damage. The performance standards of the structure monitoring plan shall include the following:
  - Documentation shall consist of video and/or photographic documentation of accessible and visible areas on the exterior and select interior facades of the buildings. A registered structural engineer shall develop recommendations for the adjacent structure monitoring program that will include, but not be limited to, vibration monitoring, elevation and lateral monitoring points, crack monitors and other instrumentation deemed necessary to protect the adjacent structures from construction-related damage.
  - The monitoring program shall survey for vertical and horizontal movement, as well as vibration thresholds. If the thresholds are met or exceeded, or noticeable structural damage becomes evident to the project contractor, work shall stop in the area of the affected building until measures have been taken to stabilize the affected building to prevent construction related damage to historic resources.
  - In the event damage occurs to historic finish materials due to construction vibration, such materials shall be repaired in consultation with a qualified preservation consultant and, if warranted, in a manner that meets the Secretary of the Interior's Standards.
  - The structure monitoring program and initial survey documentation shall be submitted to the Department of Building and Safety and received into the case file

for the associated discretionary action permitting the project prior to construction.

### *Operational Noise*

#### *Rooftop Deck and Open Space Noise*

The Proposed Project would include approximately 12,692 square feet of open space, a majority of which would be concentrated on the 17<sup>th</sup> level roof deck (4,237 square feet) with a community patio courtyard to be improved with a swimming pool, gas fire pits, and gas grills. It is anticipated that there would not be any amplified music or speakers on the rooftop deck; however, occupancy and use of these areas may increase ambient noise levels in the Project Site vicinity. Based on the size of the roof deck and the type of amenities provided, it is conservatively anticipated that this area could accommodate up to 60 people for casual outdoor gatherings based on occupiable space.

Since the Proposed Project's open space would be provided to the future residents and guests, it is anticipated that the rooftop deck would emit low-level passive noise. There is no objective criterion for analyzing unamplified human voices within the LAMC. The only applicable criteria the LAMC code provides is that the Proposed Project shall adhere to LAMC Section 116.01, which states that it shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. It is not expected that the intended use (i.e., only up to a few people having a conversation, relaxing, or enjoying the outdoors) would violate the prohibition of "loud, unnecessary and unusual noise" criteria. Additionally, due to the nature of the use, it is unlikely that the Proposed Project would operate at such full capacity often or for a prolonged period of time that would result in excessive crowd noise. Further, the roof deck would be surrounded with planters and either glass or concrete railings that would help to further attenuate noise in the surrounding area. As such, noise from the common open space would be less than significant.

#### *Mechanical Equipment*

As part of the Proposed Project, new mechanical equipment, HVAC units, and exhaust fans would be installed on the roof of the proposed structure. However, the operation of this equipment would be similar to the existing HVAC equipment currently surrounding the Project Site. Further, the design and placement of HVAC units and exhaust fans would be required to comply with the regulations under Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, the on-site equipment would be designed and located such that they would be appropriately shielded and fitted with noise muffling devices to reduce operational noise levels. In addition, nighttime noise limits would be applicable to any equipment items required to operate between the hours of 10:00 P.M. and 7:00



A.M. Thus, operational noise impacts from HVAC and mechanical equipment would be less than significant.

#### *Roadway Traffic Noise*

With respect to traffic noise impacts, in order for a new noise source to be audible, there would need to be a 3 dBA or greater CNEL noise increase. According to Caltrans guidelines, the traffic volume on any given roadway would need to double in order for a 3-dBA increase in ambient noise to occur. LADOT performed peak commute hour traffic counts at the intersection of Spring Street and 2<sup>nd</sup> Street in 2017. This intersection experienced a total of 4,950 vehicles during the peak commute hours of 7AM – 10AM and from 3PM – 6PM, with approximately 825 of those vehicles traveling westbound along 2<sup>nd</sup> Street and 4,154 of those vehicles traveling southbound along Spring Street.

According to the Proposed Project's Transportation Impact Assessment, the Proposed Project would result in approximately 427 daily vehicle trips. Accounting for a 1% ambient annual trip increase plus 427 daily trips from the Proposed Project, the 2<sup>nd</sup> Street roadway segment would experience approximately 1,312 trips during peak commute hours for the year 2024. This is based on a conservative estimate, assuming that all of the Proposed Project trips would utilize 2<sup>nd</sup> Street to Harlem Place, and assuming that all trips would occur during the peak hours.

Therefore, the Proposed Project's estimated 427 average daily trips would represent a small percentage increase in the daily volumes during traffic peak hours at this roadway segment. Based on the number of proposed multi-family units and an estimated daily trip increase of 427 trips, the Proposed Project is not anticipated to double the amount of traffic volumes along Spring Street in a 24-hour period. This is also a conservative estimate, assuming all trips occur during the peak hours. As such, increased mobile source noise from the Proposed Project's increase in traffic would be less than 3 dBA, and operational noise impacts due to roadway noise would be less than significant.

#### ***Air Quality***

##### *Construction Emissions*

With respect to air quality during the construction phases, the Proposed Project would be required to comply with all applicable City, regional, state, and federal regulatory compliance measures from agencies including, but not limited to, the City of Los Angeles, the Southern California Air Quality Management District (SCAQMD), and the California Code of Regulations. As required by CEQA, the Proposed Project's construction emissions were quantified utilizing the California Emissions Estimator Model (CalEEMod Version 2020.4.0), as recommended by the SCAQMD. Table 11, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days for each phase of the Proposed Project's construction.

This analysis assumes a Project construction schedule of approximately 24 months, with final buildout occurring in 2024. Construction activities associated with the Project would be undertaken in four main steps: (1) demolition/site clearing, (2) grading/excavation, (3) building construction, and (4) architectural coatings/finishings.

**Table 11**  
**Estimated Peak Daily Construction Emissions**

Emission Source	Emissions in Pounds per Day					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Demolition/Site Clearing</b>						
On-Site Fugitive Dust	--	--	--	--	0.28	0.04
On-Site Off-Road Diesel Equipment	0.71	6.41	7.47	0.01	0.34	0.32
Off-Site Hauling/Vendor/Worker Trips	0.05	0.71	0.52	<0.01	0.19	0.06
<b>Total Emissions</b>	<b>0.76</b>	<b>7.12</b>	<b>7.99</b>	<b>0.01</b>	<b>0.81</b>	<b>0.42</b>
<b>SCAQMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Grading/Excavation</b>						
On-Site Fugitive Dust	--	--	--	--	2.40	1.16
On-Site Off-Road Diesel Equipment	1.59	16.27	11.56	0.02	0.75	0.70
Off-Site Hauling/Vendor/Worker Trips	0.23	7.64	2.08	0.03	1.06	0.33
<b>Total Emissions</b>	<b>1.82</b>	<b>23.91</b>	<b>13.64</b>	<b>0.05</b>	<b>4.21</b>	<b>2.19</b>
<b>SCAQMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Building Construction</b>						
On-Site Off-Road Diesel Equipment	1.44	14.10	15.83	0.03	0.73	0.68
Off-Site Hauling/Vendor/Worker Trips	0.39	1.14	4.06	0.01	1.24	0.34
<b>Total Emissions</b>	<b>1.83</b>	<b>15.24</b>	<b>19.89</b>	<b>0.04</b>	<b>1.97</b>	<b>1.02</b>
<b>SCAQMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Architectural Coating</b>						
On-Site Architectural Coating	8.53	--	--	--	0.00	0.00
On-Site Off-Road Diesel Equipment	0.97	7.14	11.22	0.02	0.32	0.32
Off-Site Hauling/Vendor/Worker Trips	0.06	0.04	0.65	<0.01	0.22	0.06
<b>Total Emissions</b>	<b>9.56</b>	<b>7.18</b>	<b>11.87</b>	<b>0.02</b>	<b>0.54</b>	<b>0.38</b>
<b>SCAQMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<i>Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust and Rule 1113 – Architectural Coatings.</i> <i>Calculation worksheets are provided in Attachment 4 to this Categorical Exemption.</i> <i>Source: Parker Environmental Consultants, 2021.</i>						

As shown in Table 11, construction-related daily emissions associated with the Proposed Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. These calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required and regulated by SCAQMD Rule 403 – Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust

plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. As such, construction-related emissions associated with the Proposed Project are not expected to exceed significance thresholds for criteria pollutants and hazardous substances. Further, all grading and earthwork activities would be conducted in accordance with applicable City, regional, state, and federal regulatory compliance measures. Furthermore, the Proposed Project shall also comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter [LOG #119255-01] for the Proposed Project, dated December 29, 2021 (see Attachment 8 to this Categorical Exemption). As such, construction of the Proposed Project would not result in the accidental release of hazardous pollutants. Therefore, temporary construction-related air quality impacts related to criteria pollutants and hazardous substances would be considered less than significant.

### *Localized Construction Emissions*

The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each SRA. For PM<sub>10</sub>, the LSTs were derived based on requirements in SCAQMD Rule 403 — Fugitive Dust. For PM<sub>2.5</sub>, the LSTs were derived based on a general ratio of PM<sub>2.5</sub> to PM<sub>10</sub> for both fugitive dust and combustion emissions.

LSTs are provided for each of SCAQMD's 38 source receptor areas (SRA) at various distances from the source of emissions. The Project Site is located within SRA 1. The nearest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the Proposed Project include the residential buildings to the west of the Project Site. Given the proximity of these sensitive receptors to the Project Site, and pursuant to SCAQMD guidance, the LSTs with receptors located within 25 meters (82.02 feet) are used to address the potential localized air quality impacts associated with the construction-related NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions for each construction phase.

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations especially during the grading phase. However, as shown in Table 12, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for a site less than one acre in SRA 1.

The localized air quality calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required by

SCAQMD Rule 403 - Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Therefore, with compliance with SCAQMD Rule 403, localized air quality impacts from construction activities on the off-site sensitive receptors would be less than significant.

**Table 12**  
**Localized On-Site Peak Daily Construction Emissions**

Construction Phase <sup>a</sup>	Total On-site Emissions (Pounds per Day)			
	NO <sub>x</sub> <sup>b</sup>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Demolition/Site Preparation	6.41	7.47	0.62	0.37
Grading/Excavation	16.27	11.56	3.15	1.86
Building Construction	14.10	15.83	0.73	0.68
Architectural Coatings	7.14	11.22	0.32	0.32
<b>SCAQMD Localized Thresholds <sup>c</sup></b>	<b>74</b>	<b>680</b>	<b>5</b>	<b>3</b>
<b>Potentially Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Notes:</b> <sup>a</sup> The localized thresholds for all phases are based on a receptor distance of 25 meters in SCAQMD's SRA 1 for a Project Site less than one acre. <sup>b</sup> The localized thresholds listed for NO <sub>x</sub> in this table takes into consideration the gradual conversion of NO <sub>x</sub> to NO <sub>2</sub> , and are provided in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NO <sub>x</sub> emissions is focused on NO <sub>2</sub> levels as they are associated with adverse health effects. <sup>c</sup> SCAQMD, Final LST Methodology Document, Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009, and Sample Construction Scenarios for Projects Less than Five Acres in Size, Appendix K. Source: CalEEMod 2020.4.0, Calculation worksheets are provided in Attachment 4 to this Categorical Exemption.				

## Operational Emissions

### Existing Emissions

The existing Project Site currently consists of a one-story commercial office building. The existing use generates air pollutant emissions from stationary sources, such as space and water heating, architectural coatings (paint), and mobile vehicle traffic traveling to and from the Project Site. Therefore, for this analysis, peak daily emissions generated by the existing uses at the Project Site were estimated utilizing the California Emissions Estimator Model (CalEEMod Version 2020.4.0), as shown in Table 13, below.

**Table 13**  
**Existing Daily Operational Emissions from Project Site**

Emissions Source	Emissions in Pounds per Day					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Summertime (Smog Season) Emissions</b>						
Area Sources	0.31	<0.01	<0.01	0.00	<0.01	<0.01
Energy Sources	<0.01	0.05	0.04	<0.01	<0.01	<0.01
Mobile Sources	0.28	0.35	2.80	<0.01	0.56	0.15
<b>Total Emissions</b>	<b>0.59</b>	<b>0.40</b>	<b>2.84</b>	<b>&lt;0.01</b>	<b>0.56</b>	<b>0.15</b>
<b>Wintertime (Non-Smog Season) Emissions</b>						
Area Sources	0.31	<0.01	<0.01	0.00	<0.01	<0.01
Energy Sources	<0.01	0.05	0.04	<0.01	<0.01	<0.01
Mobile Sources	0.27	0.37	2.69	<0.01	0.56	0.15
<b>Total Emissions</b>	<b>0.58</b>	<b>0.42</b>	<b>2.73</b>	<b>&lt;0.01</b>	<b>0.56</b>	<b>0.15</b>
<i>Source: CalEEMod 2020.4.0, Calculation worksheets are provided in Attachment 4.</i>						

#### *Proposed Project Emissions*

The Proposed Project would result in the demolition and site clearing of the existing structure for the construction, use, and maintenance of a 17-story mixed-use residential and commercial development with 120 dwelling units, 1,032 square feet of retail, and a 1,981 square-foot restaurant. The Proposed Project would generate both stationary and mobile emissions, including the consumption of electricity and natural gas, landscape maintenance, and vehicles traveling to and from the Project Site. Such emissions are typical of a mixed-use residential and commercial development such as the Proposed Project. The analysis of daily operational emissions associated with the Proposed Project has been prepared utilizing CalEEMod (*Version 2020.4.0*) recommended by the SCAQMD. The results of these calculations are presented in Table 14, Proposed Project Estimated Daily Regional Operational Emissions, below. As shown in Table 14, the operational emissions generated by the Proposed Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Proposed Project would be less than significant.



**Table 14**  
**Proposed Project Estimated Daily Regional Operational Emissions**

Emissions Source	Emissions in Pounds per Day					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Summertime (Smog Season) Emissions</b>						
Area Sources	2.54	0.11	9.90	<0.01	0.05	0.05
Energy Sources	0.05	0.45	0.24	<0.01	0.04	0.04
Mobile Sources	1.08	1.05	9.76	0.02	2.23	0.60
Stationary Sources	0.82	3.67	2.09	<0.01	0.12	0.12
<b>Total Project Emissions:</b>	<b>4.49</b>	<b>5.28</b>	<b>21.99</b>	<b>0.02</b>	<b>2.44</b>	<b>0.81</b>
<i>Less Existing Emissions:</i>	<i>(0.59)</i>	<i>(0.40)</i>	<i>(2.84)</i>	<i>(&lt;0.01)</i>	<i>(0.56)</i>	<i>(0.15)</i>
<b>Net Project Site Emissions:</b>	<b>3.90</b>	<b>4.88</b>	<b>19.15</b>	<b>0.02</b>	<b>1.88</b>	<b>0.66</b>
<b>SCAQMD Thresholds</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Potentially Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Wintertime (Non-Smog Season) Emissions</b>						
Area Sources	2.54	0.11	9.90	<0.01	0.05	0.05
Energy Sources	0.05	0.45	0.24	<0.01	0.04	0.04
Mobile Sources	1.04	1.12	9.53	0.02	2.23	0.60
Stationary Sources	0.82	3.67	2.09	<0.01	0.12	0.12
<b>Total Project Emissions:</b>	<b>4.45</b>	<b>5.35</b>	<b>21.76</b>	<b>0.02</b>	<b>2.44</b>	<b>0.81</b>
<i>Less Existing Emissions:</i>	<i>(0.58)</i>	<i>(0.42)</i>	<i>(2.73)</i>	<i>(&lt;0.01)</i>	<i>(0.56)</i>	<i>(0.15)</i>
<b>Net Project Site Emissions:</b>	<b>3.87</b>	<b>4.93</b>	<b>19.03</b>	<b>0.02</b>	<b>1.88</b>	<b>0.66</b>
<b>SCAQMD Thresholds</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Potentially Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<i>Source: CalEEMod 2020.4.0, Calculation worksheets are provided in Attachment 4.</i>						

### **Greenhouse Gas Emissions**

The guidance from the State and City on Class 32 Categorical Exemptions does not require the preparation of greenhouse gas (GHG) analyses for projects eligible for exemptions. Specifically, Article 19 of the State's CEQA Guidelines states that eligible projects that qualify for categorical exemptions are deemed to not have a significant effect on the environment. Under Section 15332, the Class 32 exemption that governs in-fill development projects identifies the conditions under which a project can qualify, noting that "[a]pproval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality..." There are no requirements to making findings about a project's effects on GHG. Further, the City issued guidance in 2018 (CP-7828) that clarifies the special requirement criteria for projects that seek to use the Class 32 exemption. In this guidance, they clarify that projects that qualify must provide supporting documents to demonstrate eligibility for the Class 32 exemption, including an air quality study. However, the "[p]urpose of this assessment is to evaluate the regional significance of criteria pollutant emissions from both the construction and operation of a proposed project." An assessment of criteria pollutant emissions has been prepared, as described immediately above. As there is no requirement for

preparation of GHG analyses to validate the Class 32 exemption, the following is provided for informational purposes only.

Neither the City of Los Angeles, SCAQMD, nor the State CEQA Guidelines Amendments provide any adopted thresholds of significance for addressing a commercial project's GHG emissions. Nonetheless, Section 15064.4 of the CEQA Guidelines Amendments serves to assist lead agencies in determining the significance of the impacts of GHGs. Because the City of Los Angeles does not have an adopted quantitative threshold of significance for a mixed-use residential and commercial project's generation of greenhouse gas emissions, the following analysis is based on a combination of the requirements outlined in the CEQA Guidelines.

For informational purposes, and consistent with Section 15064.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following: (1) the extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting; (2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. The Guidelines do not mandate the use of absolute numerical thresholds to measure the significance of greenhouse gas emissions. As such, this analysis relies on the extent to which the Proposed Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

### *Construction*

Greenhouse gas emissions were calculated using CalEEMod (*Version 2020.4.0*). Construction of the Proposed Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. Emissions of GHGs were calculated for each year of construction of the Proposed Project and the results of this analysis are presented in Table 15, Proposed Project Construction-Related Greenhouse Gas Emissions. As shown in Table 15, the total GHG emissions from construction activities related to the Proposed Project would be approximately 861 metric tons with the greatest annual emissions occurring in 2023. Total Construction GHG emissions are amortized over the 30-year life of the Proposed Project and added to the total operational impacts.

**Table 15**  
**Proposed Project Construction-Related Greenhouse Gas Emissions**

<b>Year</b>	<b>CO<sub>2</sub>e Emissions (Metric Tons per Year) <sup>a</sup></b>
2022	261.46
2023	449.11
2024	150.29
<b>Total Construction GHG Emissions:</b>	<b>860.86</b>
<i>Note:</i> <sup>a</sup> Construction CO <sub>2</sub> values were derived using CalEEMod Version 2020.4.0 Calculation data and results are provided in Attachment 5, Greenhouse Gas Emissions Worksheets.	

## Operation

### Existing Baseline GHG Emissions

The Project Site is currently developed with a one-story commercial office building, which serves as the existing conditions baseline. The operations of the on-site commercial uses generate GHG emissions as a result of vehicle trips and building operations involving the use of electricity, natural gas, water, and generation of solid waste and wastewater. The average daily GHG emissions generated by the existing Project Site have been estimated utilizing the CalEEMod computer model recommended by the SCAQMD. Table 16, Existing Project Site Greenhouse Gas Emissions, presents the GHG emissions associated with operation of the existing commercial uses at the Project Site. As shown in Table 16, the existing operations on the Project Site generate approximately 198.45 CO<sub>2</sub>e MTY.

**Table 16**  
**Existing Project Site Greenhouse Gas Emissions**

<b>Emissions Source</b>	<b>CO<sub>2</sub>e Emissions (Metric Tons per Year)</b>
Area	<0.01
Energy	76.51
Mobile	96.47
Waste	6.55
Water	18.92
<b>Total</b>	<b>198.45</b>
Calculation data and results are provided in Attachment 5, Greenhouse Gas Emissions Worksheets.	

### Project GHG Emissions

The GHG emissions resulting from operation of the Proposed Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment and generation of

solid waste and wastewater, were calculated using CalEEMod. The Proposed Project's compliance with the *L.A. Green Building Code* and other project design features would be effective in reducing GHG emissions, such as the Project Site being an infill lot and its proximity to transit and walking distance to a major employment center. As shown in Table 17, below, the net increase in GHG emissions generated by the Proposed Project would result in a net increase of 565.25 CO<sub>2</sub>e MTY, which is well below the 3,000 MTCO<sub>2</sub>e per year threshold of significance considered by the SCAQMD. The Proposed Project's structural and operational features such as low-flow plumbing fixtures and implementing energy-efficient appliances during the life of the Proposed Project would reduce the Project's GHG emissions. Through required implementation of the Green Building Code, the Project Site's location on an infill site, the Proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including SB 32, SB 375, SCAG's RTP/SCS, *L.A. Green Building Code*, and CARB's 2017 Scoping Plan aimed at achieving a 40 percent reduction of 1990 GHG emission levels by 2030.

**Table 17**  
**Proposed Project Operational Greenhouse Gas Emissions**

<b>Emissions Source</b>	<b>Estimated Project Generated CO<sub>2</sub>e Emissions (Metric Tons per Year)</b>
Area	2.07
Energy	318.12
Mobile	350.30
Stationary	4.59
Waste	8.77
Water	51.15
Construction Emissions <sup>a</sup>	28.70
<b><i>Proposed Project Total:</i></b>	<b><i>763.70</i></b>
<b><i>Less Existing Project Site:</i></b>	<b><i>(198.45)</i></b>
<b>Proposed Project Net Total:</b>	<b>565.25</b>
<b>Notes:</b> <sup>a</sup> The total construction GHG emissions were amortized over 30 years and added to the operation of the Project. Calculation data and results provided in Attachment 5 to this Categorical Exemption.	

The following Project characteristics have been identified that would result in a reduction in greenhouse gas emissions and thus are supportive of the State's 2017 Scoping Plan:

**Infill Development.** The Project Site is located on an infill site that is currently developed with a commercial office building. The Proposed Project is also located in an area that is adequately served by existing infrastructure and would not require the extension of utilities or roads to accommodate the proposed development. The Project's redevelopment of the Project Site would eliminate the current land uses, which are estimated to generate 198.45 MTCO<sub>2</sub>e.

**Transit Priority Area.** The Proposed Project is also located in a Transit Priority Area as defined by CEQA Sections 21099 and 21064.3. Studies by the California Department of

Transportation, the U.S. Environmental Protection Agency and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional and statewide benefits including reduced air pollution and energy consumption. The Proposed Project's close proximity to neighborhood-serving commercial/retail land uses and regional transit would result in fewer trips and a reduction to the Proposed Project's vehicle miles traveled (VMTs) as compared to the base trip rates for similar stand-alone residential uses that are not located in close proximity to transit.

**Energy Conservation.** The Proposed Project would include the development of a mixed-use residential and commercial building with 120 dwelling units and 3,013 square feet of commercial space, totaling more than 50,000 gross square feet of floor area. As mandated by the *L.A. Green Building Code*, the Proposed Project must meet Title 24 2019 Standards and would include ENERGY-STAR appliances in all of the dwelling units. Additionally, the Proposed Project would provide rooftop solar zones on the roof of the building.

**Solid Waste Reduction Efforts.** *L.A. Green Building Code* Section 5.408.1 and LAMC Section 66.32 require the construction contractor to obtain an AB 939 Compliance Permit certifying the delivery of the construction and demolition waste to a certified construction and demolition waste processing facility. Diversion efforts would be accomplished through source reduction, recycling, and composting. Finally, the Proposed Project is required by the California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials. As such, a minimum 50 percent reduction of the Proposed Project's waste stream to the local landfill would reduce methane emissions and thus lower the Proposed Project's contribution to global GHG emissions.

**Water Conservation.** As mandated by the *L.A. Green Building Code*, the Proposed Project would be required to provide separate submeters for individual leased, rented or other tenant spaces projected to consume more than 100 gallons per day and any building or addition that is projected to consume more than 1,000 gallons per day. Plumbing fixtures would need to comply with one of the following: (1) a 20% reduction in the building's "water use baseline" as demonstrated in Table 5.303.2.2 of the Los Angeles Plumbing Code; or (2) comply with the maximum flow rates shown in Table 5.303.2.3 of the Plumbing Code. The Proposed Project would also be required to develop a water budget for landscape irrigation use and install automatic irrigation systems with weather or soil moisture-based controllers.

As demonstrated above, the Proposed Project's characteristics and design features, coupled with compliance with mandatory regulatory measures would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including SB 32, SB 375, SCAG's RTP/SCS, *L.A. Green Building Code*, and CARB's 2017 Scoping Plan. Therefore, the Proposed Project's generation of GHG emissions would not conflict with any applicable plan, policy or regulation for the purposes of reducing the emissions of greenhouse gases.

## ***Water Quality***

### *Groundwater*

Based on the Department of Toxic Substances Control EnviroStor Database, the Project Site is not listed on any national, state, and local environmental databases for cleanup, permitting, or investigation of any hazardous waste contamination. Therefore, the Proposed Project would not exacerbate any hazardous conditions on the Project Site during construction that could affect groundwater conditions. Moreover, any hazardous materials utilized during construction would be used, stored, and disposed of in accordance with all applicable regulatory requirements, and would therefore not pose any potential impacts to groundwater or surface water quality. The Proposed Project, once operational, would not use hazardous materials other than modest amounts of typical cleaning supplies and solvents used for janitorial purposes that are typically associated with the operation of the Proposed Project and the use of these substances would comply with State Health Codes and Regulations. As such, the Proposed Project does not include potential sources of contaminants that could potentially degrade water quality.

### *Stormwater*

The Project Site is currently developed with a commercial office building. Therefore, 100 percent of the Project Site is covered with impervious surfaces. Thus, approximately 100 percent of the surface water runoff from the Project Site are directed to adjacent storm drains and do not percolate into the groundwater table beneath the Project Site. With respect to water quality from stormwater, surface water runoff from the Project Site flows southbound along Spring Street into a storm drain inlet located at the intersection of Spring Street and 3<sup>rd</sup> Street, approximately 285 feet south of the Project Site. The Proposed Project would continue to generate surface water runoff similar to existing conditions, and stormwater would be directed towards existing stormwater infrastructure that currently serve the Project Site.

A Storm Water Pollution Prevention Plan (SWPPP) would be required to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. The SWPPP would identify Best Management Practices (BMPs) for erosion control and other measures to meet the NPDES requirements for stormwater quality. Implementation of the BMPs identified in the SWPPP and compliance with the NPDES and City discharge requirements would ensure that the construction of the Proposed Project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality during construction.

Additionally, the Proposed Project would be required to demonstrate compliance with Low Impact Development (LID) Ordinance standards and retain and treat the first ¾-inch of rainfall in a 24-hour period or the rainfall from an 85<sup>th</sup> percentile 24-hour runoff event, whichever is greater. To ensure that all stormwater related BMPs are constructed and/or installed in accordance with the approved LID Plan, the City of Los Angeles requires a Stormwater Observation Report to be submitted to the City prior to the issuance of the Certificate of Occupancy. Compliance with the LID Ordinance would ensure that the Proposed Project would not adversely affect water quality or



significantly contribute to site runoff during the operation of the Proposed Project. Therefore, the Proposed Project would result in less than significant impacts to the existing stormwater infrastructure serving the Project Site.

**e) The Project Site can be adequately served by all required utilities and public services.**

**Water**

The Project Site is located within the service area of the Los Angeles Department of Water and Power (LADWP) for potable water service. The LADWP's 2020 Urban Water Management Plan ("UWMP") projects the City of Los Angeles will have a reliable water supply of approximately 509,501 acre-feet per year ("AFY") and 565,751 AFY in 2025 and 2045, respectively, based on growth projections of the 2020-2045 RTP/SCS. Thus, projects that are consistent with the underlying zoning and allowable density requirements of the LAMC and General Plan, are inherently consistent with the future water demands established in the 2020 UWMP. The Proposed Project would be consistent with the underlying land use of the Project Site. Based on the sewer generation factors provided by the Bureau of Sanitation and assuming all water usage converts to wastewater, it is estimated that the Proposed Project's net increase in water demand would be approximately 14,066 gallons per day, or approximately 15.8 AFY, as shown in Table 18, below.

**Table 18  
Proposed Project Estimated Water Demand**

Type of Use	Size	Water Demand Rate (gpd/unit) <sup>a</sup>	Total Water Demand (gpd)
<b>Existing Conditions (To Be Removed)</b>			
Commercial Office	14,000 sf	0.12 gpd/sf	1,680
<b>Total Existing Water Demand:</b>			<b>1,680</b>
<b>Proposed Project</b>			
Residential: Studio	16 du	75 gpd/du	1,200
Residential: One-bedroom	89 du	110 gpd/du	9,790
Residential: Two-bedroom	13 du	150 gpd/du	1,950
Residential: Three-bedroom	2 du	190 gpd/du	380
Restaurant (1,981 sf)	80 seats	30 gpd/seat	2,400
Retail	1,032 sf	0.025 gpd/sf	26
<b>Total Proposed Project Water Demand:</b>			<b>15,746</b>
<i>Less Existing Water Demand:</i>			<i>(1,680)</i>
<b>NET Project Site Water Demand:</b>			<b>14,066</b>
<i>Notes: du= dwelling units; sf=square feet; gpd= gallons per day</i> <sup>a</sup> <i>Consumption Rates based on City of Los Angeles Department of Public Works, Bureau of Sanitation, Sewer Generation Factor for Residential and Commercial Categories table, effective April 6, 2012. It is assumed that all water usage would convert to wastewater.</i> <i>Source: Parker Environmental Consultants, 2022.</i>			

Articles 4 and 9 of Chapter IX of the LAMC establish citywide water efficiency standards and require water-saving systems and technologies in buildings and landscapes to conserve and

reduce water usage. Plumbing fixtures would need to comply with one of the following: (1) a 20% reduction in the building's "water use baseline" as demonstrated in Table 5.303.2.2 of the Los Angeles Plumbing Code; or (2) comply with the maximum flow rates shown in Table 5.303.2.3 of the Plumbing Code. The Proposed Project would also be required to develop a water budget for landscape irrigation use and install automatic irrigation systems with weather or soil moisture-based controllers. Compliance with the L.A. Green Building Code would further reduce the Proposed Project's operational water demands. Because the Proposed Project is consistent with the zoning and General Plan land use designations, and the Proposed Project's employment growth would be within SCAG's growth forecast, the Proposed Project's increased water demand has already been accounted for in the 2020 UWMP, and impacts upon water demand would be less than significant.

### **Sewer**

The Project Site is served by an existing 12-inch sewer pipeline along Spring Street. Wastewater from the Proposed Project would be treated by the Hyperion Water Reclamation Plant (HWRP), which treats an average daily flow of 275 million gallons per day (mgd) on an average dry weather day and with a maximum daily flow of 450 mgd. This equals a remaining capacity of 175 mgd of wastewater able to be treated at the HWRP. Based on standard sewer flow rates published by the Bureau of Sanitation, the Proposed Project's sewer generation is expected to be 14,066 gallons per day. Pursuant to City policy, the Bureau of Sanitation will check the gauging of the sewer lines and make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. The Applicant would be required to submit a Sewer Capacity Availability Request (SCAR) to verify the anticipated sewer flows and points of connection and to assess the condition and capacity of the sewer lines receiving additional sewer flows from the Proposed Project. If the public sewer has insufficient capacity to accommodate the Proposed Project's wastewater flows, the Applicant would be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connect permit would be made at the time. The installation of a secondary line, if needed, would require minimal trenching and pipeline installation and would not result in any adverse environmental impacts. Ultimately, the sewage flow would be conveyed to the HWRP, which has sufficient capacity for the Proposed Project. As the Proposed Project would make all necessary improvements and would have a negligible impact on the existing sewer capacity, the Proposed Project's impacts upon the City's sewer system would be less than significant.

### **Solid Waste**

In 2017, the City of Los Angeles entered into exclusive franchise agreements with waste haulers to provide solid waste, commingled recyclables, and organics collection, transfer, disposal and processing services to commercial and multifamily establishments in the City. The companies that were awarded the contract for each franchise secured a dedicated waste stream, increasing the financial viability to develop new organic waste processing and conversion technology facilities in the vicinity of the City of Los Angeles. The Project Site is located within the Downtown Commercial Waste Franchise Zone, which is serviced under contract to NASA Services, Inc. Under the existing

contract, the service provider is required to deliver solid waste resources collected to the following certified facilities: Central Los Angeles Recycling and Transfer Station (CLARTS), located at 2201 E. Washington Boulevard; and Puente Hills Material Recovery Facilities, located at 2808 S. Workman Mill Road. All solid waste is initially disposed into these two recycling and transfer facilities. Then all trash and non-recyclables materials are transferred to a landfill that accepts non-recyclable waste. It is assumed that the Proposed Project's solid waste would be disposed of at the Sunshine Canyon Landfill. The Sunshine Canyon Landfill is jointly operated by the City and the County, has a remaining capacity of 55.1 million tons. The Sunshine Canyon Landfill has an estimated remaining life of 18 years.

Approximately 14,000 square feet of building debris would be demolished and removed from the Project Site. With approximately 156,006 square feet of proposed gross building area, the Proposed Project is anticipated to generate approximately 1,413 tons of construction and demolition debris before source reduction and recycling efforts. The Proposed Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. Under the requirements of the hauler's AB 939 Compliance Permit from the Bureau of Sanitation, all construction and demolition debris would be delivered to a Certified Construction and Demolition Waste Processing Facility. Operation of the Proposed Project is expected to generate approximately 1,573 pounds per day or approximately 287 tons per year. The Proposed Project would also comply with AB 939, AB 341, AB 1826 and City waste diversion goals, as applicable, by providing clearly marked, source-sorted receptacles to facilitate recycling. The amount of solid waste generated by the Proposed Project is estimated to be well within the available capacities of area landfills.

### ***Fire Services***

The factors that the Los Angeles Fire Department (LAFD) considers in determining whether fire protection services for a project are adequate include whether the Project: (1) is within the maximum response distance for the land uses proposed; (2) complies with emergency access requirements; (3) complies with fire-flow requirements; and (4) complies with fire hydrant placement. Pursuant to LAMC Section 57.09.07, the maximum response distance between a residential or neighborhood commercial land use and a LAFD station that houses an engine or truck company is 1.5 miles. If this distance is exceeded, all structures shall be constructed with automatic fire sprinkler systems.

The Los Angeles Fire Department Station No. 4, located at 450 E. Temple Street, currently serves the Project Site. The fire station is located approximately 1.5 miles (driving distance) west of the Project Site. The LAFD considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Based on the response distance criteria specified in LAMC 57.507.3.3, fire protection response would be considered adequate. Pursuant to LAMC Section 57.507.3.1, the required fire flow for a high-density multi-family development, such as the Proposed Project, is 4,000 gallons per minute from four adjacent fire hydrants flowing simultaneously. The Proposed Project would be required to maintain appropriate fire flow and access pursuant to the Los Angeles Fire Code. LAMC Section 57.507.3.2 addresses

land use-based requirements for fire hydrant spacing and type. Additionally, every first story of a residential, commercial, and industrial building must be within 300 feet of an approved hydrant. There is an existing fire hydrant approximately north of the Project Site along Harlem Space, and another hydrant located approximately 180 feet south of the Project Site along Spring Street. The number and location of hydrants would be determined as part of LAFD's fire/life safety plan review for the Proposed Project. The required fire flow and hydrant placement for the Proposed Project would be confirmed in consultation with the LAFD during the plan check approval process.

Local access to the Project Site is provided via S. Spring Street, and direct access to the Project Site would be provided from one full-access driveway from the alleyway, Harlem Place. The Project driveway would be designed according to LADOT standards to ensure adequate access, including emergency access, to the Project Site. Furthermore, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. As such, existing emergency access to the Project Site and surrounding uses would be maintained during operation of the Proposed Project. The Proposed Project would not involve activities during its operational phase that could impede public access or travel upon a public right-of-way or would interfere with an adopted emergency response or evacuation plan. Therefore, development of the Proposed Project is not expected to significantly impact fire protection services in the Project area.

### ***Police Services***

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

The Project Site is located in the Central Division of the Los Angeles Police Department's Central Bureau. The Central Community Police Station, located at 251 E. 6<sup>th</sup> Street, serves the Central Community and the Project Site. This police station is located approximately 0.7 mile (driving distance) south of the Project Site. The Project Site is located within Reporting District 135.

Operation of the Proposed Project would result in an increase of residents, guests, and employees at the Project Site, thereby generating a potential increase in the number of service calls from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, and traffic-related incidents would be anticipated to escalate as a result of the increased on-site activity and increased traffic on adjacent streets. The plans for the Proposed Project would incorporate adequate crime

prevention design features that would provide security design measures for semi-public and private spaces, which may include, but not be limited to, surveillance cameras, access control to the building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public spaces designed with a minimum of dead space to eliminate areas of concealment, and location of building entrances in high-foot traffic areas. The Proposed Project would be subject to Site Plan Review and would be reviewed by the LAPD for compliance with the recommended site design guidelines to improve public safety. Thus, development of the Proposed Project would not significantly impact police protection services in the Project area.

### ***Los Angeles Unified School District***

The Project Site is located within the service area of the Los Angeles Unified School District (LAUSD). The Project Site is currently served by one elementary school, one middle school, and four high schools. The following schools serve the Project Site:

- 1) 9th Street Elementary School, located at 835 Stanford Avenue, approximately 1.5 miles southeast of the Project Site;
- 2) Sal Castro Middle School, located at 1575 W. 2<sup>nd</sup> Street, approximately 1.4 miles west of the Project Site;
- 3) Belmont Senior High School, located at 1575 W. 2<sup>nd</sup> Street, approximately 1.4 miles west of the Project Site;
- 4) Edward R. Roybal Learning Center, located at 1200 W. Colton Street, approximately 1.3 miles west of the Project Site;
- 5) Ramon C. Cortines School of Visual and Performing Arts, located at 450 N. Grand Avenue, approximately 0.9 mile north of the Project Site; and
- 6) Miguel Contreras Learning Complex, located at 322 S. Lucas Avenue, approximately 1.2 miles west of the Project Site.

The Proposed Project would provide multi-family residential units that may result in a net increase in students attending local schools. Based on student generation rates provided by LAUSD, the Proposed Project would generate approximately 27 elementary students, 7 middle school students, and 16 high school students, for a total of approximately 50 students.<sup>5</sup> It is likely that some of the students generated by the Proposed Project already reside in areas served by the LAUSD and would already be enrolled in LAUSD schools. However, for a conservative analysis, it is assumed that all students generated by the Proposed Project would be new to the LAUSD. In order to lessen school capacity impacts, the Project Applicant would be required to pay all applicable developer fees to the LAUSD to offset the Proposed Project's demands upon local schools. Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995. Pursuant to Government Code Section 65995, payment of development fees

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<sup>5</sup> *Student generation rates are as follows for multi-family residential uses: 0.2269 elementary, 0.0611 middle and 0.1296 high school students per unit. Source: Table 3 of the Los Angeles Unified School District, 2020 Developer Fee Justification Study, March 2020.*

authorized by SB 50 are deemed to be “full and complete school facilities mitigation.” With the payment of a School Development Fee, the Proposed Project’s potential impact upon public school services would be less than significant.

### ***Parks***

The Proposed Project would result in a net increase of 120 multi-family dwelling units, which would have the potential to increase demands upon public park facilities. The Project Site is served by parks and recreation facilities, which are owned and maintained by the City of Los Angeles Recreation and Parks Department. Parks and recreation facilities within a two-mile radius of the Project Site include: City Hall Park Center, Spring Street Park, Pershing Square Park, San Julian Park, Los Angeles Plaza Park, Gladys Park, Arts District Park, Alpine Recreation Center, Vista Hermosa Park, Echo Park Indoor Pool, Patton Street Park, Everett Triangle Park, Pecan Pool and Recreation Center, Unidad Park, Echo Park Recreation Center, Lilac Terrance Park, Prospect Park, Echo Park and Lake, Buena Vista Meadow Picnic Area, Hope and Peace Park, Hollenbeck Lake/Park and Recreation Center, Downey Recreation Center, Lake Street Park and Skate Park, Montecillo De Leo Politi Park, Lake Street Community Center, MacArthur Park/Lake and Recreation Center, Downey Pool, State Street Recreation Center, and Ross Valencia Community Park. In addition, the Proposed Project would provide a total of 12,692 square feet of open space that would be available exclusively to serve Project residents and their guests, which would reduce the Proposed Project’s demand upon public parks and recreational facilities. The Proposed Project’s demand for open space would be met through a combination of (1) on-site open space proposed within the Project Site, (2) payment of applicable taxes in accordance with LAMC Section 21.10.3(a)(1), and (3) the availability of existing park and recreation facilities within the area. The Proposed Project would pay all required park and recreation fees, as required by the LAMC. Development of the Proposed Project is therefore not expected to significantly impact park and recreation facilities in the Project area.

### ***Libraries***

The LAPL branches currently serving the Project Site include:

- 1) Little Tokyo Branch Library, located at 203 S. Los Angeles Street, approximately 0.1 miles east of the Project Site;
- 2) Central Library, located at 630 W. 5<sup>th</sup> Street, approximately 0.5 miles west of the Project Site;
- 3) Chinatown Branch Library, located at 639 N. Hill Street, approximately 0.7 miles north of the Project Site;
- 4) Echo Park Branch Library, located at 1410 W. Temple Street, approximately 1.4 miles northwest of the Project Site;
- 5) Pico Union Branch Library, located at 1030 S. Alvarado Street, approximately 1.9 miles west of the Project Site; and
- 6) Benjamin Franklin Branch Library, located at 2200 W. 1<sup>st</sup> Street, approximately 1.9 miles east of the Project Site.



Existing library services are expected to adequately serve the needs of future occupants of the Proposed Project. The LAPL Branch Facilities Plan (the “Plan”), adopted in 1988, sets standards for site selection of libraries and identified a list of projects in which existing branch libraries are to be renovated or new facilities constructed in order to bring library resources to the residents of the City in accordance with the standards in the Plan. The goals of the Plan were implemented with money received by two bond programs: Phase I of the Plan was implemented with funds from the 1989 Bond Program and Phase II by the 1998 Bond Program. Under the two bond programs, 64 library facilities have been renovated or built. As of October 2008, all of the projects identified under the Plan have been completed. At present, the Plan is going through a process of revision in which the list of projects for the LAPL through the year 2030 will be updated. There are no planned improvements to add capacity through expansion or development of new libraries in the Project area. However, the Proposed Project would generate revenues for the City’s General Fund (in the form of property taxes, sales tax revenue, etc.) that could be applied toward the provision of library facilities, staffing, and materials, as deemed appropriate. The Proposed Project’s contribution to the General Fund would help offset the Project-related increase in demand for library services. Further, the Proposed Project would not conflict with or impede implementation of the applicable policies and goals related to libraries in the General Plan Framework or Central City Community Plan. Moreover, the Proposed Project would not be anticipated to result in a substantial increase in demand that would necessitate new or physically altered facilities, the construction of which could cause environmental impacts. Therefore, the Proposed Project’s impacts upon library services would be considered less than significant.

## Section 5. Exceptions to Categorical Exemptions

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In addition to the above qualifying criteria, there are exceptions to the exemptions depending on the nature or location of a project, or unusual circumstances that create the reasonable possibility of significant effects. As provided in CEQA Section 15300.2, for a proposed project to qualify for an exemption to CEQA, the project must be able to demonstrate that it does not fall under the following exceptions:

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

### (a) **Location**

The Proposed Project does not qualify for a Class 3, 4, 5, 6, or 11 Categorical Exemption. As discussed herein, the Proposed Project qualifies under the Class 32 Categorical Exemption – “In-fill Development Projects.” Therefore, this exception does not apply to the Proposed Project.

### (b) **Cumulative Impacts**

Provided below are the individual analyses of the cumulative impacts from traffic, noise, air quality, water quality, public services, and public utilities. In accordance with CEQA Guidelines Section 15300.2, this Categorical Exemption includes an evaluation of the Proposed Project’s cumulative

impacts to rule out the exception of cumulative impacts under Section 15300.2(b). Section 15300.2(b), Cumulative Impact, states that: “All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.”

In determining the cumulative impacts, the guidance provided under CEQA Guidelines Section 15064(h) is as follows:

*“(1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project’s incremental effect, though individually limited, is cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*

*(2) A lead agency may determine in an initial study that a project’s contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.*

*(3) A lead agency may determine that a project’s incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project’s incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.*

*(4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project’s incremental effects are cumulatively considerable.”*

In light of the guidance summarized above, an adequate discussion of a project’s significant cumulative impact, in combination with other closely related projects, can be based on either: (1)

a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. (CEQA Guidelines Section 15130(b)(1)(A)-(B)). The lead agency may also blend the “list” and “plan” approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the Proposed Project, were identified for evaluation.

To assess local cumulative impacts of nearby related projects collectively with the Proposed Project, a search of proposed related projects was conducted within a ½-mile radius of the Project Site. There are 19 future related projects within ½-mile radius of the Project Site (see Table 19, Related Projects List, and Figure 19, Related Projects Map). This document analyzes the Proposed Project impacts to determine whether the Proposed Project is cumulatively considerable when assessing cumulative impacts with the related project and potential related projects located further from the Project Site and vicinity.

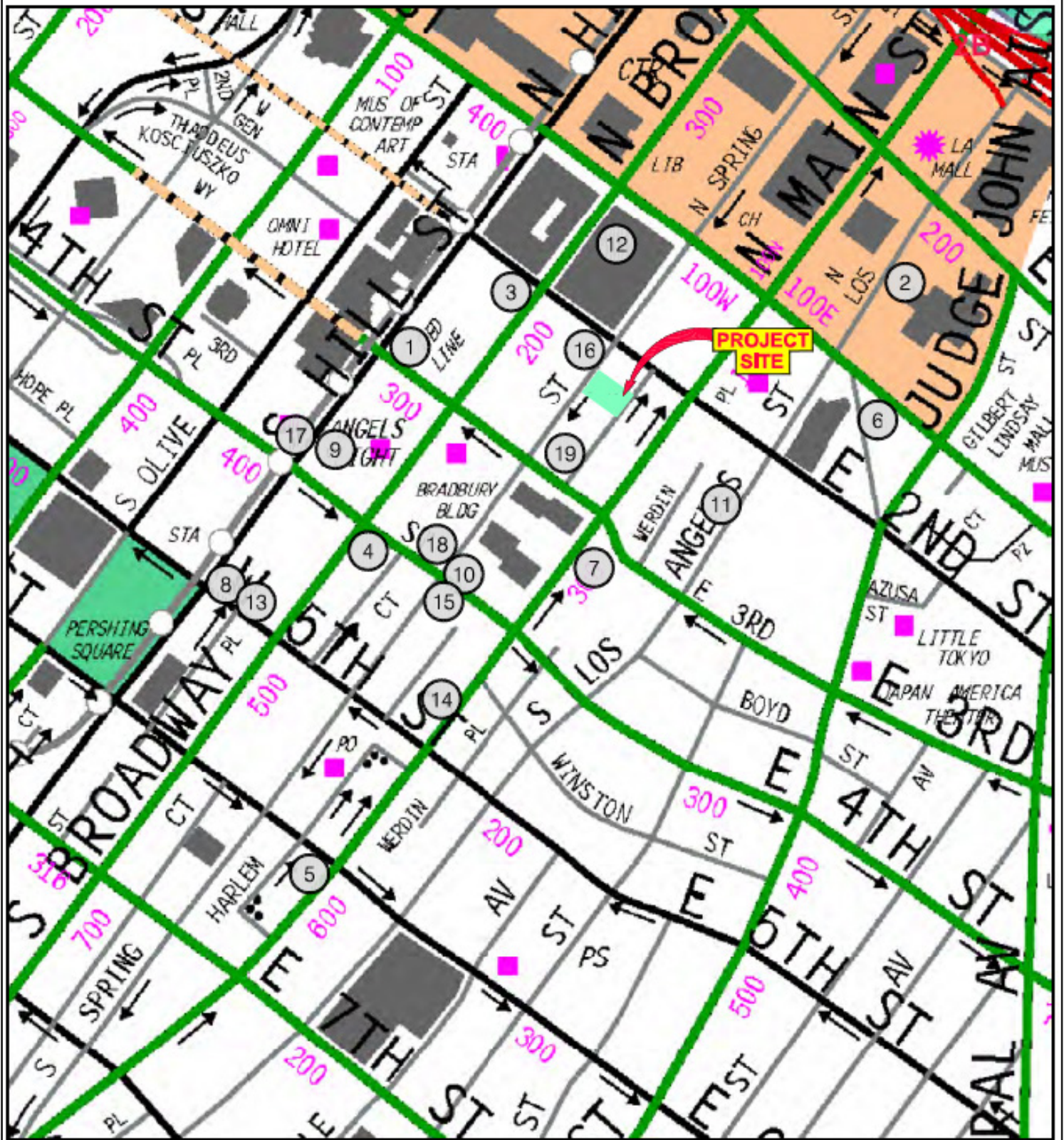
**Table 19**  
**Related Projects List**

Project Number	Location/Address	Project Description	Size	Units
1	250 S. Hill Street	Condominiums Retail	330 12,000	du sf
2	150 N. Los Angeles Street	Office Retail Child Care	712,500 35,000 2,500	sf sf sf
3	201 S. Broadway	Mixed-Use	27,675	sf
4	400 S. Broadway	Apartments Retail Bar	450 6,904 5,000	du sf sf
5	601 S. Main Street	Condominiums Retail	452 25,000	du sf
6	118 S. Astronaut Ellison S. Onizuka Street	Apartments	77	du
7	300 S. Main Street	Apartments Retail Restaurant	471 5,190 27,780	du sf sf
8	333 W. 5 <sup>th</sup> Street	Condominiums Hotel Restaurant	100 200 27,500	du rm sf
9	340 S. Hill Street	Apartments Retail Office	406 2,630 2,980	du sf sf
10	354 S. Spring Street	Apartments	212	du
11	237 S. Los Angeles Street	Sports Complex	43,453	sf
12	100 S. Broadways	Apartments Office Supermarket Restaurant	1,127 307,288 50,000 53,389	du sf sf sf
13	323 W. 5 <sup>th</sup> Street	Hotel Condominiums Restaurant	190 31 29,232	rm du sf
14	433 S. Main Street	Apartments Retail Café	196 6,000 9,000	du sf sf
15	408 S. Spring Street	Hotel	140	rm
16	Metro Regional Connector Transit Project and 222 W. 2 <sup>nd</sup> Street	Broadway/2 <sup>nd</sup> Rail Station Apartments Retail	-- 680 10,000	-- du sf
17	361 S. Hill Street	Hotel Retail Educational	509 36,551 38,977	rm sf sf
18	361 S. Spring Street	Hotel	315	rm
19	121 W. 3 <sup>rd</sup> Street	Apartments Affordable Retail	294 38 6,350	du du sf

*Notes: du = dwelling unit, sf = square feet, rm = room*

*Source: Overland Traffic Consultants, Inc., Transportation Impact Assessment for Proposed Mixed-Use Development, Located at 216 S. Spring Street in the City of Los Angeles, September 2021.*





Source: Overland Traffic Consultants, September 2021.

Figure 19  
Related Projects Map



## *Cumulative Traffic Impacts*

### *Cumulative Consistency with Plans, Programs, Ordinances, and Policies*

Pursuant to the TAG, each of the plans, programs, ordinances, and policies to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from the Proposed Project in combination with other nearby development projects. A cumulative impact could occur if the Proposed Project, with other future development projects located on the same block were to cumulatively preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. One other development project has been identified on the same block (121 W. 3rd Street, Related Project No. 19). Since the related projects would be individually responsible for complying with the City's transportation plans, programs ordinances and policies, no cumulative impacts to the Mobility Element 2035 goals that define the development of the Citywide transportation infrastructure would occur.

### *Cumulative VMT Consistency Check*

Cumulative VMT impacts are evaluated through a consistency check with SCAG's RTP/SCS. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and GHG reduction targets. Per the City's TAG, projects that are consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's RTP/SCS and would have a less-than-significant cumulative impact on VMT.

As shown in the above Project-related VMT analysis and the conclusions reported in the Transportation Impact Assessment (see Attachment 2), the Proposed Project VMT impact would not exceed the City's Central APC VMT impact thresholds and as such, the Proposed Project's contribution to the cumulative VMT impact is adequate to demonstrate there is no cumulative VMT impact that would preclude the City's ability to provide transportation mobility in the area, and impacts would be less than significant.

## *Cumulative Noise Impacts*

Development of the Proposed Project in conjunction with the 19 related projects could result in an increase in construction-related and traffic-related noise as well as on-site stationary noise sources in the already urbanized area of the City of Los Angeles. Localized construction impacts associated with noise generally occur within an area of 500 feet or less of the Project Site. Any projects located beyond 500 feet of the Project Site are farther than the distance that noise would generally travel in an urban area; and therefore, would not contribute to cumulative construction noise impacts.

There are two related projects within 500 feet of the Project Site: Related Project No. 16 and No. 19. The nearest related project, Related Project No. 16 (City of Los Angeles Case No. CPC-2016-3808-VZC-CDO-DD-SPR) located at 222 W. 2<sup>nd</sup> Street, is approximately 80 feet west of the Project Site, across Spring Street. This related project was approved in April 2020. Related Project No. 19

(City of Los Angeles Case No. CPC-2021-3038-DB-SPR-HCA) located at 121 W. 3<sup>rd</sup> Street, is approximately 300 feet south of the Project Site. This related project was approved in January 2022. Therefore, it is likely that these related projects' construction schedules may be concurrent with the Proposed Project. However, similar to the Proposed Project, these related projects would be required to comply with the City's noise ordinance, as well as implement mitigation measures or project design features that may be prescribed pursuant to CEQA provisions that require potentially significant impacts to be reduced to the maximum extent feasible. Compliance with LAMC Section 112.05 would ensure the construction noise levels of Related Project Nos. 16 and 19 do not exceed 75 dBA at a distance of 50 feet from that project's construction site. As the Project Site is located approximately 80 feet from the Related Project No. 16, and neither site would exceed a noise level of 75 dBA at a distance of 50 feet, construction noise levels would be reduced to the maximum extent feasible. Construction noise for the Proposed Project and each related project (that has not yet been built) would be localized. Thus, the cumulative impact associated with construction noise would be less than significant, and the Proposed Project's incremental effects would not be cumulatively considerable.

With respect to cumulative operational noise impacts, each of the related projects would be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, the siting and development of related projects would be subject to further CEQA review and evaluated on a case-by-case basis, and cumulative operational noise would be less than significant.

#### *Cumulative Air Quality Impacts*

Development of the Proposed Project in conjunction with the related projects in the Project Site vicinity would result in an increase in construction and operational emissions in the already urbanized area of the Wilshire community of the City of Los Angeles. Cumulative air quality impacts from construction and operation of the Proposed Project, based on SCAQMD guidelines, are analyzed in a manner similar to Project-specific air quality impacts. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.<sup>6</sup>

Thus, as discussed above, because the construction-related and operational daily emissions associated with Proposed Project would not exceed the SCAQMD's recommended thresholds,

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<sup>6</sup> SCAQMD, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution. Appendix D, August 2003 (at page D-3), website: <https://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper-appendix.pdf?sfvrsn=4>, accessed June 2021.*

these emissions associated with the Proposed Project would not be cumulatively considerable. Further, each related project would quantify and address air quality emissions and mitigate impacts, if necessary, to ensure no cumulative impacts would occur. Furthermore, estimated emissions from similar projects of this size and type are typically well below SCAQMD thresholds and that multiple projects, when viewed together, are unlikely to exceed SCAQMD's regional thresholds. Therefore, cumulative air quality impacts would be less than significant.

#### *Cumulative Greenhouse Gas Emissions Impacts*

As stated previously in the Greenhouse Gas Emissions section of the supporting analysis above, the guidance from the State and City on Class 32 Categorical Exemptions does not require the preparation of GHG analyses for projects eligible for exemptions. Specifically, Article 19 of the State's CEQA Guidelines states that eligible projects that qualify for categorical exemptions are deemed to not have a significant effect on the environment. Under Section 15332, the Class 32 exemption that governs in-fill development projects identifies the conditions under which a project can qualify, noting that "[a]pproval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality..." There are no requirements to making findings about a project's effects on GHG. Further, the City issued guidance in 2018 (CP-7828) that clarifies the special requirement criteria for projects that seek to use the Class 32 exemption. In this guidance, they clarify that projects that qualify must provide supporting documents to demonstrate eligibility for the Class 32 exemption, including an air quality study. However, the "[p]urpose of this assessment is to evaluate the regional significance of criteria pollutant emissions from both the construction and operation of a proposed project." An assessment of criteria air pollutant emissions and cumulative impacts have been prepared, as described herein. As there is no requirement for preparation of cumulative GHG analyses to validate the Class 32 exemption, the following cumulative analysis is provided for informational purposes only.

The GHG emissions from a mixed-use residential and commercial development is relatively very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change, which can cause the adverse environmental effects previously discussed. Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project.

SCAG's 2020-2045 RTP/SCS, adopted in September 2020, is the regional plan that demonstrates compliance with air quality conformity requirements and GHG reduction targets. As such, projects and land use plans that are consistent with this plan in terms of development location, density, and intensity, are part of the regional solution for meeting air pollution and GHG reduction goals. Planning for more housing and jobs near transit was a strategy incorporated in SCAG's first RTP/SCS in 2012 and carried forward in the 2016 and 2020 RTP/SCS with a focus on areas that are well served by transit. The Proposed Project is an infill development in a Transit Priority Area

(TPA) and would be designed with sustainability features that are aimed at reducing overall GHG emissions.

The Proposed Project would also not conflict with all applicable local ordinances, regulations, and policies that have been adopted in furtherance of the state and City's goals of reducing GHG emissions. The Proposed Project would comply with the building efficiency standards of the California's Energy Efficiency Standards for Residential and Nonresidential Buildings, located at Title 24, Part 6 of the California Code of Regulations. Although not originally intended to reduce GHG emissions, increased energy efficiency and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standards. Additionally, the Proposed Project would comply with the L.A. Green Building Code, which imposes more stringent green building requirements than those contained within the CALGreen Code and is applicable to the construction of every new building, every new building alteration with a permit valuation of over \$200,000, and every building addition unless otherwise noted. As such, any subsequent cumulative projects of a similar scale or nature would also be required to comply with applicable Title 24 Building Efficiency Standards, the L.A. Green Building Code, and incorporate GHG reducing measures as required. Thus, the Proposed Project would not make a cumulatively considerable contribution to GHG emissions and impacts would be less than significant.

#### *Cumulative Water Quality Impacts*

Development of the Proposed Project in combination with the related projects would result in the further infilling of uses in a highly developed area within the downtown community within the City of Los Angeles. As discussed above, the Project Site and the surrounding areas are served by the existing City or County storm drain system. Runoff from the Project Site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest stormwater drainage inlet. It is likely that most, if not all, of the related projects would also drain to the surrounding street system. However, little if any additional cumulative runoff is expected from the Proposed Project and the related project sites, since the surrounding area is highly developed with impervious surfaces. The surrounding area has long been developed and is heavily urbanized and improved with various residential and commercial buildings; thus, subsequent projects are not likely to result in a significant change from existing conditions with regards to runoff quantity. Nonetheless, under the requirements of Article 4.4 of the LAMC, each related project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing  $\frac{3}{4}$ -inch of rainfall in a 24-hour period or the rainfall from an 85<sup>th</sup> percentile 24-hour runoff event, whichever is greater. Mandatory structural BMPs in accordance with the NPDES water quality program would result in a cumulative reduction of surface water runoff, as the development in the surrounding area is limited to infill developments and redevelopment of existing urbanized areas. Therefore, cumulative water quality impacts would be less than significant.

### *Cumulative Water Demand Impacts*

Development of the Proposed Project and related projects and the cumulative growth throughout the City of Los Angeles, would further increase the demand for potable water within the City. Through the 2020 UWMP, the LADWP has demonstrated that it can provide adequate water supplies for the City through the year 2045, with implementation of conservation strategies and proper supply management. This estimate is based in part on demographic projections obtained for the LADWP service area from the Metropolitan Water District (MWD). The MWD utilizes a land-use based planning tool that allocates projected demographic data from the Southern California Association of Governments (SCAG) into water service areas for each of MWD's member agencies. MWD's demographic projections use data reported in SCAG's RTP/SCS and account for estimated increases in population (and by association the development of subsequent projects) in the surrounding area. The Proposed Project's contributions to population and housing growth that would be consistent with SCAG's growth projections for the City of Los Angeles. As such, the additional water demands generated by the Proposed Project are accounted for in the 2020 UWMP. Additionally, the Proposed Project's growth is consistent with SCAG's growth projections for the Los Angeles subregion. With approval of the requested discretionary actions, the Proposed Project is consistent with the underlying allowable uses per the LAMC and would not exceed the allowable density for the Project Site or exceed the available capacity in the local aqueduct. As such, the additional water demands generated by the Proposed Project are accounted for in the 2020 UWMP, and cumulative impacts associated with increased water demand would be less than significant.

### *Cumulative Sewer Impacts*

Development of the Proposed Project in conjunction with the related projects would further increase regional demands on HWRP's capacity. Similar to the Proposed Project, each related project would be required to submit a SCAR and obtain approval by the Department of Public Works to ensure adequate sewer capacity for each related project. Since the Proposed Project would require approval from the Bureau of Sanitation, signifying that the sewer lines serving the Project Site have adequate capacity, the Proposed Project would not be expected to contribute to a local cumulative impact. Locally, the Proposed Project would not be cumulatively considerable. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the HWRP's service to the City of Los Angeles and surrounding area. However, it is anticipated that the 175 mgd of available capacity in the HWRP would not be significantly reduced with the cumulative wastewater generation from the related projects and Proposed Project. As such, cumulative impacts with respect to wastewater demand would be less than significant.

### *Cumulative Solid Waste Impacts*

The City of Los Angeles Solid Waste Management Plan (AB 939) sets forth strategies that would provide adequate landfill capacity through 2037 to accommodate anticipated growth. The Bureau of Sanitation has projected the need for waste disposal capacity based on SCAG's regional

population growth projections. The growth associated with the Proposed Project is within those projections. Further, new programs are being implemented to increase the amount of waste diverted by the City, including: multi-family recycling, food waste recycling, commercial recycling and technical assistance and support for City departments to help meet their waste reduction and recycling goals. The City is also developing programs to ultimately meet a goal of zero waste by 2030. Thus, the Proposed Project's contribution to cumulative impacts would continue to decrease as it increases waste diversion rates in accordance with City goals.

Development of the Proposed Project in conjunction with the related projects would further increase regional demands on landfill capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the existing landfills serving the City of Los Angeles. Although there are several proposals for new landfills in the region, there are currently few viable options for City of Los Angeles waste past 2029. The cumulative operational solid waste generation of the related projects and Proposed Project would represent a small fraction of the remaining capacity of the Sunshine Canyon Landfill, which currently has a remaining permitted capacity of approximately 55.1 million tons. Therefore, the cumulative impacts with respect to solid waste would be less than significant.

#### *Cumulative Impacts to Fire Services*

The Proposed Project, in combination with the related projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Proposed Project and related projects would contribute. Similar to the Proposed Project, each of the related projects would be individually subject to LAFD review and would be required to comply with all applicable fire safety requirements of the LAFD in order to adequately mitigate fire protection impacts. Specifically, any related project that exceeded the applicable response distance standards would be required to install automatic fire sprinkler systems in order to mitigate the additional response distance. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development of any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAFD does not currently have any plans for new fire stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable impact to fire protection services, and, as such cumulative impacts on fire protection would be less than significant.

#### *Cumulative Impacts to Police Services*

The Proposed Project, in combination with the related projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via



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

#### *Cumulative Impacts to Schools*

The Proposed Project, in combination with the related projects is expected to result in a cumulative increase in the demand for school services. Development of the related projects would likely generate additional demands upon school services. These related projects would have the potential to generate students that would attend the same schools as the Proposed Project. This would create an increased cumulative demand on local school districts. However, each of the related projects would be responsible for paying applicable school fees to mitigate the increased demand for school services. Pursuant to Government Code Section 65995, payment of development fees authorized by SB 50 are deemed to be “full and complete school facilities mitigation.” With payment of the School Development Fee, any future school infrastructure would be developed as needed, and thus the cumulative impacts on schools from the Proposed Project and any subsequent project would be less than significant.

#### *Cumulative Impacts to Parks*

Development of the Proposed Project in conjunction with the related projects could result in an increase in permanent residents residing in the greater Project area. Additional cumulative development would contribute to lowering the City’s existing parkland to population ratio, which is currently below the preferred standard. However, each of the residential related projects are required to comply with payment of Quimby Fees (for subdivision projects with greater than 50 units) and/or park and recreation mitigation fees (for all other residential projects). Each residential related project would also be required to comply with the on-site open space requirements of the LAMC. Therefore, with payment of the applicable recreation fees on a project-by-project basis, any future park infrastructure would be developed as needed; therefore, the Proposed Project would not make a cumulatively considerable impact to parks and recreational facilities, and cumulative impacts would be less than significant.

### *Cumulative Impacts to Libraries*

Development of the related projects is projected to generate additional housing and residents within the study area, which would likely generate additional demands upon library services. This increase in resident population would result in a cumulative increase in demands upon public library services. To meet the increased demands upon the City's Public Library system, Los Angeles voters passed a Library Bond Issue for \$178.3 million to improve, renovate, expand, and construct 32 branch libraries. Since the Program's inception in 1998, the Library Department and the Department of Public works, Bureau of Engineering have made considerable progress in the design and construction of the branch library facilities. Based on the growth forecasts utilized in the 2015-2020 Strategic Plan, much of this growth has already been accounted for in planning new and expanded library facilities. Additionally, any future growth and development would analyze potential impacts on library services, and future library infrastructure would be developed, as needed. Thus, the additional residents generated by the Proposed Project would not make a cumulatively considerable impact upon the City's library system. Therefore, the cumulative impacts related to library facilities would be less than significant.

### *Cumulative Impacts Summary (Class 32)*

As presented in the analysis above, the Proposed Project would not result in any significant impacts from traffic, noise, air quality, water quality, public services, and public utilities. The Proposed Project would be consistent with the use, type, and density of projects that are permitted by right and otherwise anticipated by the zoning code and General Plan, and when viewed in conjunction with other proposed, approved, or reasonably anticipated projects, would not generate impacts that are cumulatively considerable. Thus, the potential for the Proposed Project to result in cumulative impacts is less than significant.

### **(c) Significant Effect**

There are no unusual circumstances that exist in connection with the Proposed Project or surrounding environmental conditions. The Project Site is located in an urbanized area of the Central City Community Plan Area and is consistent with the existing physical arrangement of the properties within the vicinity of the Project Site. The zoning designation for the Project Site is C2-4D with a General Plan land use designation of Regional Center Commercial. The Proposed Project is consistent with the designated zoning with respect to allowable uses and density and would comply with all applicable provisions of the LAMC. As such, there are no unique or unusual circumstances that exist in connection with the Proposed Project or surrounding environmental conditions that have the potential to result in a significant environmental impact upon the environment.

The Project Site is located in close proximity to significant transit infrastructure, including being within one-half mile of two light rail stations as well as multiple local bus routes. The Proposed Project is located within a defined Transit Priority Area under Senate Bill 743 and City of Los Angeles Zoning Information File No. 2452. Residential developments that provide much needed housing units in close proximity to commercial uses are encouraged and desired in TPAs. Pursuant

to P.R.C. Section 21099(d)(1), parking and aesthetic impacts of infill development projects in TPAs shall be considered less than significant as a matter of law. Thus, the Proposed Project is consistent with the type of development desired in this transit rich location as a matter of both State and local policy.

While no unusual circumstances exist, as described above, there is also not a reasonable possibility that any significant effects could result from development of the Proposed Project. Specifically, the Proposed Project would not result in any significant impacts related to traffic, noise, air quality, water quality, public services, and/or utilities.

**(d) Scenic Resources**

The Project Site is not bordered by or within the viewshed of any designated scenic highway as identified in the Mobility Element of the City of Los Angeles General Plan or a State scenic highway as identified by the Department of Transportation.<sup>7</sup> The closest designated State scenic highway is the Topanga Canyon State Scenic Highway, State Route 27, which is located approximately 22 miles west of the Project Site. The Proposed Project fronts S. Spring Street, which is not designated as a scenic highway in the City's Mobility Plan. The Project Site contains a one-story commercial building. There are no protected trees, historic resources, or unique geologic features located on the Project Site. Therefore, the Proposed Project would not damage any scenic resources within an officially designated scenic highway.

**(e) Hazardous Materials**

Pursuant to Government Code Section 65962.5, the Department of Toxic Substances Control (DTSC) shall compile and update as appropriate, at least annually, a list of all hazardous waste facilities subject to corrective action (pursuant to Section 25187.5 of the Health and Safety Code), all land designated as hazardous waste property or border zone property (pursuant to Section 25220 of the Health and Safety Code), all information received by the DTSC on hazardous waste disposals on public land (pursuant to Section 25242 of the Health and Safety Code), and all site listed pursuant to Section 25356 of the Health and Safety Code. Based on a review of the DTSC EnviroStor Database, the Project Site is not listed for cleanup, permitting, or investigation of any hazardous waste contamination (*see Attachment 7, Figure 1 DTSC EnviroStor Map*). Therefore, the Project Site is not located on a site that the DTSC and the Secretary of the Environmental Protection have identified as being affected by hazardous wastes or clean-up problems. Pursuant to Government code section 65962.5, the Project Site is not listed on any national, state, and local environmental databases for cleanup, permitting, or investigation of any hazardous waste contamination, and this exception does not apply.

**(f) Historic Resources**

A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the

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<sup>7</sup> *California Scenic Highway Mapping Systems: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>, accessed June 2021.*

significance of a historical resource would be materially impaired. The Los Angeles Historic Resources Inventory (Historic Places LA) is the City's online database of designated historic resources and undesignated places of historical significance.

The Project Site consists of a one-story commercial office building. According to the Los Angeles Historic Resources Inventory, the Project Site does not contain any historic structures or resources on site. The Project Site is not designated as a Los Angeles Historic-Cultural Monument, is not located within a Historic Preservation Overlay Zone, and is not indicated in ZIMAS as requiring historic preservation review. The Project Site is located in the Central City Community Plan Area and was not identified as significant individually or as a contributing property to a district by SurveyLA, the Citywide historic resource survey. The survey of the Central City Community Plan Area was completed in September 2016.

The nearest historic resource is the Higgins Building, located at 108 W. 2<sup>nd</sup> Street, approximately 20 feet northeast of the Project Site. Findings in the Los Angeles Historic Resources Inventory show that this building has a local listing as a Los Angeles Historic-Cultural Monument. Since the Project Site does not directly abut this property, the Proposed Project would not directly demolish, relocate, or significantly modify the Higgins Building or its surroundings, such that their significance would be materially impaired. Also, per an email correspondence dated March 18, 2021, the Department of City Planning, Office of Historic Resources confirmed that the existing building is not eligible as a historical resource pursuant to CEQA and the construction of the Project would not impact the adjacent historic resources. Therefore, the Proposed Project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

## Section 6. Project Design Features

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The following project design features would be implemented as part of the Proposed Project.

### Noise

In furtherance of complying with the provisions set forth in LAMC Sections 112.04 and 112.05, above, the Applicant will incorporate the following features into the construction work plans, which shall be conditions of approval of the Proposed Project:

- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with noise shielding and muffling devices.
- The project contractor will erect a temporary noise-attenuating sound barrier along the perimeter of the Project Site. The sound wall will be a minimum of 8 feet in height to block the line-of-sight of construction equipment and off-site receptors at the ground level. The sound barrier shall include sound absorbing material capable of achieving a minimum of 15-dBA reduction in sound level.
- During any jackhammering and structural framing, the project contractor shall utilize temporary portable acoustic barriers, partitions, or acoustic blankets to effectively block the line-of-sight between noise producing equipment and the adjacent residential land uses for purposes of ensuring noise levels at the adjacent residential land uses does not exceed 75 dBA  $L_{eq}$  over the ambient noise levels.

## Section 7. References

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## **ATTACHMENT 1**

U.S. Fish & Wildlife Service,  
Information for Planning and  
Consultation (IPaC) Resource List,  
June 10, 2021.

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# IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

## Location

Los Angeles County, California



## Local office

Carlsbad Fish And Wildlife Office

☎ (760) 431-9440

📅 (760) 431-5901

2177 Salk Avenue - Suite 250  
Carlsbad, CA 92008-7385

<http://www.fws.gov/carlsbad/>

## Endangered species

**This resource list is for informational purposes only and does not constitute an analysis of project level impacts.**

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at

the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species<sup>1</sup> and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries<sup>2</sup>).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

## Birds

NAME	STATUS
Coastal California Gnatcatcher <i>Poliophtila californica californica</i> Wherever found There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. <a href="https://ecos.fws.gov/ecp/species/8178">https://ecos.fws.gov/ecp/species/8178</a>	Threatened

## Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

## Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act<sup>1</sup> and the Bald and Golden Eagle Protection Act<sup>2</sup>.

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern  
<http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds  
<http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds  
<http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)
<b>Allen's Hummingbird</b> <i>Selasphorus sasin</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9637">https://ecos.fws.gov/ecp/species/9637</a>	Breeds Feb 1 to Jul 15
<b>Black Swift</b> <i>Cypseloides niger</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/8878">https://ecos.fws.gov/ecp/species/8878</a>	Breeds Jun 15 to Sep 10

<b>Common Yellowthroat</b> <i>Geothlypis trichas sinuosa</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA <a href="https://ecos.fws.gov/ecp/species/2084">https://ecos.fws.gov/ecp/species/2084</a>	Breeds May 20 to Jul 31
<b>Costa's Hummingbird</b> <i>Calypte costae</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA <a href="https://ecos.fws.gov/ecp/species/9470">https://ecos.fws.gov/ecp/species/9470</a>	Breeds Jan 15 to Jun 10
<b>Marbled Godwit</b> <i>Limosa fedoa</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9481">https://ecos.fws.gov/ecp/species/9481</a>	Breeds elsewhere
<b>Nuttall's Woodpecker</b> <i>Picoides nuttallii</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA <a href="https://ecos.fws.gov/ecp/species/9410">https://ecos.fws.gov/ecp/species/9410</a>	Breeds Apr 1 to Jul 20
<b>Oak Titmouse</b> <i>Baeolophus inornatus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9656">https://ecos.fws.gov/ecp/species/9656</a>	Breeds Mar 15 to Jul 15
<b>Rufous Hummingbird</b> <i>Selasphorus rufus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/8002">https://ecos.fws.gov/ecp/species/8002</a>	Breeds elsewhere
<b>Song Sparrow</b> <i>Melospiza melodia</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Feb 20 to Sep 5
<b>Spotted Towhee</b> <i>Pipilo maculatus clementae</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA <a href="https://ecos.fws.gov/ecp/species/4243">https://ecos.fws.gov/ecp/species/4243</a>	Breeds Apr 15 to Jul 20
<b>Whimbrel</b> <i>Numenius phaeopus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9483">https://ecos.fws.gov/ecp/species/9483</a>	Breeds elsewhere
<b>Willet</b> <i>Tringa semipalmata</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere

**Wrentit** *Chamaea fasciata*

Breeds Mar 15 to Aug 10

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

## Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

### Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is  $0.25/0.25 = 1$ ; at week 20 it is  $0.05/0.25 = 0.2$ .
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

### Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

### Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

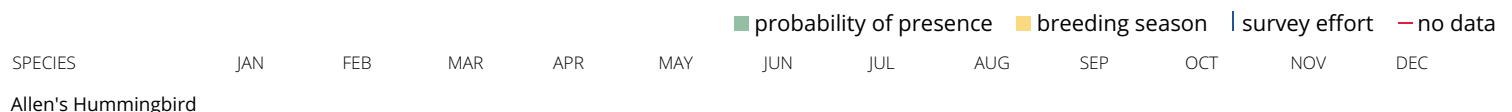
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

### No Data (—)

A week is marked as having no data if there were no survey events for that week.

### Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.





BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)												
Black Swift BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)												
Common Yellowthroat BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)												
Costa's Hummingbird BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)												
Marbled Godwit BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)												
Nuttall's Woodpecker BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)												
Oak Titmouse BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)												
Rufous Hummingbird BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)												
Song Sparrow BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)												

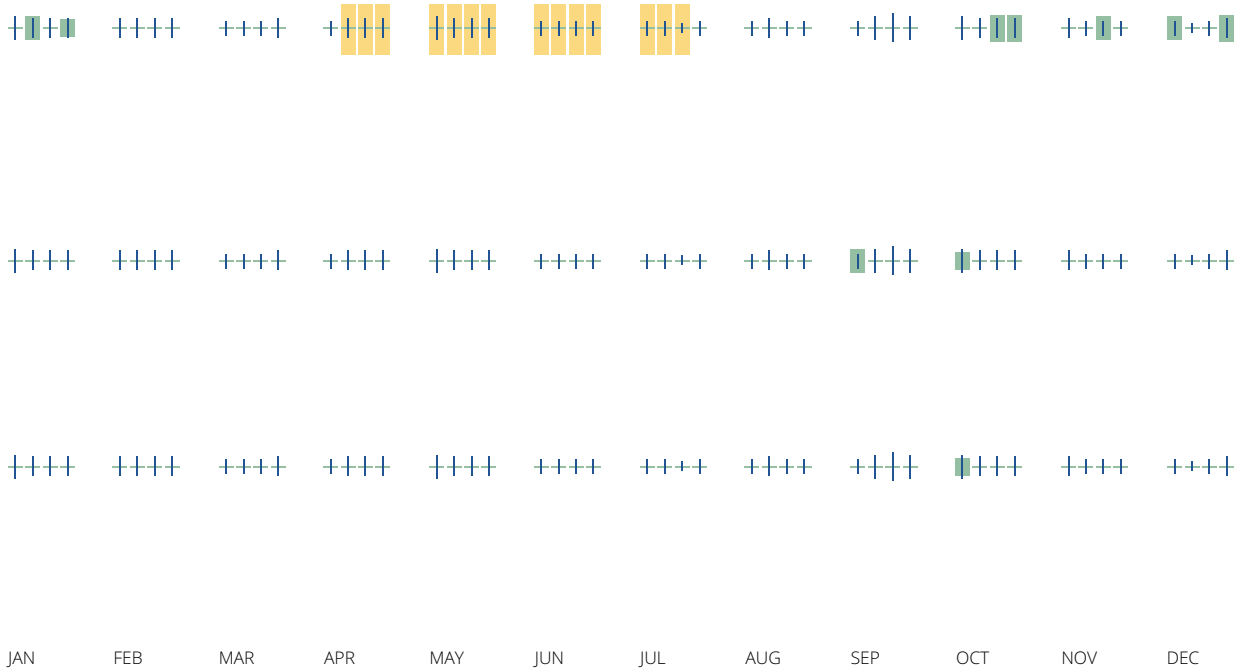
particular Bird  
Conservation Regions  
(BCRs) in the continental  
USA)

Spotted Towhee  
BCC - BCR (This is a Bird  
of Conservation  
Concern (BCC) only in  
particular Bird  
Conservation Regions  
(BCRs) in the continental  
USA)

Whimbrel  
BCC Rangewide (CON)  
(This is a Bird of  
Conservation Concern  
(BCC) throughout its  
range in the continental  
USA and Alaska.)

Willet  
BCC Rangewide (CON)  
(This is a Bird of  
Conservation Concern  
(BCC) throughout its  
range in the continental  
USA and Alaska.)

Wrentit  
BCC Rangewide (CON)  
(This is a Bird of  
Conservation Concern  
(BCC) throughout its  
range in the continental  
USA and Alaska.)



Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

### How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

### What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

### Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

### What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

### Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and

helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

## Facilities

### National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

### Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

## Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

THERE ARE NO KNOWN WETLANDS AT THIS LOCATION.

#### Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

#### Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercled worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

#### Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

## **ATTACHMENT 2**

LADOT Approval Letter,  
Transportation Analysis for the Proposed Mixed-  
Use Development Project Located at 216 South  
Spring Street [DIR-2020-7846-DB-SPR-RDP-HCA],  
November 23, 2021.

Overland Traffic Consultants, Inc.,  
Transportation Impact Assessment for Proposed  
Mixed-Use Development, Located at 216. S.  
Spring Street in the City of Los Angeles,  
September 2021.

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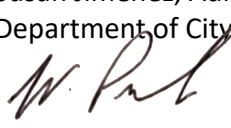


**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

216 South Spring Street  
DOT Case No. CEN21-51507

Date: November 23, 2021

To: Susan Jimenez, Administrative Clerk  
Department of City Planning

From:  Wes Pringle, Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION ANALYSIS FOR THE PROPOSED MIXED-USE DEVELOPMENT PROJECT LOCATED AT 216 SOUTH SPRING STREET (DIR-2020-7846-DB-SPR-RDP-HCA)**

The Department of Transportation (DOT) has reviewed the transportation impact study, dated September 2021, prepared by Overland Traffic Consultants, Inc (Overland) for the proposed mixed-use development, located at 216 South Spring Street. In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

#### **DISCUSSION AND FINDINGS**

A. Project Description

The proposed project includes construction of 120 apartment units (106 market-rate units and 14 affordable units), as well as approximately 1,992 square feet of restaurant space and 1,033 square feet of retail space. The proposed development would replace the existing site, which is comprised of approximately 14,000 square feet of commercial offices. The project site is generally bounded by existing commercial development to the south, South Spring Street to the west, existing commercial development to the north, and an alley (Harlem Place) the east. The project is expected to be completed by year 2024.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 10<sup>th</sup> Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment A** to this report.

Additionally, the analysis included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would **not** have a significant transportation impact under any of the above thresholds. The Project's impacts per Thresholds T-2.1 is determined by using the VMT calculator and is discussed below. A copy of the VMT Calculator summary reports is provided as **Attachment B** to this report.

C. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as a criteria in determining transportation impacts under CEQA. The new DOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

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

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

Included in the VMT report as inputs are the following project design features: reduced parking supply and bicycle parking per LAMC.

As cited in the transportation assessment report, the proposed project is projected to have a Household VMT per capita of 2.5 and no Work VMT. The restaurant and retail spaces are considered local serving since they are less than 50,000 square feet. Therefore, it is concluded that implementation of the Project would have a less than significant Household and Work VMT impact.

D. Safety, Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC), Section 16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities,

intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a summary of vehicle queuing, including the change in future queue levels with and without the project. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

E. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. Based on the Project's trip generation estimates, and traffic distribution pattern detailed later in this report, the Project would **not** add 25 or more peak hour trips to any freeway off-ramp, thus a complete freeway off-ramp analysis was not required.

## PROJECT REQUIREMENTS

A. Highway Dedication and Street Widening Requirements

Per the Mobility Element 2035 of the General Plan, **South Spring Street** has been designated as a Modified Avenue II which would require a 26-foot half-width roadway within a 40-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

B. Parking Requirements

The project would provide 69 total parking spaces that would be located on four different levels: 3 spaces on the at-grade level and 22 spaces on each of the three subterranean levels. The project will also provide 89 long-term bicycle spaces and 13 short-term bicycle spaces. Vehicular access to the site will be provided via the adjacent alley (Harlem Place) to the project site. Pedestrian access to the site will be located on South Spring Street. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

C. Project Access and Circulation

The conceptual site plan (see **Attachment D**) is acceptable to DOT. However, the review of this study does not constitute approval of the dimensions for any new proposed driveway. This requires separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design.

D. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is

currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, DOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update. The updated ordinance is expected to be completed prior to the anticipated construction of this project, if approved.

E. Worksite Traffic Control Plan

DOT recommends that a construction worksite traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/what-we-do/plan-review> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours.

E. Development Review Fees

Section 19.15 of the Los Angeles Municipal Code identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Pete Eyre of my staff at (213) 972-4913.

Attachments

*L:\letters\2021\CEN21-51507\_216 S Spring Street\_mu*

c: Emma Howard, Council District 14  
Kaylinn Pell, Central District, DOT  
Taimour Tanavoli, Case Management, DOT  
Hokchi Chui, Central District, BOE  
Jerry Overland, Overland Traffic Consultants, Inc.

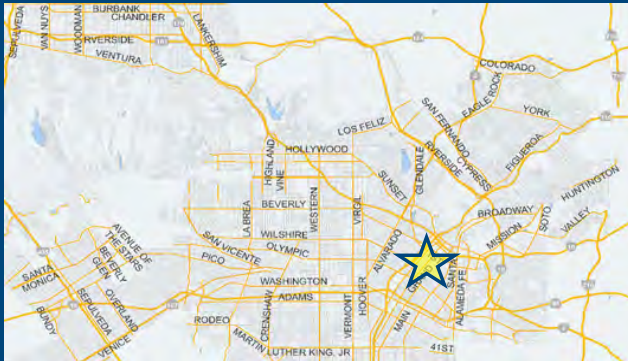
## CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



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

## Project Information

Project: 216 Spring  
 Scenario: MOU  
 Address: 216 S SPRING ST, 90012



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

☐ Yes ☒ No

## Existing Land Use

Land Use Type	Value	Unit
Office   General Office	14	ksf
Office   General Office	14	ksf

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

## Proposed Project Land Use

Land Use Type	Value	Unit
Retail   High-Turnover Sit-Down Restaurant	1.992	ksf
Housing   Multi-Family	106	DU
Retail   General Retail	1.033	ksf
Retail   High-Turnover Sit-Down Restaurant	1.992	ksf
Housing   Affordable Housing - Family	14	DU

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

## Project Screening Summary

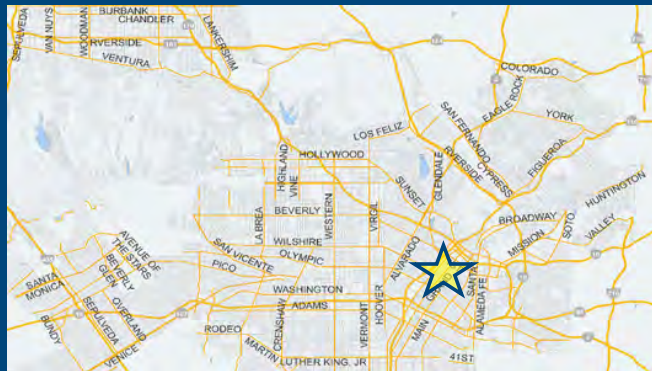
Existing Land Use	Proposed
90 Daily Vehicle Trips	490 Daily Vehicle Trips
727 Daily VMT	3,312 Daily VMT
<b>Tier 1 Screening Criteria</b>	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
<b>Tier 2 Screening Criteria</b>	
The net increase in daily trips < 250 trips	400 Net Daily Trips
The net increase in daily VMT ≤ 0	2,585 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	3.025 ksf
<b>The proposed project is required to perform VMT analysis.</b>	

## CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



## Project Information

Project: 216 Spring  
 Scenario: MOU  
 Address: 216 S SPRING ST, 90012



## Proposed Project Land Use Type

Value	Unit
Housing   Multi-Family	106 DU
Retail   General Retail	1.033 ksf
Retail   High-Turnover Sit-Down Restaurant	1.992 ksf
Housing   Affordable Housing - Family	14 DU

## TDM Strategies

Select each section to show individual strategies

Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

Max Home Based TDM Achieved?

Proposed Project

No

With Mitigation

No

Max Work Based TDM Achieved?

No

No

<b>A</b>	<b>Parking</b>
<b>B</b>	<b>Transit</b>
<b>C</b>	<b>Education &amp; Encouragement</b>
<b>D</b>	<b>Commute Trip Reductions</b>
<b>E</b>	<b>Shared Mobility</b>
<b>F</b>	<b>Bicycle Infrastructure</b>
Implement/Improve On-street Bicycle Facility	
Select Proposed Prj or Mitigation to include this strategy	
<input type="checkbox"/> Proposed Prj	<input type="checkbox"/> Mitigation
Include Bike Parking Per LAMC	
Select Proposed Prj or Mitigation to include this strategy	
<input checked="" type="checkbox"/> Proposed Prj	<input type="checkbox"/> Mitigation
Include Secure Bike Parking and Showers	
Select Proposed Prj or Mitigation to include this strategy	
<input type="checkbox"/> Proposed Prj	<input type="checkbox"/> Mitigation
<b>G</b>	<b>Neighborhood Enhancement</b>

## Analysis Results

## Proposed Project

**427**  
Daily Vehicle Trips

**2,880**  
Daily VMT

**2.5**  
Household VMT per Capita

**N/A**  
Work VMT per Employee

## With

**427**  
Daily Vehicle Trips

**2,880**  
Daily VMT

**2.5**  
Household VMT

**N/A**  
Work VMT per Employee

## Significant VMT Impact?

**Household: No**  
Threshold = 6.0  
15% Below APC

**Work: N/A**  
Threshold = 7.6  
15% Below APC

**Household: No**  
Threshold = 6.0  
15% Below APC

**Work: N/A**  
Threshold = 7.6  
15% Below APC



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: July 16, 2021

Project Name: 216 Spring

Project Scenario: MOU

Project Address: 216 S SPRING ST, 90012



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	106	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	14	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	1.033	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	1.992	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

Project and Analysis Overview

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: July 16, 2021

Project Name: 216 Spring

Project Scenario: MOU

Project Address: 216 S SPRING ST, 90012



Version 1.3



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: July 16, 2021

Project Name: 216 Spring

Project Scenario: MOU

Project Address: 216 S SPRING ST, 90012



Version 1.3

Analysis Results			
Total Employees: 10			
Total Population: 283			
Proposed Project		With Mitigation	
427	Daily Vehicle Trips	427	Daily Vehicle Trips
2,880	Daily VMT	2,880	Daily VMT
2.5	Household VMT per Capita	2.5	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: July 16, 2021

Project Name: 216 Spring

Project Scenario: MOU

Project Address: 216 S SPRING ST, 90012



Version 1.3

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	147	147
		Actual parking provision (spaces)	69	69
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: July 16, 2021

Project Name: 216 Spring

Project Scenario: MOU

Project Address: 216 S SPRING ST, 90012



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: July 16, 2021

Project Name: 216 Spring

Project Scenario: MOU

Project Address: 216 S SPRING ST, 90012



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: July 16, 2021

Project Name: 216 Spring

Project Scenario: MOU

Project Address: 216 S SPRING ST, 90012



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: July 16, 2021  
 Project Name: 216 Spring  
 Project Scenario: MOU  
 Project Address: 216 S SPRING ST, 90012



Version 1.3

TDM Adjustments by Trip Purpose & Strategy														
Place type: Urban														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: July 16, 2021  
 Project Name: 216 Spring  
 Project Scenario: MOU  
 Project Address: 216 S SPRING ST, 90012



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

### Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
MAX. TDM EFFECT	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%

$$= \text{Minimum } (X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

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

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: July 16, 2021

Project Name: 216 Spring

Project Scenario: MOU

Project Address: 216 S SPRING ST, 90012



Version 1.3

### MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	107	-31.8%	73	5.0	535	365
Home Based Other Production	296	-67.9%	95	4.7	1,391	447
Non-Home Based Other Production	185	-11.4%	164	8.5	1,573	1,394
Home-Based Work Attraction	15	-53.3%	7	8.5	128	60
Home-Based Other Attraction	248	-67.3%	81	6.0	1,488	486
Non-Home Based Other Attraction	80	-12.5%	70	8.0	640	560

### MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.0%	63	317	-13.0%	63	317
Home Based Other Production	-13.0%	83	389	-13.0%	83	389
Non-Home Based Other Production	-13.0%	143	1,212	-13.0%	143	1,212
Home-Based Work Attraction	-13.0%	6	52	-13.0%	6	52
Home-Based Other Attraction	-13.0%	71	423	-13.0%	71	423
Non-Home Based Other Attraction	-13.0%	61	487	-13.0%	61	487

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 283

Total Employees: 10

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
Total Home Based Production VMT	706	706
Total Home Based Work Attraction VMT	52	52
Total Home Based VMT Per Capita	2.5	2.5
Total Work Based VMT Per Employee	N/A	N/A



Table 5  
Traffic Conditions  
Without and With Project

No.	Intersection	Peak Hour	Existing 2021		Existing + Project		Future (2024) Without Project		Future (2024) With Project	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1	Spring Street & 2nd Street	AM	27.0	C	27.0	C	41.9	D	43.1	D
		PM	19.1	B	19.0	B	27.2	C	27.2	C
2	Main Street & 3rd Street	AM	17.8	B	17.4	B	24.0	C	24.1	C
		PM	25.9	C	25.9	C	31.0	C	30.9	C
3	Main Street & 2nd Street	AM	25.8	C	25.6	C	28.5	C	28.5	C
		PM	29.6	C	29.6	C	53.2	D	53.9	D

s = seconds

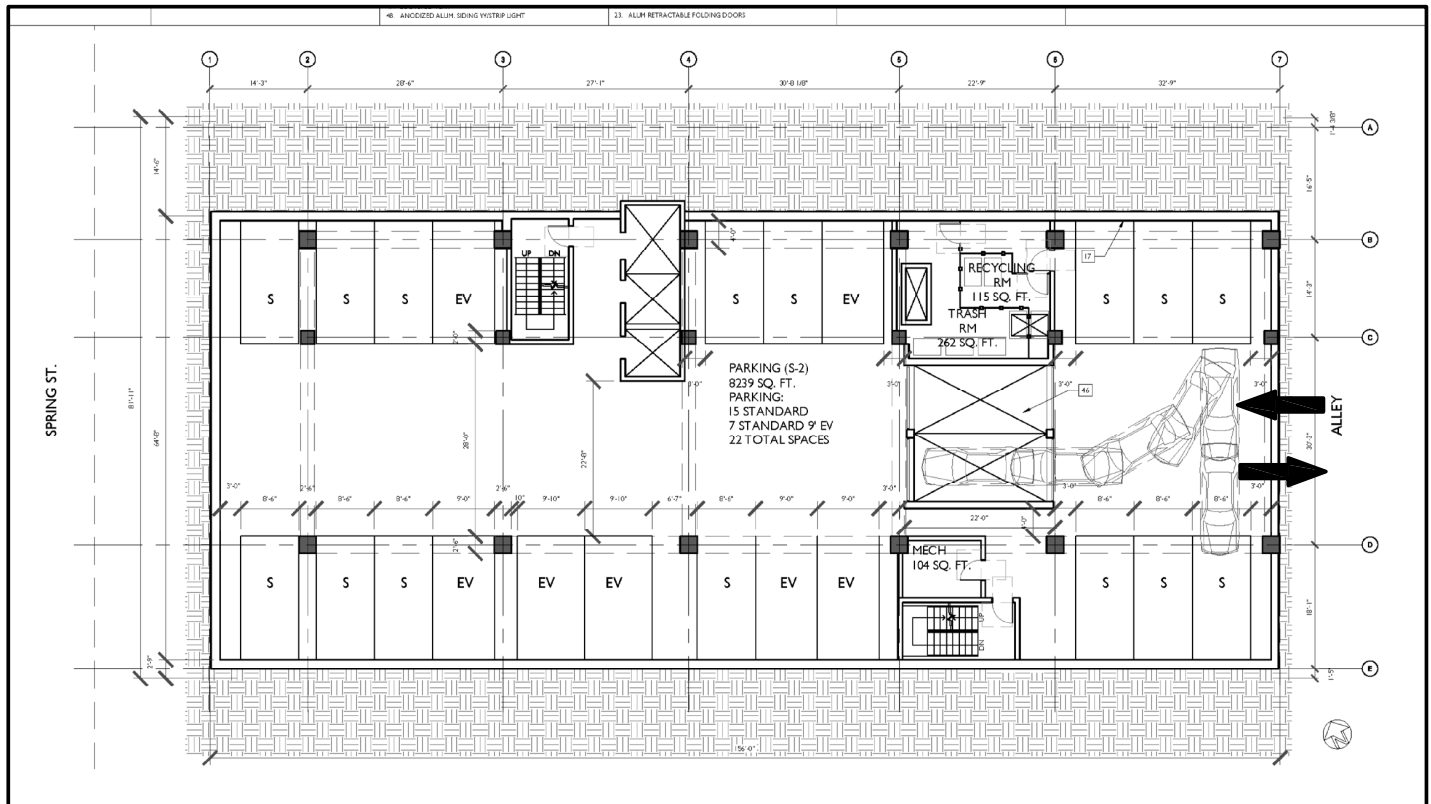
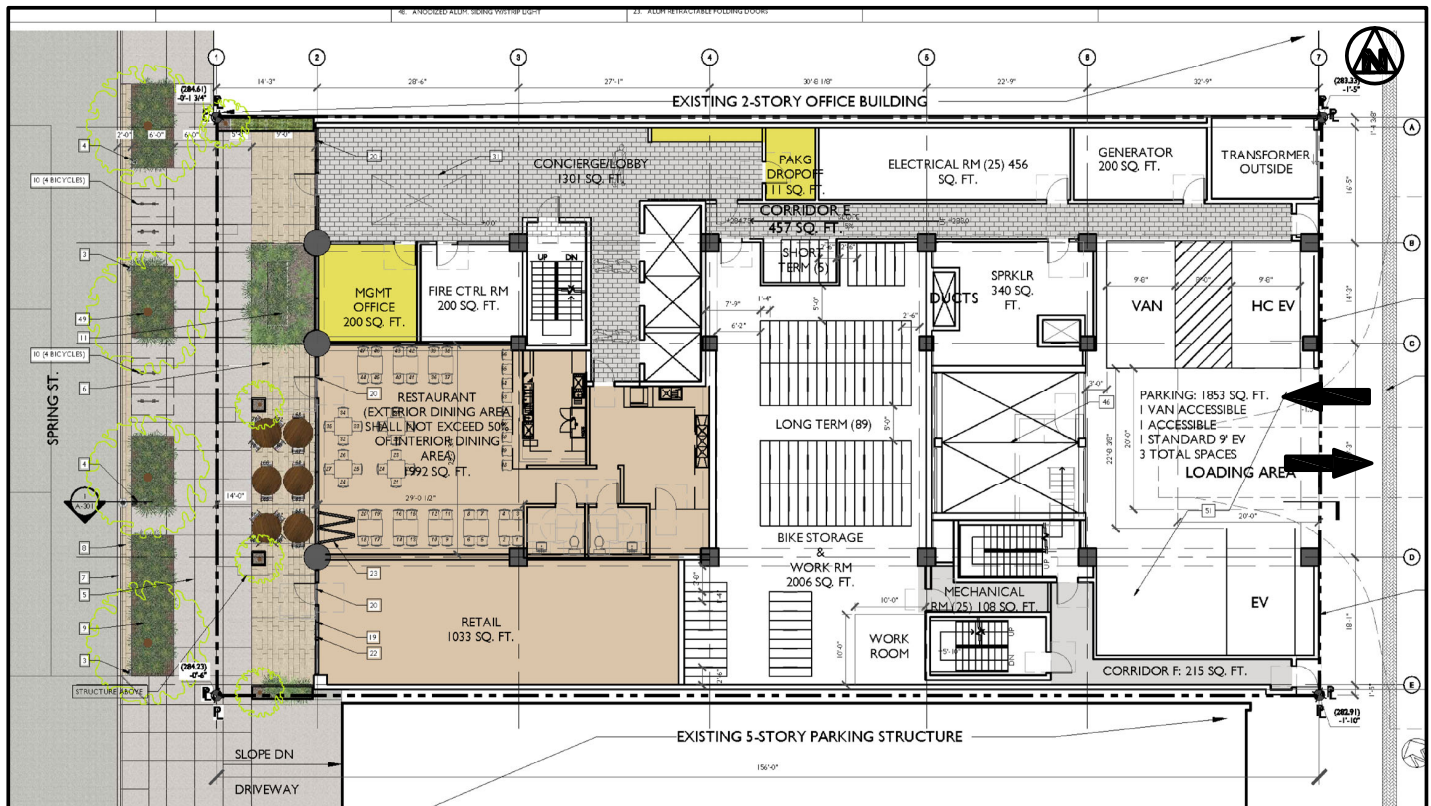


FIGURE 3

7/2021

**PROJECT SITE PLAN  
GROUND FLOOR AND TYPICAL PARKING LEVEL**

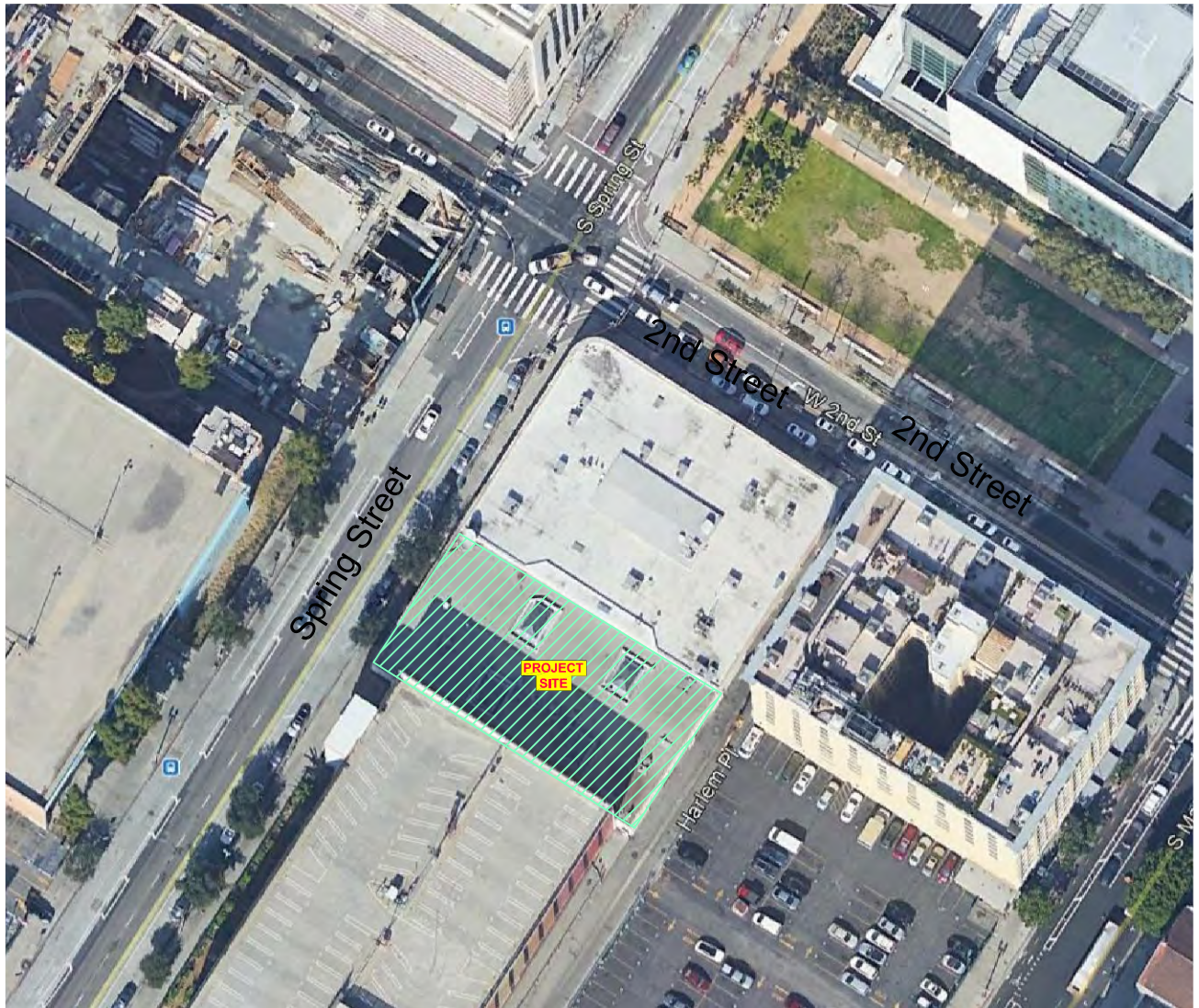


**Overland Traffic Consultants, Inc.**

24325 Main Street #202, Santa Clarita, CA 91321  
(661) 799-8423 OTC@overlandtraffic.com

# TRANSPORTATION IMPACT ASSESSMENT FOR PROPOSED MIXED - USE DEVELOPMENT

Located at 216 S. Spring Street  
in the City of Los Angeles



Prepared by:  
Overland Traffic Consultants, Inc.  
24325 Main Street #202  
Santa Clarita, California 91321  
(661) 799 - 8423

September 2021



TRANSPORTATION ASSESSMENT  
MIXED – USE DEVELOPMENT  
(DIR-2020-7846-DB-SPR-RDP-HCA)  
(LADOT CEN21-51507)

Located at 216 S. Spring Street  
in the Central City Community Plan Area  
of the City of Los Angeles

Prepared by:

Overland Traffic Consultants, Inc.  
952 Manhattan Beach Bl., Suite 100  
Manhattan Beach, California 90266  
(310) 930 -3303

September 2021



## **EXECUTIVE SUMMARY**

---

### Introduction

Overland Traffic Consultants has prepared this assessment of the potential CEQA transportation impacts for a proposed mixed – use development in the Central City Community Plan Area of the City of Los Angeles. See the aerial view for the Project's location on Figure 1.

The purpose of this Transportation Assessment (TA) is to document potential transportation impacts associated with the Project using the Los Angeles Department of Transportation's (LADOT) Transportation Assessment Guidelines (TAG). The TAG establishes procedures and methods for review of development projects pursuant to the California Environmental Quality Act (CEQA) guidelines. LADOT has determined that a Transportation Assessment (TA) is required and has set the study parameters in a Memorandum of Understanding (MOU) (see LADOT MOU Appendix A).

### Project Description

The Project Site is in the Central City Community Plan area at 216 S. Spring Street (Project Site) on one lot with a total lot area of approximately 12,718 square feet (0.292 acres). The lot is currently occupied with approximately 14,000 square feet of commercial office use. The mixed – use development consists of 120 apartments (106 market rate apartments and 14 affordable units), approximately 1,992 square feet of restaurant floor area and 1,033 square feet of retail floor area (Project).

### Project Parking and Access

Vehicular access to the Project Site's parking garage is via Harlem Place, a 20 - foot one-way northbound alley located east of Spring Street between 2<sup>nd</sup> and 3<sup>rd</sup> Streets. The parking garage will provide 69 total parking spaces for the residents of the project (3 parking spaces at-grade plus loading area, and 22 parking spaces on each of the three basement levels). A parking garage elevator with 2 auto lifts connects the at-grade vehicular access to the 3 basement parking levels. The Project is providing 102 bicycle parking spaces (89 long-term spaces and 13 short-term spaces).



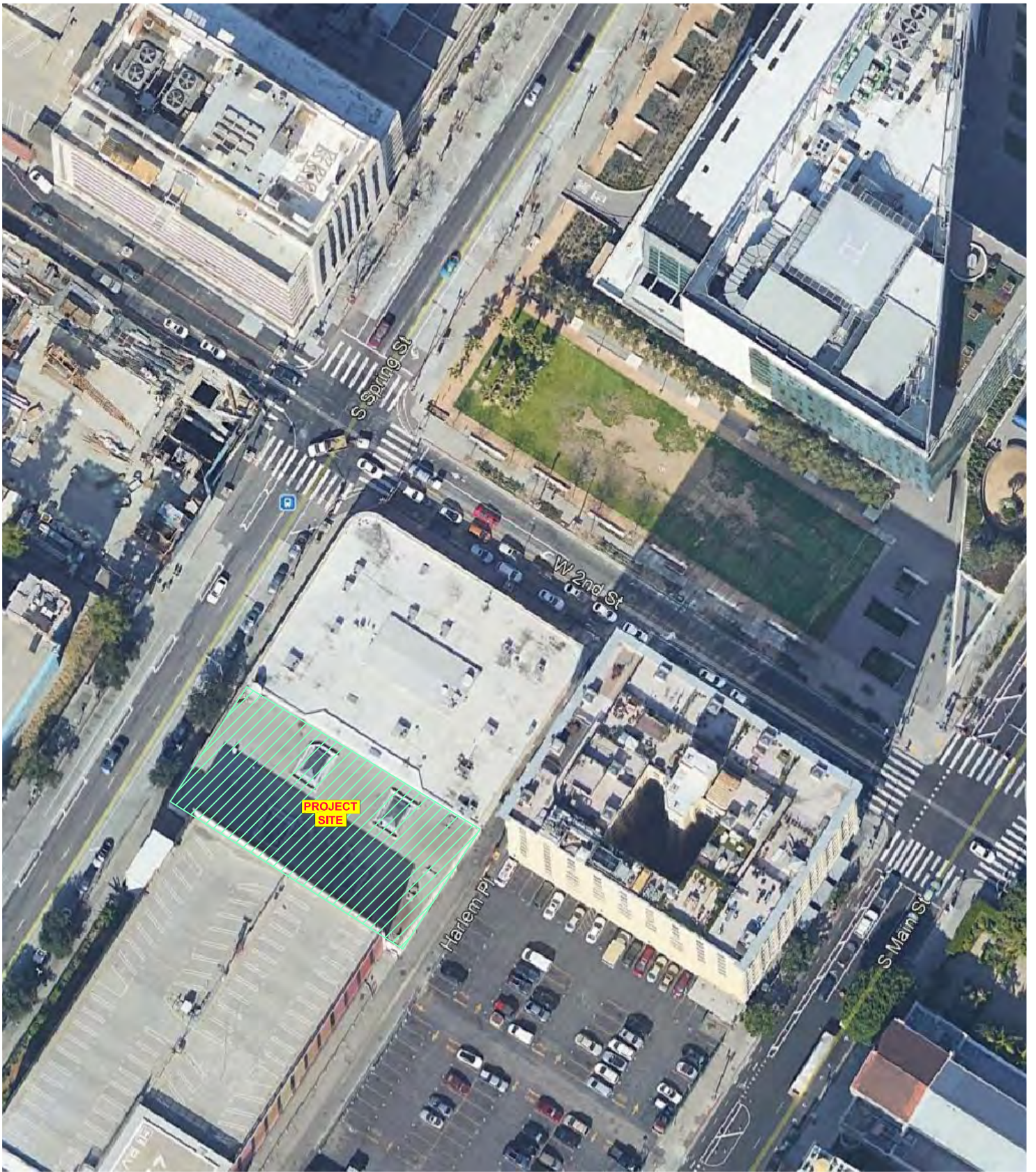


FIGURE 1

7/2021

## PROJECT SETTING



Overland Traffic Consultants, Inc.

24325 Main Street #202, Santa Clarita, CA 91321  
(661) 799-8423 OTC@overlandtraffic.com

## Transportation Assessment CEQA and NON – CEQA Review

On July 30, 2019, the City of Los Angeles adopted the vehicle miles traveled (VMT) metric as its criterion for determining transportation impacts under the California Environmental Quality Act (CEQA). These changes are mandated by requirements of the State of California Senate Bill 743 (SB 743) and the State’s CEQA Guidelines.

These new CEQA guidelines for evaluating transportation impacts no longer focus on measuring automobile delay and level of service (LOS). Instead, SB 743 directed lead agencies to revise transportation assessment guidelines to include a transportation performance metric that promotes: the reduction of greenhouse gas emissions, the development of multimodal networks, and access to diverse land uses.

The July 2020 LADOT TAG is the City of Los Angeles’ document providing guidance for conducting CEQA transportation analyses for land development projects. The TAG identifies three CEQA thresholds for identifying significant transportation impacts in accordance with SB 743 that are applicable to the Project.

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

The City’s adopted process also requires additional non-CEQA analysis and review for land development projects. The purpose of this review is to evaluate how projects affect vehicular access, circulation, and safety for all users of the transportation system.



## Findings

Based on the evaluation discussed in Chapters 2 and 3, no significant CEQA VMT transportation impacts or significant circulation, access, and safety deficiencies (non-CEQA) were identified by the development of the Project. No transportation mitigation measures are required of the Project.

Cumulative VMT impacts have been evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.

Per the LADOT TAG, projects that are consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's 2016-2040 RTP/SCS and would have a less-than-significant cumulative impact on VMT. The Project is consistent with the RTP/SCS plan.

No cumulative development project impacts have been identified that would preclude the City's ability to provide transportation mobility in the area. As such, the Project will not create any cumulative operational impacts, emergency access impacts, and/or hazardous geometric design features.





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## CHAPTER 1

## PROJECT DESCRIPTION

The Project Site is in the Central City Community Plan area. The address of the Project Site is 216 S. Spring Street on the east side of Spring Street south of 2<sup>nd</sup> Street. Figure 2 illustrates the map location of the Project Site.

The Project Site consists of 1 lot with a total lot area of approximately 12,718 square feet (0.292 acres) and occupied with approximately 14,000 square feet of commercial office use. The mixed – use development consists of 120 apartments (106 market rate apartments and 14 affordable units), approximately 1,992 square feet of restaurant floor area and 1,033 square feet of retail floor area (Project).

### Project Parking and Access

Vehicular access to the Project Site's parking garage is via Harlem Place, a 20 - foot one-way northbound alley located east of Spring Street between 2<sup>nd</sup> and 3<sup>rd</sup> Streets. The parking garage will provide 69 total parking spaces for the residents of the project (3 parking spaces at-grade plus loading area, and 22 parking spaces on each of the three basement levels). A parking garage elevator with 2 auto lifts connects the at-grade vehicular access to the 3 basement parking levels.

The Project is providing 102 bicycle parking spaces (89 long-term spaces and 13 short-term spaces).

Figure 3 shows the ground floor and the typical parking level. Figure 4 illustrates lot survey and City of Los Angeles' Cadastral map of the site.

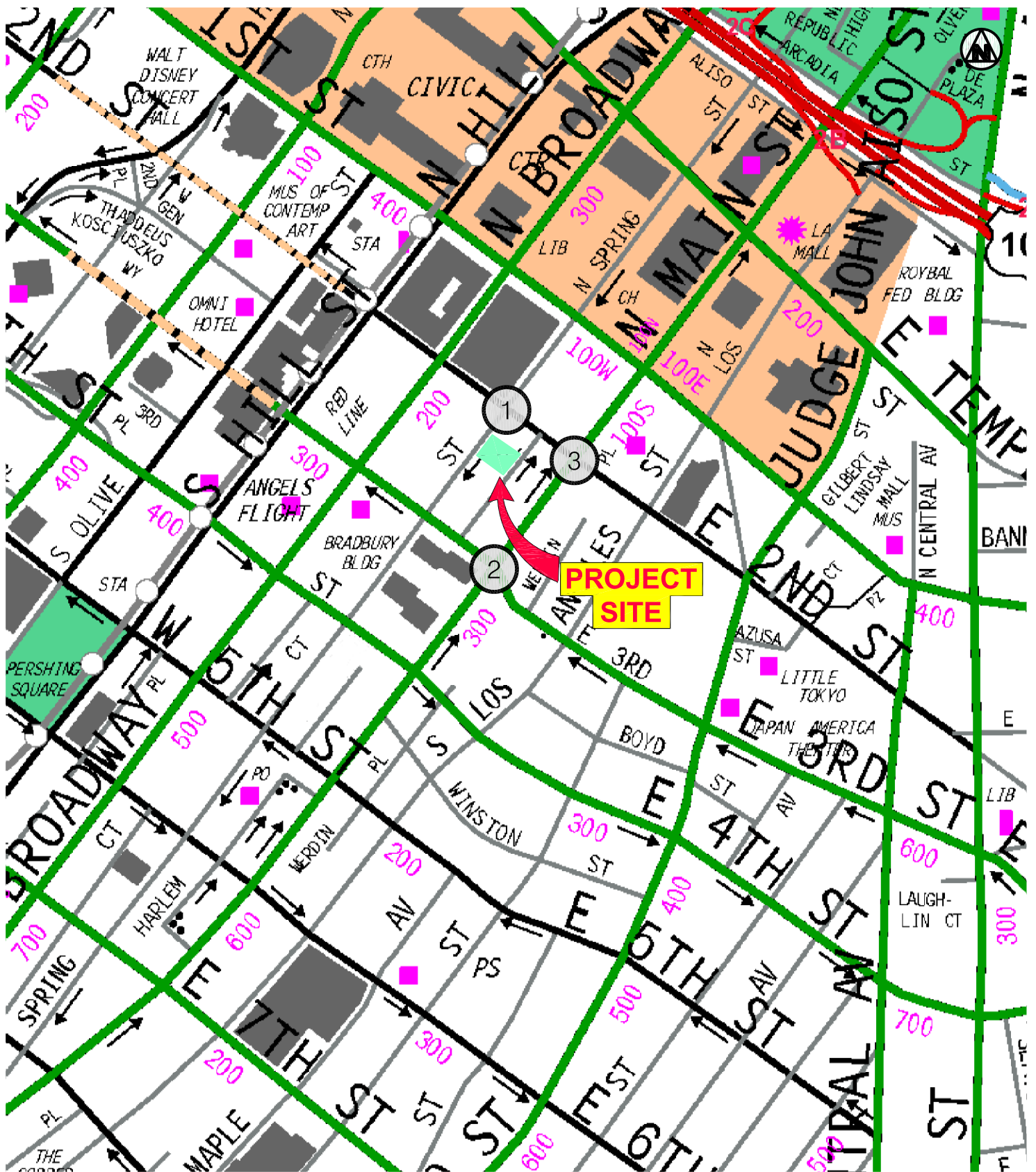


FIGURE 2

7/2021

## PROJECT LOCATION



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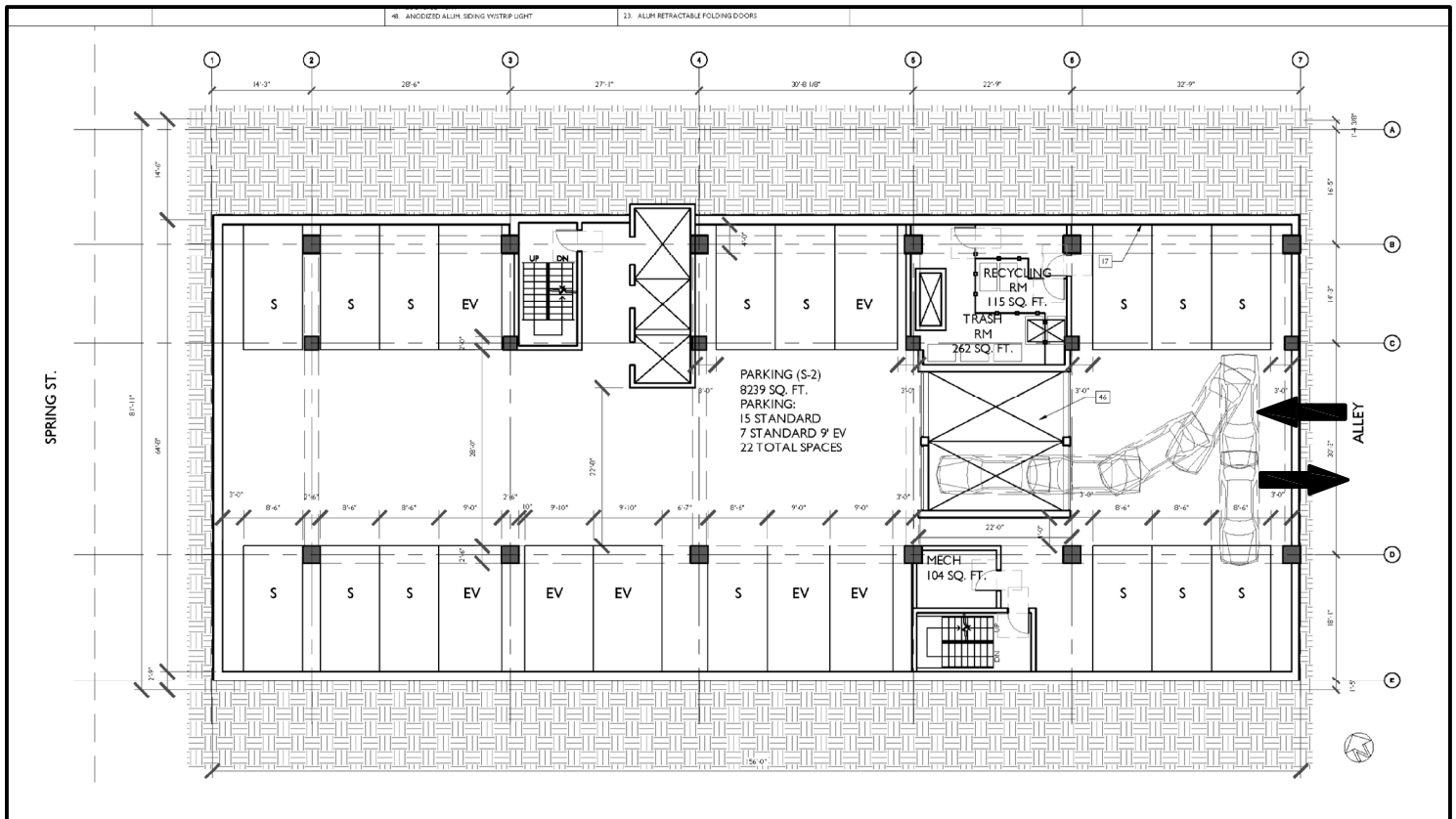
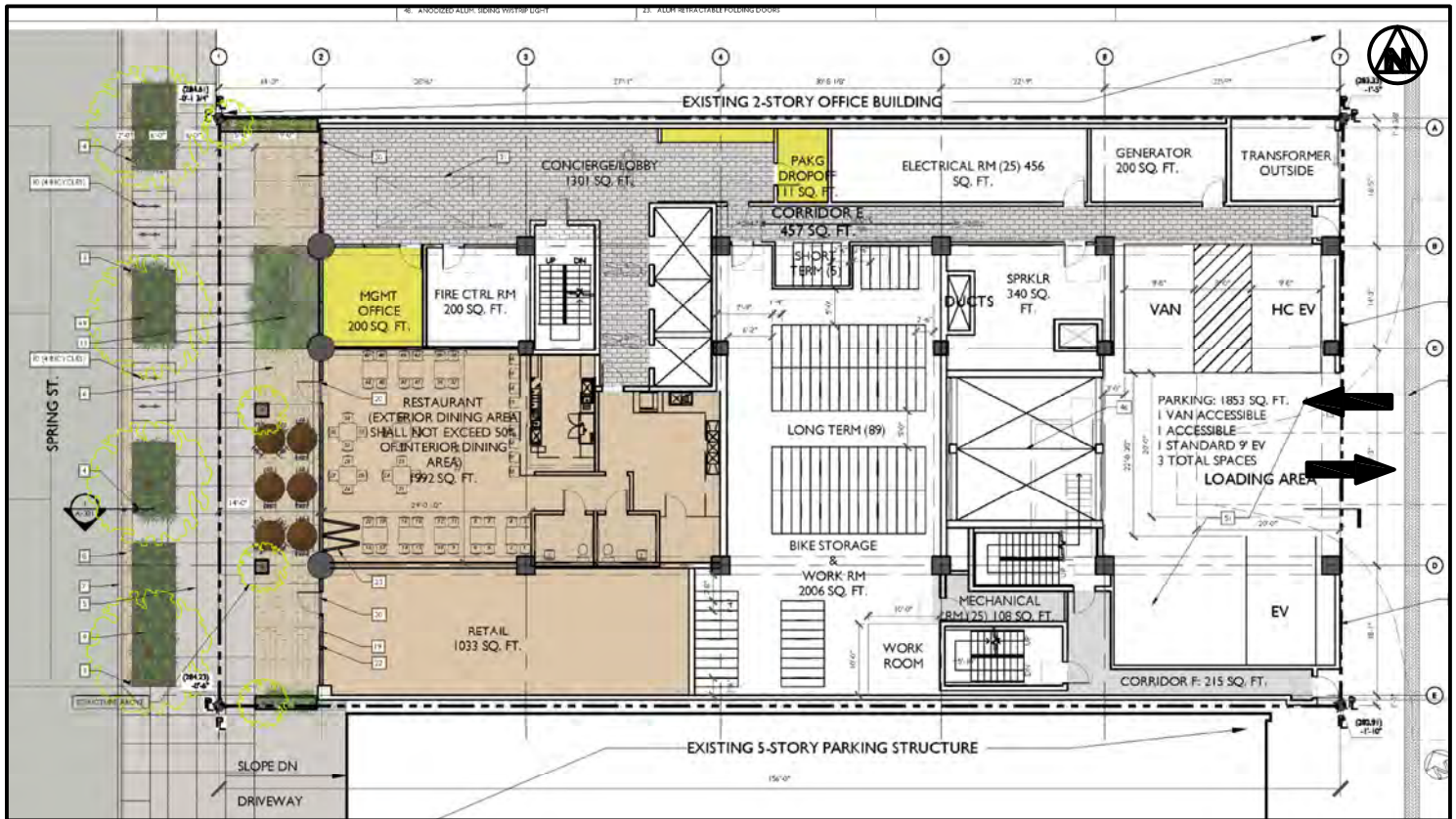


FIGURE 3

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# PROJECT SITE PLAN GROUND FLOOR AND TYPICAL PARKING LEVEL



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## **CHAPTER 2**

## **CEQA TRANSPORTATION ASSESSMENT**

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The TAG is the City document that establishes procedures and methods for conducting CEQA transportation analyses for land development projects. The TAG identifies three CEQA thresholds for identifying significant transportation impacts in accordance with SB 743 that are applicable to the Project.

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

### **I. Conflicts with Plans, Programs, Ordinances or Policies (Threshold T-1)**

To guide the City's Mobility Plan 2035 (Transportation Element of the General Plan), the City adopted programs, plans, ordinances, and policies that establish the transportation planning framework for all travel modes, including vehicular, transit, bicycle, and pedestrian facilities. Land development projects shall be evaluated for conformance with these City adopted transportation plans, programs, and policies.

Per the TAG guidelines, the Threshold T-1 CEQA question (impact criteria) would be if a project conflicts with a program, plan, ordinance(s), or policy addressing the circulation system? However, a project would not be shown to result in an impact merely based on whether a project would not implement a program, policy, or plan. Rather, it is the intention of this threshold test to ensure that proposed development does not conflict with nor preclude the City from implementing adopted programs, plans, and policies.

#### Screening Criteria for Policy Analysis

If the development project requires a discretionary action, and the answer is yes to any of the following screening threshold questions, further analysis may be required to assess whether the proposed project would conflict with plans, programs, ordinances, or policies.

1. Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent, and provisions of the General Plan?

**Yes**, the Project requires a discretionary action.

2. Is the Project known to directly conflict with a transportation plan, policy or program adopted to support multi-modal transportation options or public safety?

**No**, the Project would not conflict with these key City planning documents, and potential impacts would be less than significant, see Table 1, Consistency Check.

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

**No**, Pursuant to the following Mobility Element Street Standards for the Project's adjacent street standards. The Project has no dedication requirements.

Spring Street is designated a Modified Avenue II roadway which requires an 80-foot right-of-way (40-foot half width) and 52-foot (26-foot half width) roadway.

- Spring Street is dedicated to a 40-foot half width and a 26-foot half street adjacent to the Project Site. No dedication or street widening is necessary to satisfy the Modified Avenue II Street standard.
- Harlem Place (adjacent alley) is fully dedicated to 20 feet; therefore, no additional dedication is necessary.

The TAG provides a list of key City plans, policies, programs, and ordinances for consistency review as shown in Table 1. Projects that generally conform with and do not conflict with the City's development policies and standards addressing the circulation system, will generally be considered consistent.

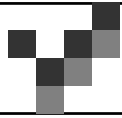
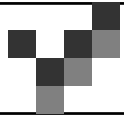


Table 1  
Consistency Check with Key City Plans, Programs, Ordinances or Policies

TAG Table 2.1-1: City Documents that Establish the Regulatory Framework				
	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
1.	LA Mobility Plan 2035	Yes	The Project will comply with the LA Mobility Plan 2035 street standards for Spring Street and Harlem Place (Alley), as required by the Bureau of Engineering.	No
2.	Plan for Healthy LA	Yes	The Project would support Policy 5.7, Land Use Planning for Public Health and Greenhouse Gas (GHG) Emission Reduction by reducing single-occupant vehicle trips by its location within a Transit Priority Area (TPA) service area and by providing bike parking. The Project provides pedestrian access separate from the vehicular access. The Project would not conflict with policies in the Plan for Healthy LA.	No
3.	Land Use Element of the General Plan (35 Community Plans)	Yes	The Project is in the Central City Community Plan area. The Project would be in substantial conformance with the purposes, intent, and provisions of the General Plan and the Community Plan. Note the Central City Community Plan is being updated.	No
4.	Specific Plans	Yes	The Project is not located in a Specific Plan area.	N/A
5.	LAMC Section 12.21A.16 (Bicycle Parking)	Yes	The Project complies with the ratio of short and long-term bicycle parking pursuant to LAMC Section 12.21. A.16.	No
6.	LAMC Section 12.26J (TDM Ordinance)	Yes	LAMC Section 12.26J for Transportation Demand Management and Trip Reduction Measures applies only to the construction of new non-residential floor area greater than 25,000 s.f. The Project does not have commercial floor area exceeding 25,000 s.f..	No
7.	LAMC Section 12.37 (Waivers of Dedications and Improvement)	Yes	The Project is not seeking a waiver of the dedication and widening.	N/A
	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
8.	Vision Zero Action Plan	Yes	The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way.	No
9.	Vision Zero Corridor Plan	Yes	The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way. No Vision Zero projects have been identified near the Project Site. See <a href="https://ladotlivablestreets.org/programs/vision-zero/maps">https://ladotlivablestreets.org/programs/vision-zero/maps</a>	No



10.	Citywide Design guidelines	Yes		No
	Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all	Yes	The Project will create a continuous and straight sidewalk clear of obstructions for pedestrian travel. The Project will provide adequate sidewalk width and right-of-way that accommodates pedestrian flow and activity. Pedestrian access will be provided at street level with direct access to the surrounding neighborhood and amenities.	No
	Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.	Yes	The Project complies with the Citywide Design Guidelines incorporating vehicle access locations that do not discourage and/or inhibit the pedestrian experience. All vehicular access is provided from the adjacent alley and not on adjacent streets.	No
	Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.	Yes	The building design uses attractive architectural elements. The Project would not preclude or conflict with the implementation of future streetscape projects in the public right-of-way.	No

### Cumulative Consistency Check

Pursuant to the TAG, each of the plans, programs, ordinances, and policies to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from the Project in combination with other nearby development projects. In accordance with the TAG, the cumulative analysis must include Related Projects within 0.5 miles of the Project Site. A listing of the Related Projects considered in the analysis is provided in Appendix G.

A cumulative impact could occur if the Project, with other future development projects located on the same block were to cumulatively preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. One other development project has been identified on the same block (121 W. 3<sup>rd</sup> Street, related project #19). Note that Related Projects would be individually responsible for complying with the City's transportation plans, programs ordinances and policies, no cumulative impacts to the Mobility Element 2035 goals that define the development of the citywide transportation infrastructure been identified.

The Project does not have a significant transportation impact under CEQA Threshold T-1 (Conflicting with Plans, Programs, Ordinances, or Policies).

Criteria for Transportation Projects - Would the Transportation Project include the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle (HOV) lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety)?

Not Applicable - This analysis for Transportation Projects is not applicable to land development projects and the Project is not a transportation project because the Project is a land development project. Therefore, the Transportation Project analysis is not part of the Project's CEQA review.

## **II. Causing Substantial Vehicle Miles Traveled (Threshold T - 2.1)**

The intent of this threshold question is to assess whether a land development project causes a substantial VMT impact. CEQA Guidelines Section 15064.3(b) relates to use of VMT as the methodology for analyzing transportation impacts.

To address this question, LADOT's TAG identified significant VMT impact thresholds for each of seven Area Planning Commission (APC) sub-areas in the City of Los Angeles. A project's VMT is compared against the City's APC threshold goals for household VMT per capita and work VMT per employee to evaluate the significance of the project's VMT.

A development project will have a potential impact if the development project would generate VMT exceeding 15% below the existing average VMT for the Area Planning Commission (APC) area in which the project is located per TAG's Table 2.2-1.

The Project is in the Central APC sub - area which limits daily household VMT per capita to a threshold value of 6.0 and a daily work VMT per employee to a threshold value of 7.6 (15% below the existing VMT for the Central APC).

The Project's household VMT per capita is estimated at 2.5 which is significantly below the VMT threshold for the Central APC. The work VMT per employee is not applicable because the commercial space is less than the 50,000 s.f. threshold. Results of the Project's VMT calculation (as shown in Appendix F).

### Transportation Demand Management (TDM)

The Project's design features include TDM measures that reduce trips and VMT through TDM strategies selected in the VMT calculator. Specifically, the Project's TDM program includes reduced parking and bike parking which is a regulatory measure and part of the Project's design features. These strategies as described by LADOT'S TAG are listed below:

- Parking Strategy – Reduced Parking Supply – This strategy changes the on-site parking supply to provide less than the amount of vehicle parking required by direct application of the Los Angeles Municipal Code (LAMC) without consideration of parking reduction



mechanisms permitted in the code. Permitted reductions in parking supply could utilize parking reduction mechanisms such as TOC, Density Bonus, Bike Parking ordinance, or locating in an Enterprise Zone or Specific Plan area.

- Bike Parking - This strategy involves implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations under existing LAMC regulations applicable to the Project (LAMC Section 12.21.A.16). The Project provides bicycle parking consistent with LAMC Section 12.21.A.16 - The Project will provide 102 bicycle parking spaces (89 long-term spaces and 13 short-term spaces).

The effectiveness of the TDM strategies included in the VMT Calculator is based primarily on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010).

#### Cumulative VMT Consistency Check

Cumulative VMT impacts are evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.

Per the City's TAG, projects that are consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's 2016-2040 RTP/SCS and would have a less-than-significant cumulative impact on VMT.

As shown, the Project VMT impact would not exceed the City's Central APC VMT impact thresholds and as such, the Project's contribution to the cumulative VMT impact is adequate to demonstrate there is no cumulative VMT impact that would preclude the City's ability to provide transportation mobility in the area.

### **III. Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use (Threshold T- 3.1)**

Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site.

No deficiencies are apparent in the site access plans which would be considered significant. This determination considers the following factors:

1. Vehicle access to the parking will be from the adjacent north – south alley.
2. The Project's access is consistent with LADOT driveway width and placement per LADOT Manual of Policies and Procedures, Section 321, Driveway Design.
3. The net Project peak hour trip generation is 36 vehicles per hour (VPH) during the morning peak hour and 38 VPH during the afternoon peak hour. This level of added traffic would not create a transportation hazard or create any operational issues.

A review of the Project Site plan does not present any hazardous geometric design features that would result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle safety hazards. Therefore, the Project does not have a significant transportation impact under CEQA Threshold T-3.1 (Substantially Increasing Hazards Due to a Geometric Design Feature).

## **CHAPTER 3**

## **NON-CEQA TRANSPORTATION ASSESSMENT**

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In addition to conducting a CEQA review of development projects pursuant to SB743, LAMC Section 16.05 (Site Plan Review) authorizes a non-CEQA transportation analysis of development projects to identify deficiencies that may occur in the area due to the Project. LADOT retains the ability to impose development conditions to improve operational safety and access around a project site and to better assess how proposed projects may affect the City's transportation system under the non-CEQA assessment.

To assist in the Project's non-CEQA evaluation, the following information summarizes the environmental conditions in which the Project Site is located.

### **ENVIRONMENTAL SETTING**

#### **Land Use**

The Project Site is in the Central City Community Plan area located in downtown Los Angeles. The Project is also located within the Civic Center District of Los Angeles Council District 14 and the Downtown Los Angeles Neighborhood Council area.

The Community Plan area is located predominately south of Sunset Boulevard / Cesar Chavez Avenue, north of the Santa Monica Freeway (I-10), west of Alameda Street and east of the Harbor Freeway (I-110).

The adopted Central City Community Plan includes areas for residential uses, commercial uses, industrial uses, open space, and public facilities. The summary of land use (provided in Appendix B) indicates that the community plan area is 2,161 acres with approximately 5% residential, 38% commercial, 40% industrial with the balance open space and public facilities. A community plan update process is actively underway because the Central City Community Plan currently in effect was adopted in 2003.

Appendix B contains the Central City Community Plan land use map.



## Transportation Facilities

The City of Los Angeles has adopted the Mobility Plan 2035 as an update to the City's General Plan Transportation Element to incorporate the complete streets principles for integrating multi-mode transportation networks. The Mobility Plan 2035 dictates the street standards and designations for all users. Appendix C provides the community plan circulation map of the area roadway designations and roadway design standards.

Pursuant to the City of Los Angeles Mobility Element, arterial roadways are designated Boulevards and Avenues. Boulevards represent the City's widest streets that typically provide regional access to major destinations; the roadway standard for a Boulevard II roadway is a right - of - way width of 110 feet and a roadway width of 80 feet. Avenues may vary in their land use context, with some streets passing through both residential and commercial areas; the roadway standard for an Avenue II roadway is a right - of - way width of 86 feet and a roadway width of 56 feet.

Non - arterial roadways connect arterial roadways to local residential neighborhoods or industrial areas. Non - arterial roadways are designated collector or local streets. The standard for a collector street is a right - of - way width of 66 feet and a roadway width of 40 feet; a hillside collector has a reduced right - of - way width of 50 feet and a roadway width of 40 feet; the standard for a local street is a right - of - way width of 60 feet and a roadway width of 36 feet with a hillside local street right - of - way width of 44 feet and a roadway width of 36 feet.

Regional access to Project area is provided by the Harbor Freeway (I-110) and the Santa Ana Freeway (US-101). The Harbor Freeway is a north-south freeway approximately 0.7 mile west of the Project Site and accessible with a full access on and off ramps at 3rd<sup>h</sup> Street. The Harbor Freeway provides four lanes in each direction with access auxiliary lanes. The Santa Ana Freeway is an east-west freeway located approximately 0.4 mile north of the Project Site and accessible with access ramps on Broadway and Los Angeles Street. Both regional Freeways provides four lanes in each direction with access auxiliary lanes.



Major east - west streets serving the study area include 2<sup>nd</sup> Street and 3<sup>rd</sup> Street. Key north - south streets providing access to the Project Site include Spring Street and Main Street.

2<sup>nd</sup> Street is an east - west roadway designated a Modified Avenue II roadway. 2<sup>nd</sup> Street is included in the Pedestrian Network, and Tier 1 Bike Network (west of Main Street) and Tier 2 Bike Network (east of Main Street) of the Mobility Plan. 2<sup>nd</sup> Street provides one lane in each direction, metered parking, and left turn lanes.

3<sup>rd</sup> Street is an east - west roadway designated a Modified Avenue II roadway. 2<sup>nd</sup> Street is included in the Pedestrian Network, and Tier 1 Bike Network (east of Spring Street) of the Mobility Plan. 3<sup>rd</sup> Street provides one lane in each direction, metered parking, and left turn median lanes.

Spring Street is a north-south roadway designated a Modified Avenue II roadway. Spring Street is included in the Pedestrian Network, and Tier 1 Bike Network of the Mobility Plan. Two lanes are provided southbound, bike lanes and on-street parking.

Main Street is a north-south roadway designated an Avenue II roadway that provides 2 lanes northbound, bike lanes and on-street parking. Main Street is included in the Pedestrian Network, and Tier 1 Bike Network of the Mobility Plan.

#### Transit Information

The NextGen Bus Plan was approved by the Metro Board of Directors and is ready for implementation with a 3-phased roll-out that begins in December 2020 and continues through the end of 2021. The approved Bus Plan is a reimagined bus system that focuses on providing fast, frequent, reliable, and accessible service to meet the needs of today's riders. In addition to the improved bus system, the Project Site is in a designated Tier 4 Transit Oriented Community (TOC).

Multiple public transportation opportunities are provided in downtown Los Angeles. Public transportation is provided by the Metropolitan Transportation Authority (Metro), the City of Los Angeles Department of Transportation Dash service (DASH), and other



municipal transit agencies. The Project Site is located near the Metro Rail's Historic Broadway station located on 2<sup>nd</sup> Street between Broadway and Spring Street. This new station under construction is part of the 1.9 mile underground light rail system connecting Metro Rail's L Line (Gold) to the 7<sup>th</sup> Street/Metro Center Station.

Metro Local routes include Lines 30 and 210 with the nearest stops located at the intersection of Pico Boulevard and Crenshaw Boulevard (less than 500 feet). These Metro transit lines are described below:

The transit line route maps are illustrated in Appendix D.

#### Complete Streets Mobility Networks (Vehicle, Bicycle, Transit and Neighborhood)

The Mobility Plan Element establishes a layered network of street standards that are designed to emphasize mobility modes within the larger system. This approach maintains the primary function of the streets that exist but identifies streets for potential alternative transportation modes providing a range of options available when selecting the appropriate design elements. Street may be listed in several networks with the goal of selecting a variety of mobility enhancements.

Network layers have been created for the Complete Street Network that prioritizes a certain mode within each layer with the goal of providing better connectivity. The network layers are Vehicle Enhanced network, Transit Enhanced network, Bicycle Enhanced network, Neighborhood Enhanced network, and Pedestrian Enhanced District. Definitions of these networks per the Complete Street Design Guidelines are provide below. Mobility Element maps, Walkability Index maps, bicycle plan maps, and pedestrian destination maps are included in Appendix E.

Vehicle Enhanced Network (VEN) - The VEN includes a select number of arterials that carry high volume of traffic for long distance travel on corridors with freeway access. Moderate enhancements typically include technology upgrades and peak-hour restrictions for parking and turning movements. Comprehensive enhancements can include improvements to access management, all-day lane conversions of parking, and all-day turning movement restrictions or permanent access control.

- No study area streets are identified on Vehicle Network Map.

Transit Enhanced Network (TEN) - The TEN is comprised of streets that prioritize travel for transit riders.

- Broadway – Comprehensive Transit Enhanced Street.
- First Street – Moderate Plus Transit Enhanced Street.

Bicycle Enhanced Network (BEN) – The BEN is comprised of a network of low – stressed protected bike lanes (Tier 1) and bike paths prioritize bicycle travel by providing specific bicycle facilities and improvements. The BEN proposes bike facilities on arterial roadways with a striped separation. Tier 1 corresponding to protected bicycle lanes, and Tier 2 and Tier 3 bicycle lanes on arterial roads with a striped separation that are differentiated only by their potential implementation phasing - The difference between Tier 2 and Tier 3 implies probability that some lanes are not expected to be implemented by 2035.

The City of Los Angeles adopted a 2010 Bicycle Master Plan to encourage alternative modes of transportation throughout the City of Los Angeles. The Master Plan was developed to provide a network system that is safe and efficient to use in coordination with the vehicle and pedestrian traffic on the city street systems. The Master Plan has mapped out the existing, funded, and potential future Bicycle Paths, Bicycle Lanes, and Bicycle Routes. A brief definition of the bicycle facilities is provided below:

Bicycle Path – A bicycle path is a facility that is separated from the vehicular traffic for the exclusive use of the cyclist (although sometimes combined with a pedestrian lane). The designated path can be completely separated from vehicular traffic or cross the vehicular traffic with right-of-way assigned through signals or stop signs.

- No streets in the vicinity of the Project Site are designated a bicycle path.

Bicycle Lane – A bicycle lane is typically provided on street with a designated lane striped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn lane at intersections.

- Second Street west of Main Street is identified as part of the BEN – Tier 1.
- Second Street east of Main Street is identified as part of the BEN – Tier 2.
- Third Street and First Street east of Spring Street are identified as part of the BEN – Tier 1.
- First Street west of Spring Street are identified as part of the BEN – Tier 2.
- Spring Street is identified as part of the BEN – Tier 1.
- Main Street is identified as part of the BEN – Tier 1.
- Los Angeles Street north of First Street is identified as part of the BEN – Tier 2.

Bicycle Route – A bicycle route is a designated route in a cycling system where the cyclist shares the lane with the vehicle. Cyclist would follow the route and share the right-of-way with the vehicle.

- No streets in the vicinity of the Project Site are designated bike routes per the network maps.

Neighborhood Enhanced Network (NEN) - NEN is comprised of local streets intended to benefit from pedestrian and bicycle related safety enhancements for more localized travel of slower means of travel while preserving the connectivity of local streets to other enhanced networks. These enhancements encourage lower vehicle speeds, providing added safety for pedestrians and bicyclists.

- No streets in the vicinity of the Project Site are identified as part of the City's NEN.

Pedestrian Enhanced District (PEDs) - In addition to these street networks, many arterial streets that could benefit from additional pedestrian features to provide better walking connections are identified as Pedestrian Enhanced Districts. The PED segments provided in the mobility map identify streets where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from the major destinations within communities.



- All the streets in the study area have been identified as pedestrian enhanced street segments with the goal of providing a more attractive environment to promote walking for shorter trips.

The Complete Streets guide acknowledges that adding pedestrian design features and street trees encourages people to take trips on foot instead of by car. Thereby helping to reduce the volume of cars on the road and emissions, increases economic vitality, and make the City of Los Angeles feel like a more vibrant place.

### PROJECT TRAFFIC GENERATION

As part of the non-CEQA assessment, an operational analysis of the peak hour traffic flow with the Project has been requested. This evaluation is based on peak hour traffic flow level of service (LOS) methodologies which determines vehicle delay using current traffic volume data, traffic signal and street characteristics.

Traffic generating characteristics of land uses have been studied by the Institute of Transportation Engineers (ITE) and LADOT. The results of these studies are published in ITE Trip Generation, 10<sup>th</sup> Edition Handbook and the LADOT TAG (LADOT has adopted traffic rates for affordable apartments). Using these traffic rates, the Project traffic has been estimated at 337 net daily trips (LADOT VMT Calculator Tool) with 36 morning and 38 afternoon peak hour trips using the ITE peak hour traffic rates, as shown in Tables 2 and 3.

Table 2  
Project Trip Generation Rates

ITE Code	Description	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
710	Office (per 1,000 s.f.)	9.74	86%	14%	1.16	16%	84%	1.15
820	Retail (per 1,000 s.f.)	37.75	62%	38%	0.94	48%	52%	3.81
932	Restaurant (per 1,000 s.f.)	112.18	55%	45%	9.94	62%	38%	9.77
222	Apartments high-rise Center City Core (per unit)	2.16	24%	76%	0.31	61%	39%	0.36
LADOT	Affordable Apartments (per unit inside TPA)	4.16	37%	63%	0.49	56%	44%	0.35

**Table 3**  
**Estimated Project Traffic Generation**

ITE Code	Description	Size	VMT Calculator	Daily Traffic	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
<u>Proposed Project</u>										
222	Apartments high-rise Center City Core (per unit)	106 units		229	8	25	33	23	15	38
LADOT	Affordable Apartments (per unit inside TPA)	14 units		58	3	4	7	3	2	5
933	Restaurant Fast Food (per 1,000 s.f.)	1,992 sf		223	11	9	20	12	7	19
	Transit/Walk*	25%		(56)	(3)	(2)	(5)	(3)	(2)	(5)
	Pass By	50%		(84)	(3)	(3)	(6)	(5)	(3)	(8)
820	Retail (per 1,000 s.f.)	1,033 sf		39	1	0	1	2	2	4
	Transit/Walk	15%		(6)	(0)	(0)	(0)	(1)	(0)	(1)
	Street Traffic		427	403	17	33	50	31	21	52
	Driveway Traffic			487	20	36	56	36	24	60
<u>Existing</u>										
710	Office (per 1,000 s.f.)	14,000 sf		136	14	2	16	3	13	16
	Transit/Walk	15%		(20)	(2)	0	(2)	0	(2)	(2)
	Existing Street Traffic		90	116	12	2	14	3	11	14
	Existing Driveway Traffic			116	12	2	14	3	11	14
	Net Street Traffic		337	287	5	31	36	28	10	38
	Net Driveway Traffic			371	8	34	42	33	13	46

\* Regional Rail Connector project under construction with Historic Broadway Station just west of Project Site.

Using the traffic assignment at each intersection presented in Figure 5 and the estimated peak hour traffic volume as provided in the Table 3, the Project's peak hour traffic volume at each study intersection has been calculated. Figure 5 shows the estimated project traffic distribution percentages and assignment of Project's peak hour traffic for the analysis.

**LEGEND**  
 XX INBOUND  
 (XX) OUTBOUND

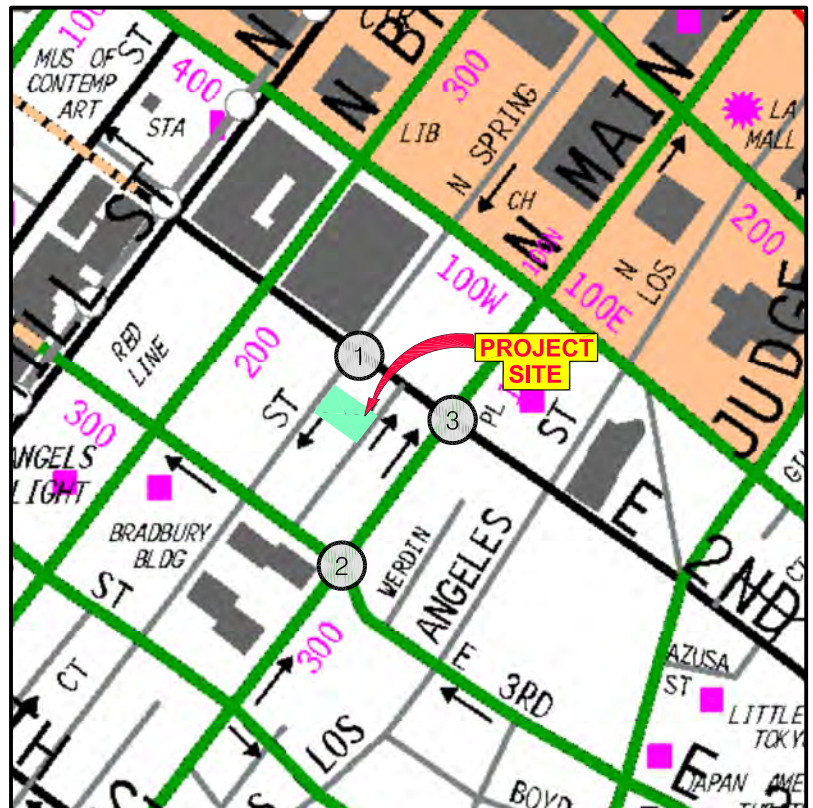
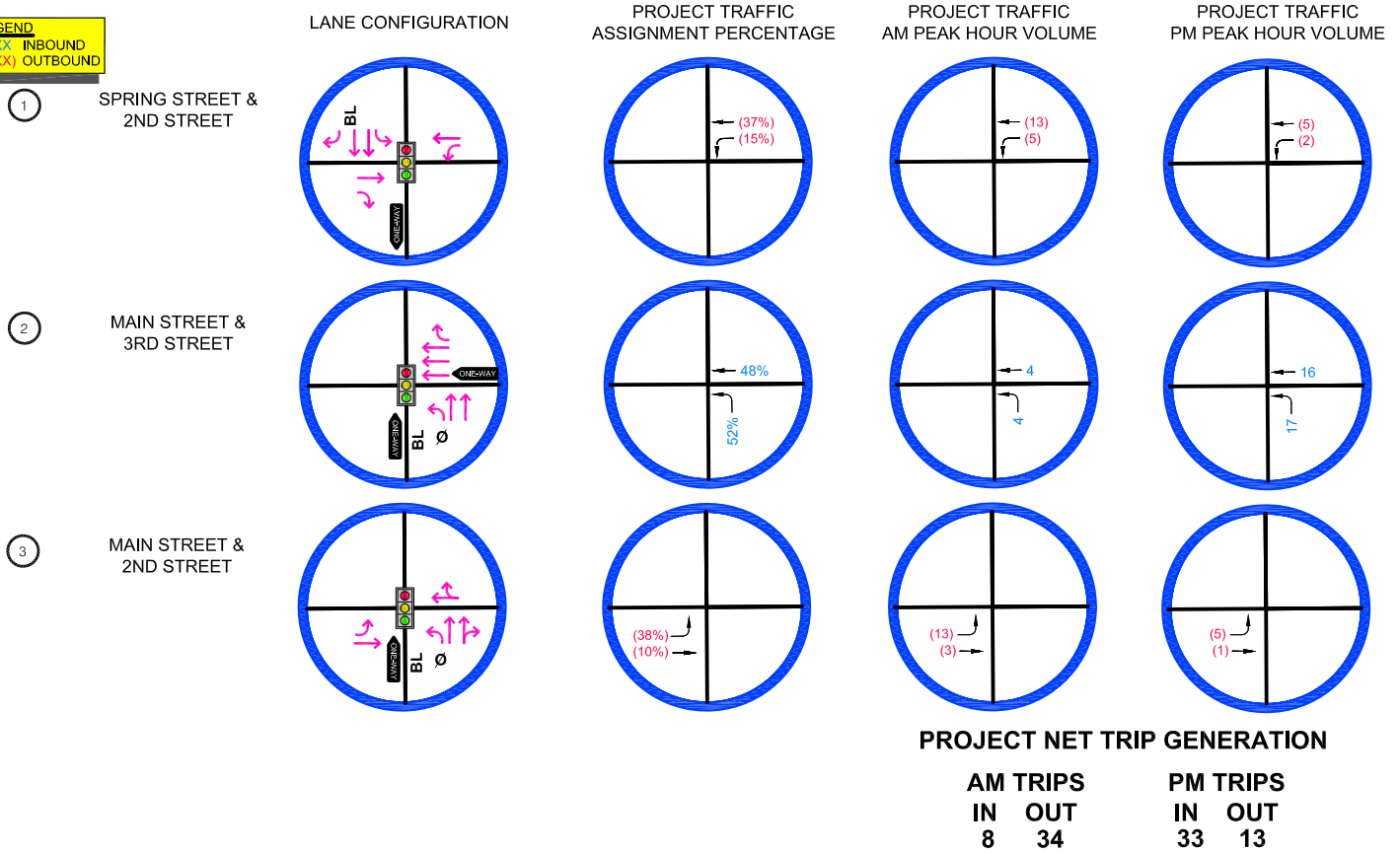


FIGURE 5

7/2021

## PROJECT TRAFFIC ASSIGNMENT



Overland Traffic Consultants, Inc.

952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266  
 (310) 545 - 1235, OTC@overlandtraffic.com



## PEDESTRIAN, BICYCLE AND TRANSIT ACCESS ASSESSMENT

Purpose - The pedestrian, bicycle and transit assessments are intended to determine a project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project Site. Any deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

### Removal or Degradation of Facilities

The Project will not remove, modify, or degrade any pedestrian, bicycle, and transit facility in the vicinity of the Project Site. In fact, any damaged or off grade sidewalk, curb and gutter along the property frontage(s) will be repaired under Section 12.37 of the Los Angeles Municipal Code (LAMC). Furthermore, the Project will not add any driveways on Spring Street, all vehicle access to and from Harlem Place (designated alley).

### Project Intensification of Use

Generally, projects that contribute to efficient land use patterns enabling higher levels of walking, cycling, and transit as well as lower than average trip length are considered to have a less than significant impact on transportation. Governor's Office of Planning and Research (OPR) December 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA, identifies projects and areas presumed to have a less than significant transportation impact to include:

➤ Residential, office, or retail projects within a Transit Priority Area, where a project is within a ½ mile of an existing or major transit stop or an existing stop along a high - quality transit corridor. A major transit stop is defined as a site containing an existing rail transit station, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (Pub. Resources Code, § 21064.3). The Project is in a TPA and TOC Tier 4 designated area.

- A high-quality transit corridor is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (Pub. Resources 215 Code, § 21155). Existing service performance (stop level ridership map) near the Project Site can be reviewed by exploring the Metro Next Generation Bus Plan portal using the link below.

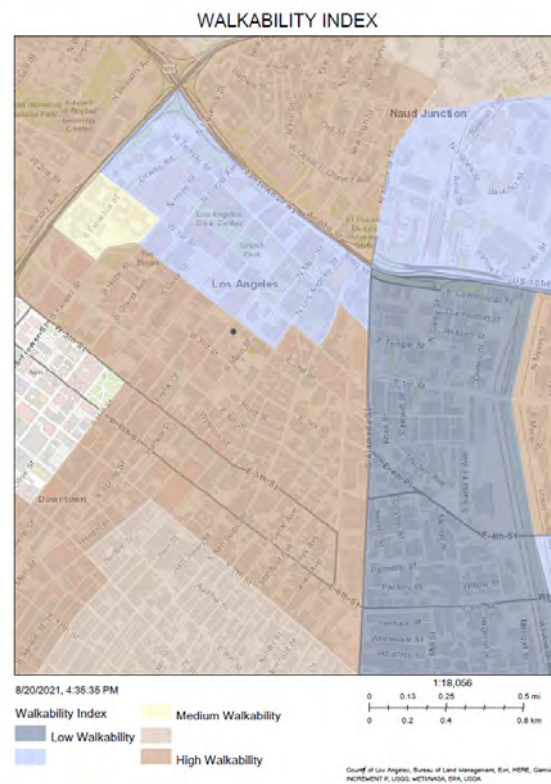
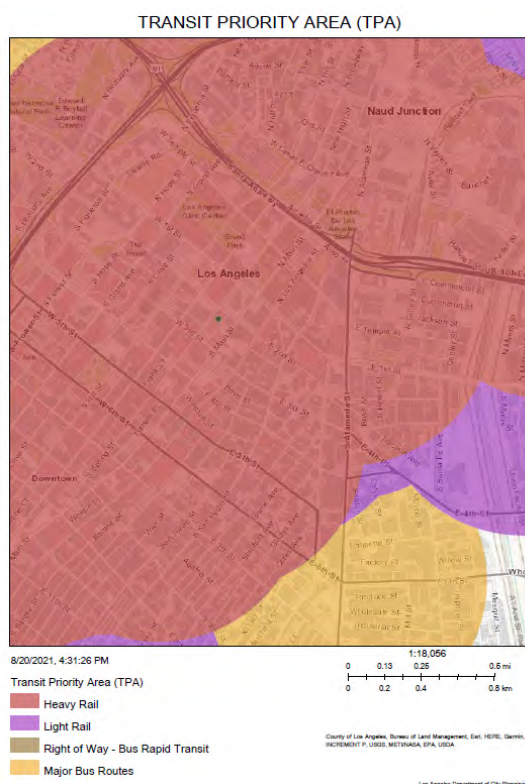
<https://la-metro.maps.arcgis.com/apps/MapSeries/index.html?appid=8decc337ba35474ba28d0b4e9ad71647#>

- An area pre-screened by an agency as having low residential or office VMT. The Project is in the Central CPA which has the lowest work VMT per employee and household VMT per capita in the City of Los Angeles

- The Project has a Walk Score of 96 out of 100 (very walkable); Walk Score measures the walkability of any address based on the distance to nearby places and pedestrian friendliness.

<https://www.walkscore.com/score/216-s-spring-st-los-angeles-ca-90012>

Network exhibits shown below are created by the Great Street Challenge interactive map which show the Projects location within the TPA and Walkability Index area.





It is estimated that the Project would have a residential population of approximately 283 persons and 10 employees per the VMT Calculator. It should be noted that the Project generates less than the 1,000 daily vehicle trip threshold (337 net daily trips using the VMT calculator) to assess if the Project would negatively affect existing pedestrians, bicycle, or transit facilities. This level of intensification would not require any additional pedestrian, transit, or bike facilities assessment or new facilities to be constructed.

### High Injury Network

Vision Zero Los Angeles identified a strategic plan to reduce traffic deaths to zero by focusing on engineering, enforcement, education, and evaluation. The priority identified in the report is safety with a goal to make the streets of the City of Los Angeles the safest in the nation. As part of an effort to achieve this goal, LADOT identified a High Injury Network (HIN) of city streets. The HIN identifies streets with a high number of traffic-related severe injuries and deaths across all modes of travel with emphasis on those involving pedestrians and cyclists.

Spring Street is included in the High Injury Network, as indicated on the HIN map in Appendix C. Preventive measures by the Project include providing site access from the Harlem Place alley will maintain the safety of pedestrians, passing motorists and bicyclist traveling on Spring Street bike lanes.

### PROJECT ACCESS, SAFETY AND CIRCULATION EVALUATION

Purpose – Project access and circulation is evaluated for safety, operational, and capacity constraints to identify circulation and access deficiencies that may require specific operational improvements.

### Operational Evaluation

Per the TAG, the Transportation Assessment should include a quantitative evaluation of the project's expected access and circulation operations. Project access is considered constrained if the project's traffic would contribute to unacceptable queuing at project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections. It should be noted that this analysis is not intended to be interpreted as a threshold of

significance for the purposes of CEQA review and does not affect the CEQA VMT Impact analysis.

The circulation level of service evaluation has been prepared using the Highway Capacity Manual (HCM) methodology which calculates the amount of delay per vehicle based upon the intersection traffic volumes, lane configurations, and signal timing.

Once the vehicle delay value has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the LOS grades in terms of vehicle delay are shown in Table 4.

Table 4  
Level of Service Definitions

<u>LOS</u>	<u>HCM (delay in seconds)</u>	<u>Operating Conditions</u>
A	Less than 10	No loaded cycles and few are even close. No approach phase is fully utilized with no delay.
B	>10 to 20	A stable flow of traffic.
C	>20 to 35	Stable operation continues. Loading is intermittent. Occasionally drivers may have to wait more on red signal and backups may develop behind turning vehicles.
D	>35-55	Approaching instability. Delays may be lengthy during short time periods within the peak hour. Vehicles may be required to wait through more than one signal cycle.
E	>55 to 80	At or near capacity with possible long queues for left-turning vehicles. Full utilization of every signal cycle is seldom attained.
F	> 80	Gridlock conditions with stoppages of long duration.

#### Analysis of Existing and Future Traffic Conditions

Adjusted baseline (2009 and 2017) traffic counts were obtained from LADOT. These historic counts were used for consistency with approved nearby traffic studies (Times Mirror Square and 222 West 2<sup>nd</sup> Street) and because new traffic data cannot be collected during the COV-19 pandemic, as directed by LADOT. These baseline traffic counts have been increased by 1 percent per year to reflect current 2021 conditions.

The intersections analyzed include:

1. Spring Street and 2<sup>nd</sup> Street
2. Main Street and 3<sup>rd</sup> Street
3. Main Street and 2<sup>nd</sup> Street

The future cumulative analysis includes an ambient growth factor of 1% to future year 2024 and other related development project located within the study area.

Results of the analysis are shown in Table 5 below for Existing (2021) and Future (2024) traffic conditions without and with the Project's peak hour traffic volume. As shown below, the existing and future LOS traffic conditions do not change with the addition of Project's peak hour traffic volume. Furthermore, the worksheets for the without and with Project scenarios do not show any change in the vehicle queuing lengths by the addition of the Project's peak hour traffic volume. Level of Service standard D or better is considered operating at an acceptable design level.

Table 5  
Traffic Conditions  
Without and With Project

No.	Intersection	Peak Hour	Existing 2021		Existing + Project		Future (2024) Without Project		Future (2024) With Project	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1	Spring Street & 2nd Street	AM	27.0	C	27.0	C	41.9	D	43.1	D
		PM	19.1	B	19.0	B	27.2	C	27.2	C
2	Main Street & 3rd Street	AM	17.8	B	17.4	B	24.0	C	24.1	C
		PM	25.9	C	25.9	C	31.0	C	30.9	C
3	Main Street & 2nd Street	AM	25.8	C	25.6	C	28.5	C	28.5	C
		PM	29.6	C	29.6	C	53.2	D	53.9	D

s = seconds

Figure 6 illustrates the existing and future peak hour traffic volumes used in the analyses. HCM worksheets are provided in Appendix H.

Based on the traffic conditions analysis, no Project access and circulation constraints have been identified. The results of this evaluation show that the Project will not create any non-CEQA circulation and access deficiencies.



**PROJECT TRIP GENERATION**

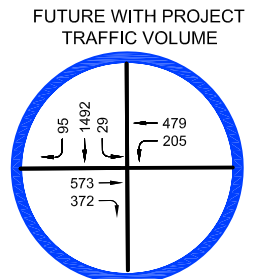
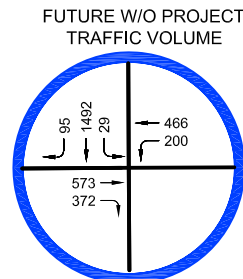
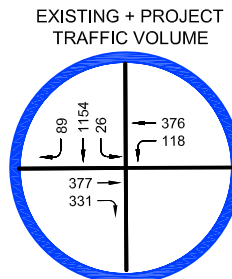
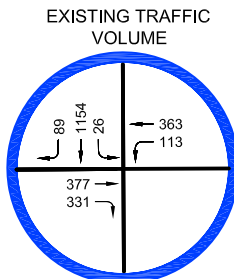
**AM TRIPS**  
IN 8 OUT 34

**PM TRIPS**  
IN 33 OUT 13

**AM PEAK HOUR**

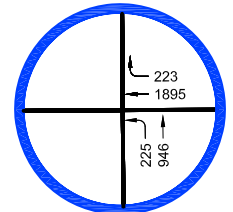
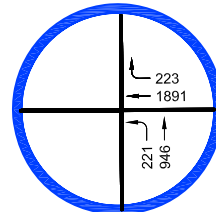
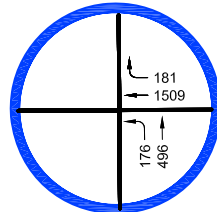
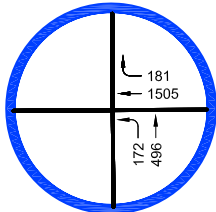
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SPRING STREET AND  
SECOND STREET



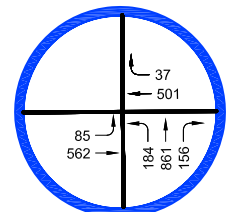
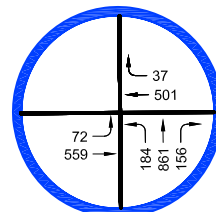
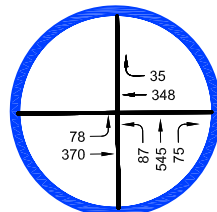
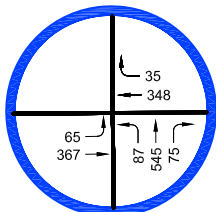
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MAIN STREET AND  
THIRD STREET



③

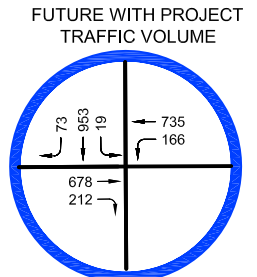
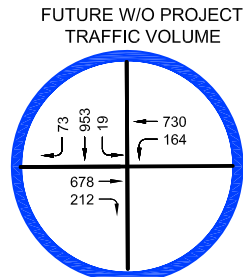
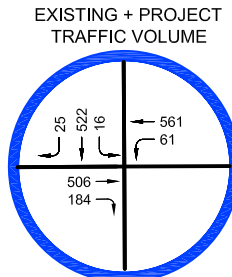
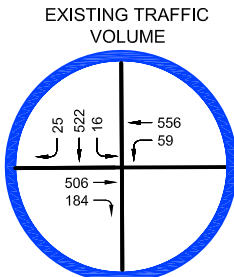
MAIN STREET AND  
SECOND STREET



**PM PEAK HOUR**

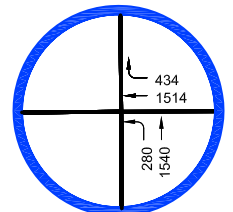
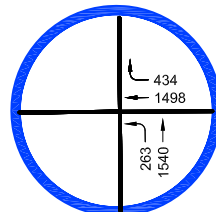
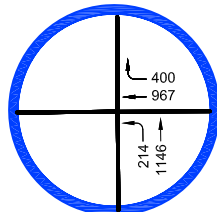
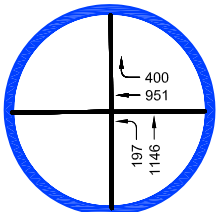
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SPRING STREET AND  
SECOND STREET



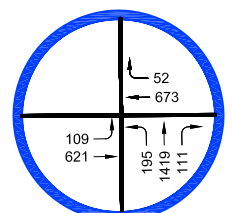
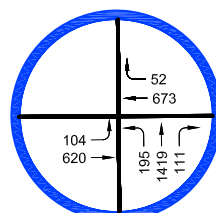
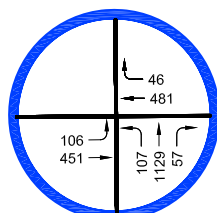
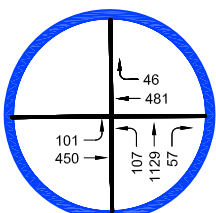
②

MAIN STREET AND  
THIRD STREET



③

MAIN STREET AND  
SECOND STREET



**FIGURE 6**

8/2021

**EXISTING AND FUTURE TRAFFIC VOLUME  
AM AND PM PEAK HOUR**



**Overland Traffic Consultants, Inc.**

952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266  
(310) 930 - 3303, OTC@overlandtraffic.com

### Safety Evaluation

No deficiencies are apparent in the site access plans which would be considered significant. All emergency ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department, LADOT, and LAFD standards and requirements for design and construction. This would also ensure pedestrian safety.

### Passenger Loading Evaluation

All required parking is located on – site in a parking garage. It is anticipated that all loadings will occur from within the parking garage or from the on-site loading area. In addition, one existing yellow loading zone is present on Spring Street adjacent to the Project Site.

### Guidance for Freeway Safety Analysis

On May 1, 2020, LADOT issued an Interim Guidance for Freeway Safety Analysis memorandum. The purpose of this memorandum is to provide interim guidance on the preparation of freeway safety analysis for land use proposals that are required by LADOT to prepare Transportation Assessments.

LADOT has developed the following criteria for a project freeway safety analysis to be included in Transportation Assessments for land development projects. The initial step is to identify the number of Project trips expected to be added to nearby freeway off-ramps serving the Project Site.

If the Project adds 25 or more trips to any off ramp in either the morning or afternoon peak hour, then that ramp should be studied for potential queuing impacts. If the Project is not expected to generate more than 25 or more peak hour trips at any freeway off-ramps, then a freeway ramp analysis is not required.

As shown in the trip generation Table 3 and Project traffic assignment in Figure 4, the Project generates less than 25 peak hour trips. No further freeway safety analysis is necessary for the Project analysis using this guidance criteria.



The LADOT interim guidance remains in effect until Caltrans releases their “Safety Analysis Guide.” The Caltrans “Safety Analysis Guide” is expected to be developed and released in 2022.

### Construction Overview

Project construction is evaluated to determine if activities substantially interfere with pedestrian, bicycle, transit, or vehicle mobility. Factors to be considered are the location of the Project Site, the functional classification of the adjacent street affected, temporary loss of bus stops or rerouting of transit lines, and the loss of vehicle, bicycle, or pedestrian access. LADOT’s TAG considers three areas to be considered when evaluating project construction activities. The Project applicant may be required to submit formal Work Area Traffic Control Plans for review and approval by the City prior to the issuance of any construction permits.

#### 1. Temporary Transportation Constraints

As part of the Project’s construction, the City of Los Angeles may require a Construction Traffic Management Plan (Plan) to be implemented during the construction phase to minimize potential conflicts with vehicles, pedestrians, bicycle, and transit facilities associated with the Project’s construction. The Plan should include a construction schedule, the location of any traffic lane or sidewalk closures, any traffic detours, haul routes, hours of operation, access plans to abutting properties, and contact information.

Construction workers are typically expected to arrive at the Project Site before 7:00 AM and depart before or after the weekday peak hours of 4:00 to 6:00 PM. Deliveries of construction materials will be coordinated to non-peak travel periods, to the extent possible and occur from the parking lane along the Project’s Spring Street and alley frontages.

For off-site activities, Worksite Traffic Control Plans would be prepared for any temporary traffic lane or sidewalk closures in accordance with City guidelines. These worksite plans will require a formal review and approval by the City prior to the issuance



of any construction permits. In addition, the City of Los Angeles will require a Truck Haul Route plan including permitted hauling hours and a haul route to and from the landfill.

No detours around the construction site are expected; however, flagmen would be used to control traffic movement during the ingress and egress of construction trucks.

Since Project construction would not substantially interfere with pedestrian, bicycle or vehicle mobility, the construction impacts would be less than significant.

## 2. Temporary Loss of Access

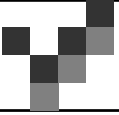
Vehicular access to the adjacent properties will be maintained. Safe pedestrian circulation paths adjacent to or around the work areas will be provided by covered pedestrian walkways if necessary and will be maintained as required by City-approved Work Area Traffic Control Plans.

Since Project construction would not result in complete loss of vehicular or pedestrian access, the construction impacts on loss of access would be less than significant.

## 3. Temporary Loss of Bus Stops or Rerouting of Bus Lines

No bus stops are located within the work zone adjacent to the Project Site that would need to be temporarily relocated. There will be no loss of pedestrian access to transit stops and no rerouting of bus lines are necessary.

Since Project construction would not require relocation of bus stops or bus lines, the construction impacts on transit operations would be less than significant.



**Overland Traffic Consultants, Inc.**

## **APPENDIX A**

### **LADOT Memorandum of Understanding (MOU**



## REFERRAL FORMS:

# TRANSPORTATION STUDY ASSESSMENT

## DEPARTMENT OF TRANSPORTATION - REFERRAL FORM

**RELATED CODE SECTION:** Los Angeles Municipal Code Section 16.05 and various code sections.

**PURPOSE:** The Department of Transportation (LADOT) Referral Form serves as an initial assessment to determine whether a project requires a Transportation Assessment.

### GENERAL INFORMATION

- Administrative: Prior to the submittal of a referral form with LADOT, a Planning case must have been filed with the Department of City Planning.
- All new school projects, including by-right projects, must contact LADOT for an assessment of the school's proposed drop-off/pick-up scheme and to determine if any traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.
- Unless exempted, projects located within a transportation specific plan area may be required to pay a traffic impact assessment fee regardless of the need to prepare a transportation assessment.
- Pursuant to LAMC Section 19.15, a review fee payable to LADOT may be required to process this form. The applicant should contact the appropriate LADOT Development Services Office to arrange payment.
- LADOT's Transportation Assessment Guidelines, VMT Calculator, and VMT Calculator User Guide can be found at <http://ladot.lacity.org>.
- A transportation study is not needed for the following project applications:
  - Ministerial / by-right projects
  - Discretionary projects limited to a request for change in hours of operation
  - Tenant improvement within an existing shopping center for change of tenants
  - Any project only installing a parking lot or parking structure
  - Time extension
  - Single family home (unless part of a subdivision)
- This Referral Form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, etc. These items require separate review and approval by LADOT.

### SPECIAL REQUIREMENTS

When submitting this referral form to LADOT, include the completed documents listed below.

- ☐ Copy of Department of City Planning Application (CP-7771.1).
- ☐ Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation.
- ☐ If filing for purposes of Site Plan Review, a copy of the Site Plan Review Supplemental Application.
- ☐ Copy of project-specific VMT Calculator<sup>1</sup> analysis results.

**TO BE VERIFIED BY PLANNING STAFF PRIOR TO LADOT REVIEW**

**LADOT DEVELOPMENT SERVICES DIVISION OFFICES:** Please route this form for processing to the appropriate LADOT Office as follows:

**Metro**

213-972-8482  
100 S. Main St, 9<sup>th</sup> Floor  
Los Angeles, CA 90012

**West LA**

213-485-1062  
7166 W. Manchester Blvd  
Los Angeles, CA 90045

**Valley**

818-374-4699  
6262 Van Nuys Blvd, 3<sup>rd</sup> Floor  
Van Nuys, CA 91401

**1. PROJECT INFORMATION**

Case Number: DIR-2020-7846-DB-SPR-HCA

Address: 216, 214, 216, 218, 220 South Spring Street

Project Description: New 17 story mixed use 120 unit apartment tower with subterranean parking

Seeking Existing Use Credit (will be calculated by LADOT): Yes ☒ No ☐ Not sure ☐

Applicant Name: David Gray Architects

Applicant E-mail: blaise@davidgrayarchitects.com Applicant Phone: 2132435707

Planning Staff Initials: \_\_\_\_\_ Date: \_\_\_\_\_

**2. PROJECT REFERRAL TABLE**

	Land Use (list all)	Size / Unit	Daily Trips <sup>1</sup>
Proposed <sup>1</sup>	Dwelling units	120	324
	Restaurant	2000 SF	107
	Retail	1000 SF	24
	Total trips <sup>1</sup> :		
<p><b>a.</b> Does the proposed project involve a discretionary action? <b>Yes</b> <input checked="" type="checkbox"/> <b>No</b> <input type="checkbox"/></p> <p><b>b.</b> Would the proposed project generate 250 or more daily vehicle trips<sup>2</sup>? <b>Yes</b> <input checked="" type="checkbox"/> <b>No</b> <input type="checkbox"/></p> <p><b>c.</b> If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station<sup>3</sup>? <b>Yes</b> <input type="checkbox"/> <b>No</b> <input checked="" type="checkbox"/></p> <p>If <b>YES</b> to <b>a.</b> and <b>b.</b> or <b>c.</b>, or to <b>all</b> of the above, the Project <u>must</u> be referred to LADOT for further assessment.</p> <p>Verified by: Planning Staff Name: _____ Phone: _____</p> <p>Signature: _____ Date: _____</p>			

<sup>1</sup> Qualifying Existing Use to be determined by LADOT staff on following page, per LADOT's Transportation Assessment Guidelines.

<sup>2</sup> To calculate the project's total daily trips, use the VMT Calculator. Under 'Project Information', enter the project address, land use type, and intensity of all proposed land uses. Select the '+' icon to enter each land use. After you enter the information, copy the 'Daily Vehicle Trips' number into the total trips in this table. Do not consider any existing use information for screening purposes. For additional questions, consult LADOT's [VMT Calculator User Guide](#) and the LADOT Transportation Assessment Guidelines (available on the LADOT website).

<sup>3</sup> Relevant transit lines include: Metro Red, Purple, Blue, Green, Gold, Expo, Orange, and Silver line stations; and Metrolink stations.

**TO BE COMPLETED BY LADOT**

### 3. PROJECT INFORMATION

	Land Use (list all)	Size / Unit	Daily Trips
Proposed	Apartments	120 Units	
	Retail	1000 SF	
	Restaurant	2000 SF	
	<i>Total new trips:</i>		499
Existing	Office	14000 SF	
	<i>Total existing trips:</i>		90
	<i>Net Increase / Decrease (+ or -)</i>		409

- a. Is the project a single retail use that is less than 50,000 square feet? Yes ☐ No ☒
- b. Would the project generate a net increase of 250 or more daily vehicle trips? Yes ☒ No ☐
- c. Would the project result in a net increase in daily VMT? Yes ☒ No ☐
- d. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station? Yes ☐ No ☒
- e. Does the project trigger Site Plan Review (LAMC 16.05)? Yes ☐ No ☐
- f. Project size:
- i. Would the project generate a net increase of 1,000 or more daily vehicle trips? Yes ☐ No ☒
- ii. Is the project's frontage 250 linear feet or more along a street classified as an Avenue or Boulevard per the City's General Plan? Yes ☐ No ☒
- iii. Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? Yes ☐ No ☒

#### VMT Analysis (CEQA Review)

If **YES** to a. and **NO** to d. a VMT analysis is **NOT** required.

If **YES** to both b. and c.; or to d. a VMT analysis **is** required.

#### Access, Safety, and Circulation Assessment (Corrective Conditions)

If **YES** to b., a project access, safety, and circulation evaluation may be required.

If **YES** to e. and either f.i., f.ii., or f.iii., an access assessment may be required.

LADOT Comments:

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*Please note that this form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, etc. These items require separate review and approval by LADOT. Qualifying Existing Use to be determined per LADOT's Transportation Assessment Guidelines.*

**4. Specific Plan with Trip Fee or TDM Requirements:** **Yes** ☐ **No** ☒

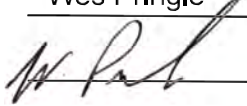
Fee Calculation Estimate: \_\_\_\_\_

VMT Analysis Required (Question b. satisfied): **Yes** ☒ **No** ☐

Access, Safety, and Circulation Evaluation Required (Question b. satisfied): **Yes** ☒ **No** ☐

Access Assessment Required (Question b., e., and either f.i., f.ii. or f.iii satisfied): **Yes** ☐ **No** ☒

Prepared by DOT Staff Name: Wes Pringle Phone: 213-972-8482

Signature:  Date: May 10, 2021



#### IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2024 Ambient Growth Rate: 1 % Per Yr.

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

STUDY INTERSECTIONS and/or STREET SEGMENTS:

(May be subject to LADOT revision after access, safety, and circulation evaluation.)

- |                                       |         |
|---------------------------------------|---------|
| 1 <u>Spring Street and 2nd Street</u> | 4 _____ |
| 2 <u>Main Street and 3rd Street</u>   | 5 _____ |
| 3 <u>Spring Street and 2nd Street</u> | 6 _____ |

Provide a separate list if more than six study intersections and/or street segments.

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

If a study intersection is located within a ¼-mile of an adjacent municipality's jurisdiction, signature approval from said municipality is required prior to MOU approval. n/a

#### V. ACCESS ASSESSMENT

- Does the project exceed 1,000 net DVT? ☐ Yes ☒ No
- Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No
- Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

#### VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., complete **Attachment C.1: Access Assessment Criteria**.

#### VII. SITE PLAN AND MAP OF STUDY AREA

Please note that the site plan should also be submitted to the Department of City Planning for cursory review.

Does the attached site plan and/or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*Project Vehicle Peak Hour trips at each study intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*Project Vehicle Peak Hour trips at each project access point	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*Project trip distribution percentages at each study intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian access points and any pedestrian paths	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian loading zones	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Delivery loading zone or area	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle parking onsite	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle parking offsite (in public right-of-way)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

\*For mixed-use projects, also show the project trips and project trip distribution by land use category.

### VIII. FREEWAY SAFETY ANALYSIS SCREENING

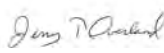
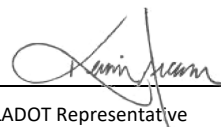
Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? ☐ YES ☒ NO

Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.

Project is a low traffic generator, a net increase of 5 am peak hour trips inbound and 28 pm peak hour trips inbound

### IX. CONTACT INFORMATION

	<u>CONSULTANT</u>	<u>DEVELOPER</u>
Name:	<u>Overland Traffic Consultants</u>	<u>216 Spring Street LLC</u>
Address:	<u>24325 Main Street #202 Santa Clarita CA</u>	<u>353 S. Broadway Ste 2000 Los Angeles CA</u>
Phone Number:	<u>310.930.3303</u>	<u>213.243.5707</u>
E-Mail:	<u>otc@overlandtraffic.com</u>	<u>blaise@davidgreyarchitects.com</u>

Approved by: x <u></u> <div style="text-align: center; font-size: small;">Consultant's Representative</div>	<u>7/16/2021</u> <div style="text-align: center; font-size: small;">Date</div>	x <u></u> <div style="text-align: center; font-size: small;">LADOT Representative</div>	<u>7/29/2021</u> <div style="text-align: center; font-size: small;">**Date</div>
Adjacent Municipality: _____ Approved by: _____ <div style="display: flex; justify-content: space-between; font-size: small;"> <span>(if applicable)</span> <span>Representative</span> <span>Date</span> </div>			

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

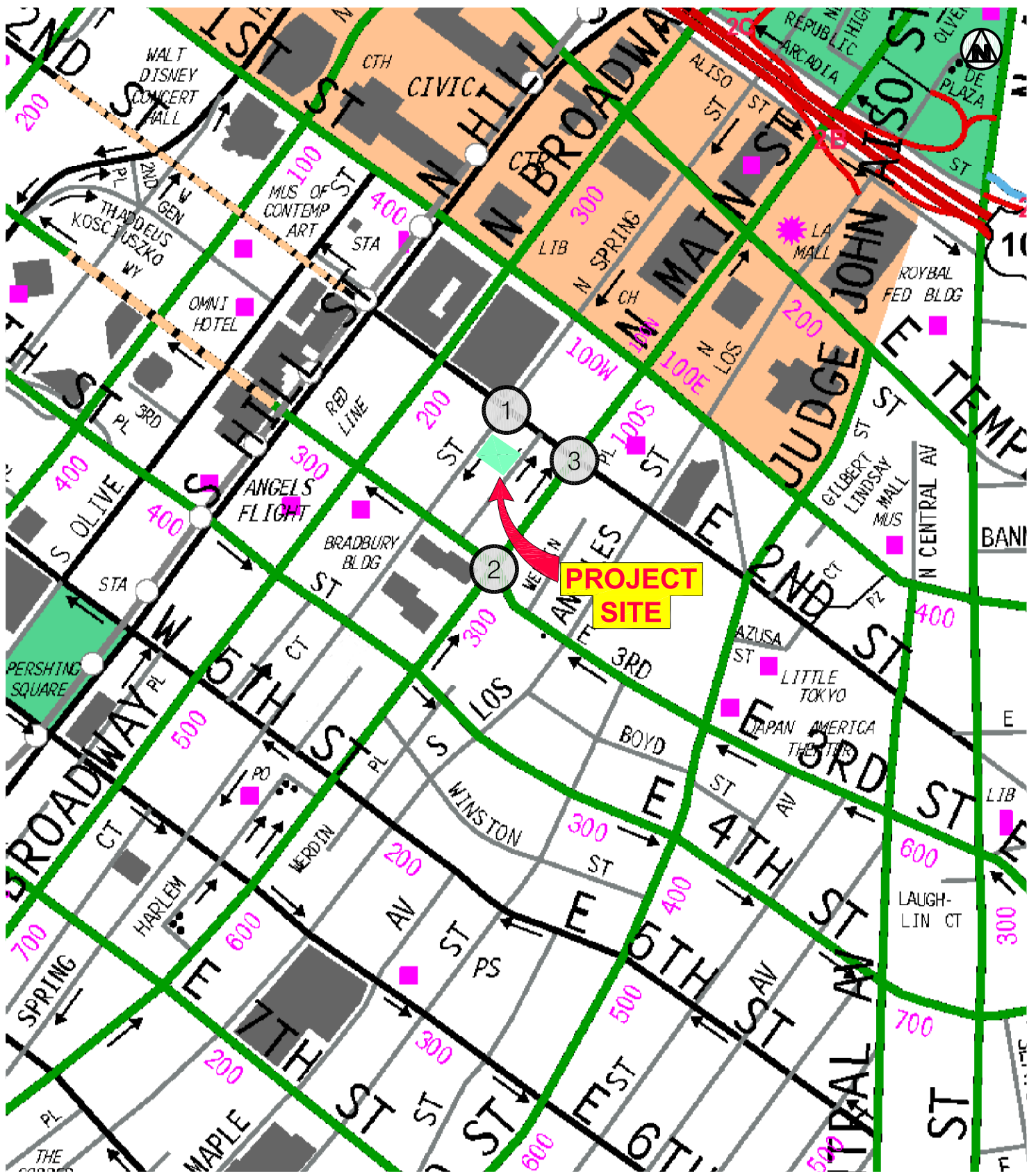


FIGURE 1

7/2021

## PROJECT LOCATION



Overland Traffic Consultants, Inc.

24325 Main Street #202, Santa Clarita, CA 91321  
(661) 799-8423 OTC@overlandtraffic.com



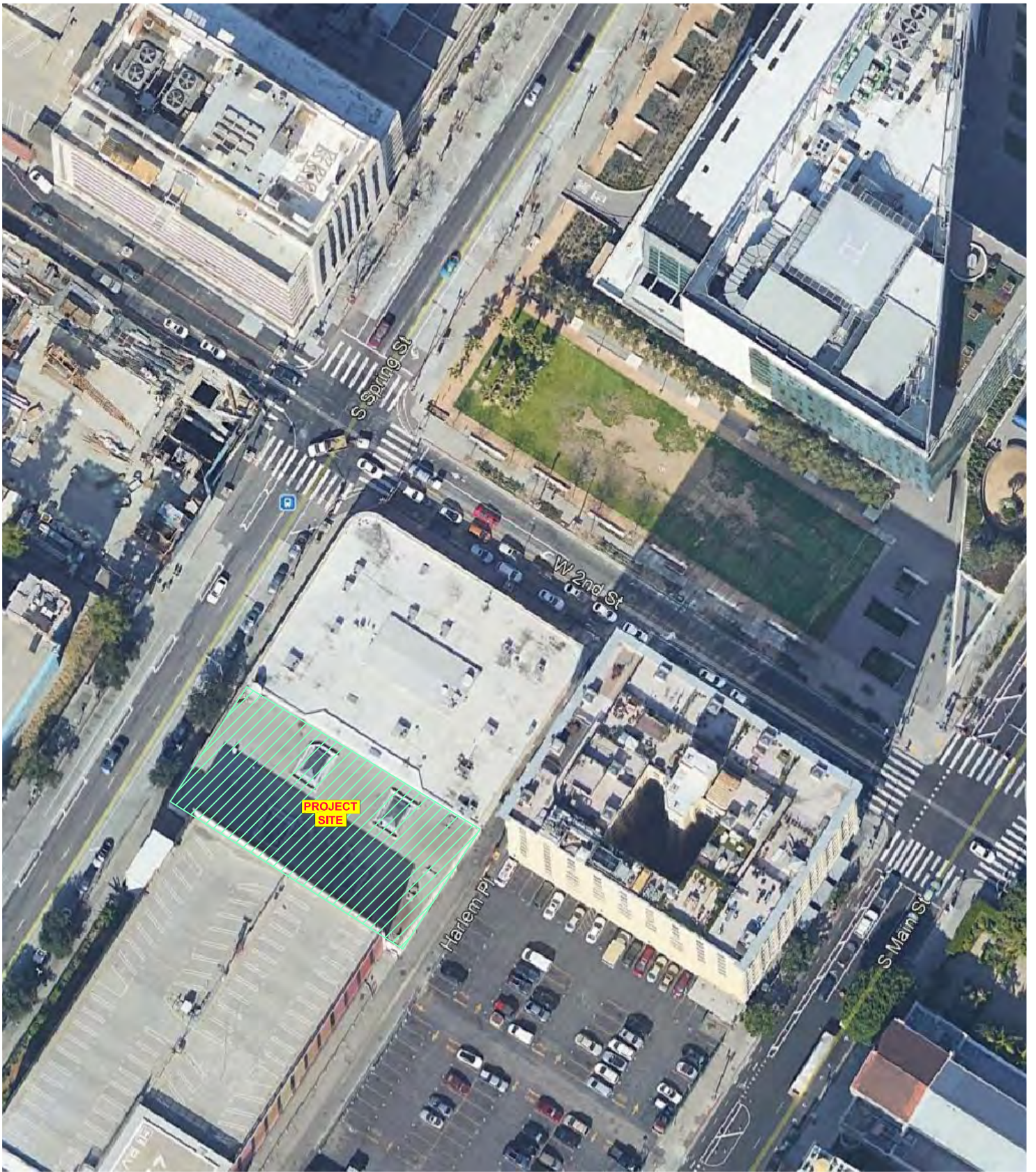


FIGURE 2

7/2021

## PROJECT SETTING



Overland Traffic Consultants, Inc.

24325 Main Street #202, Santa Clarita, CA 91321  
(661) 799-8423 OTC@overlandtraffic.com



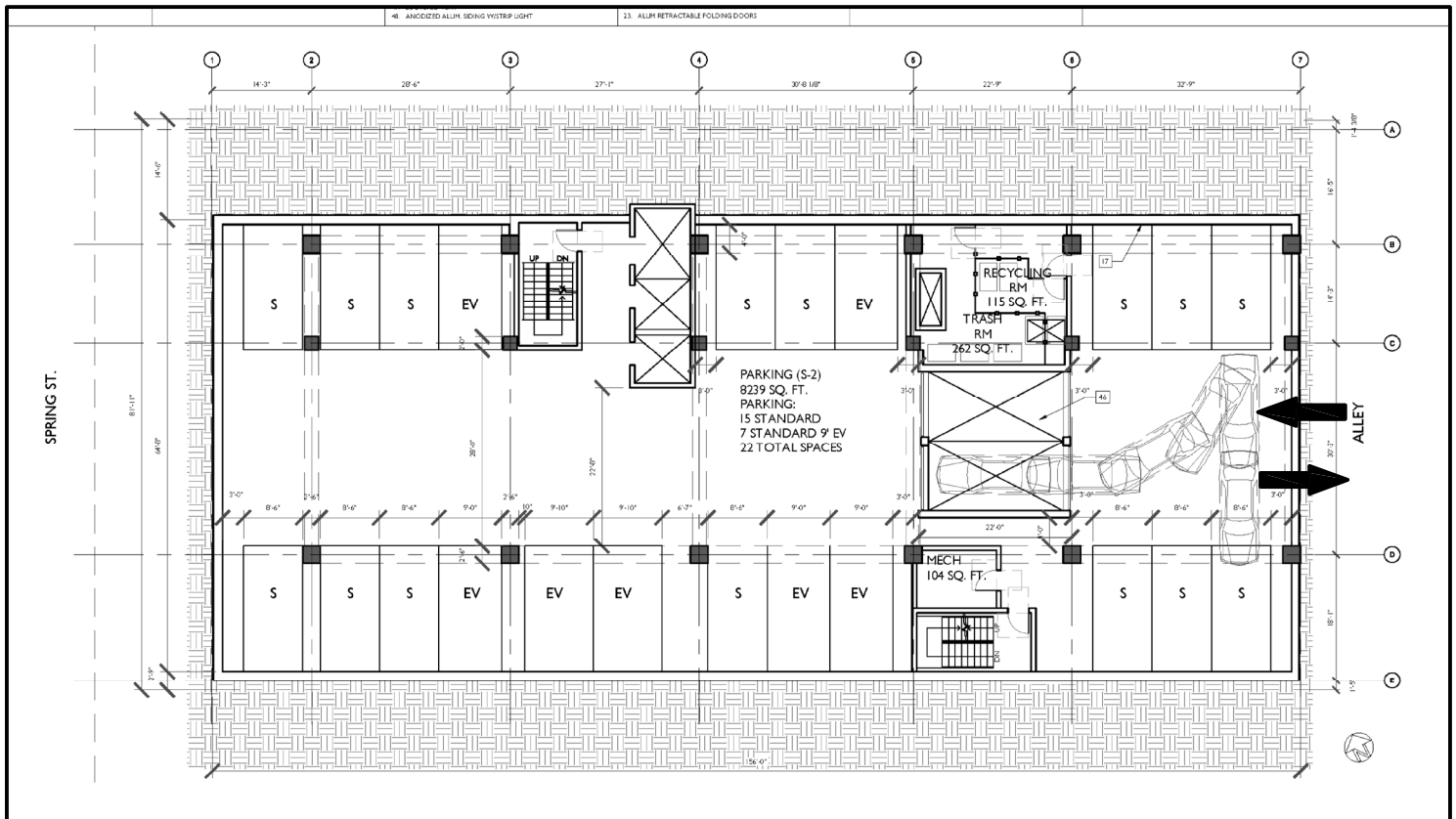
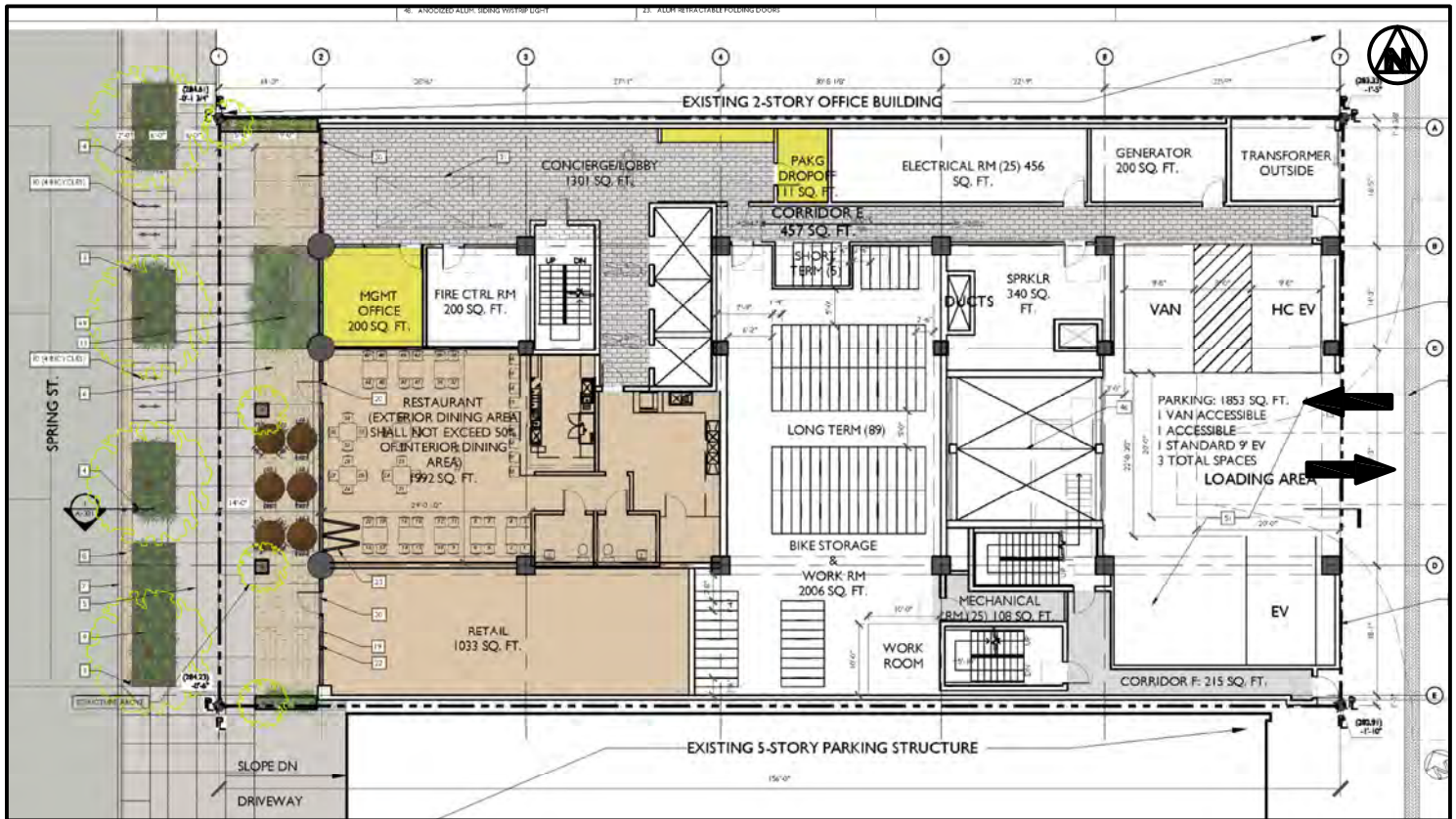


FIGURE 3

7/2021

## PROJECT SITE PLAN



Overland Traffic Consultants, Inc.

24325 Main Street #202, Santa Clarita, CA 91321  
(661) 799-8423 OTC@overlandtraffic.com

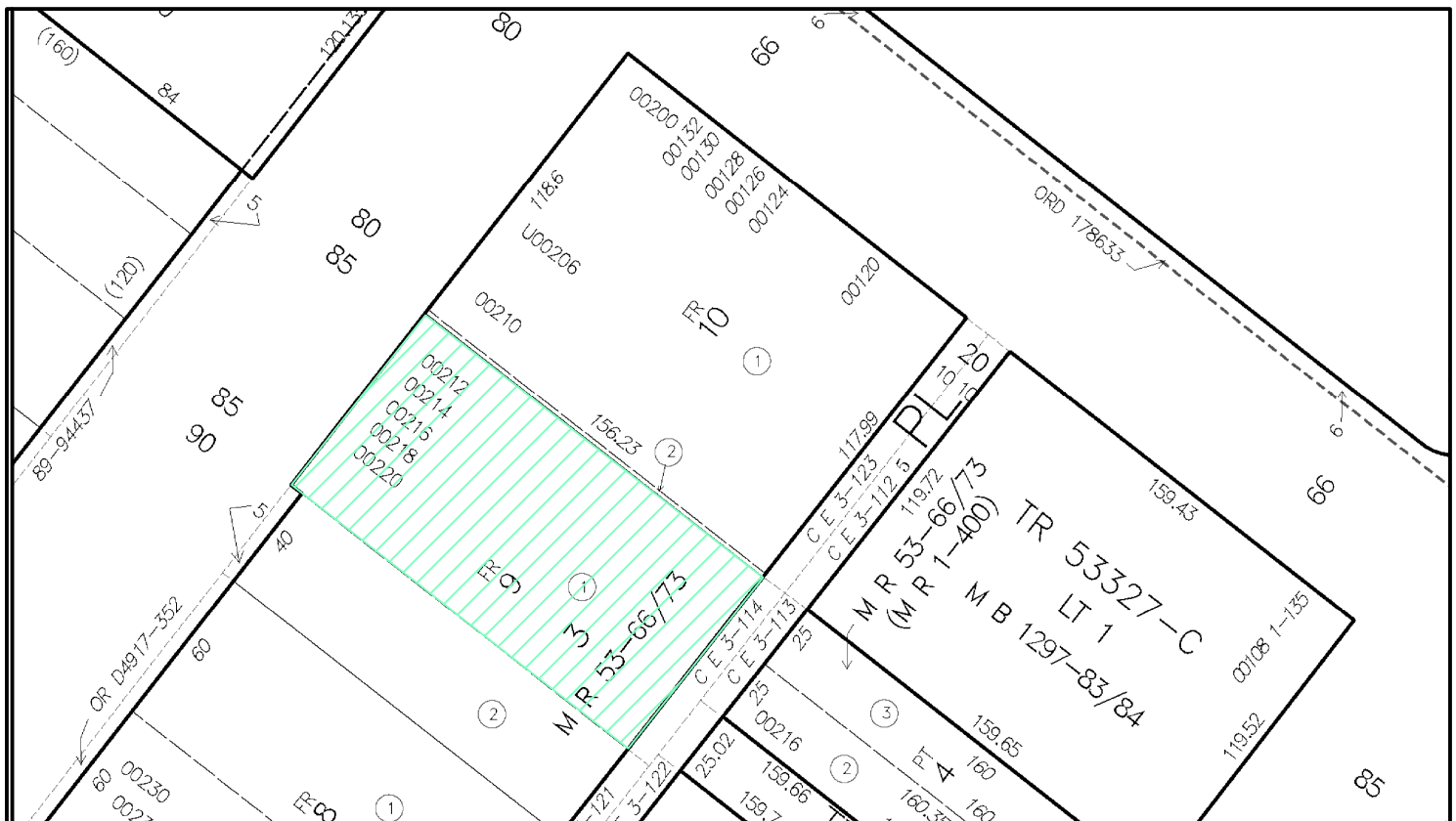
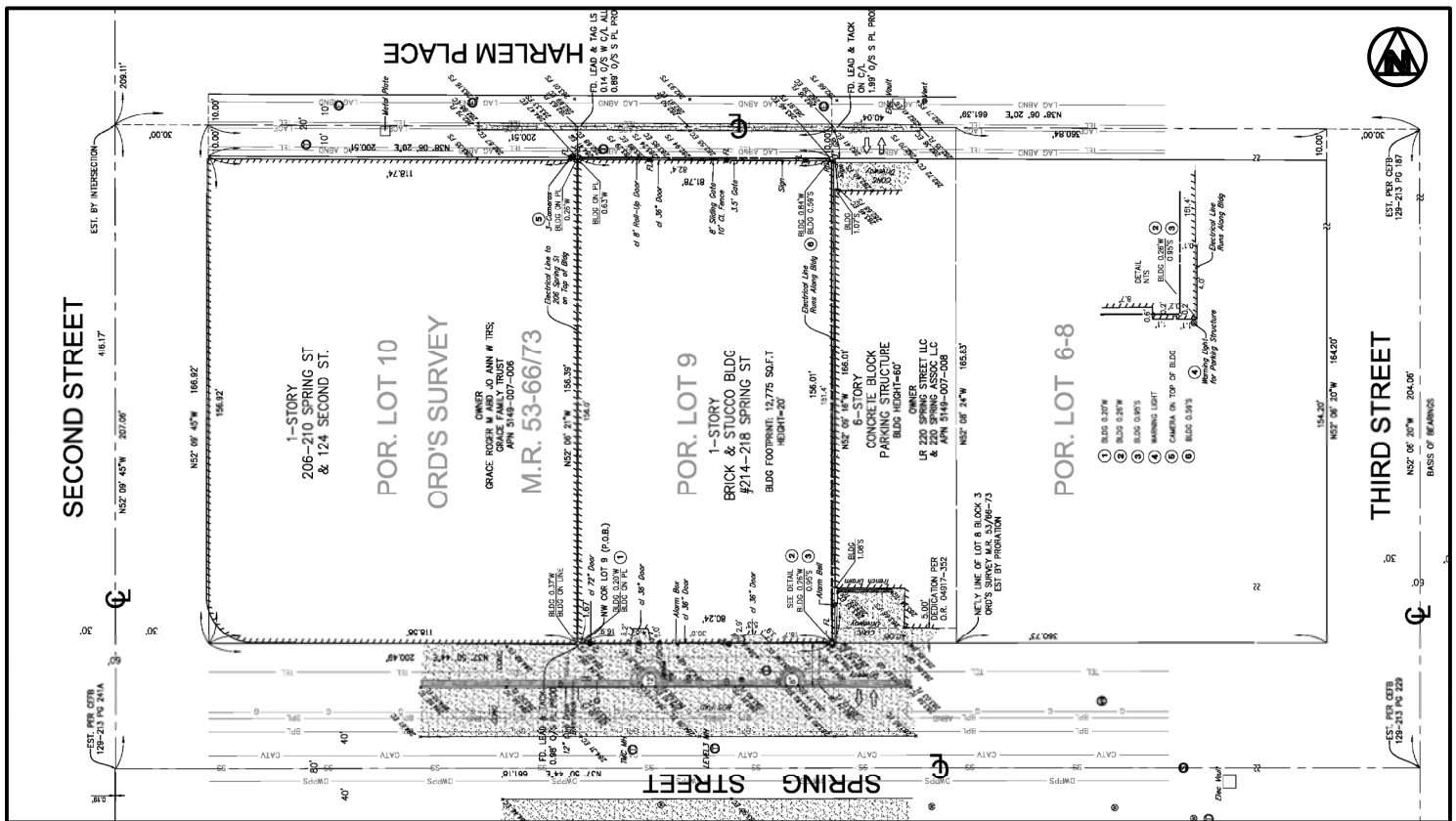


FIGURE 4

**PROJECT SITE PLAN  
(parcel and cadastral map)**



**Overland Traffic Consultants, Inc.**

24325 Main Street #202, Santa Clarita, CA 91321  
(661) 799-8423 OTC@overlandtraffic.com



## TRIP GENERATION RATES AND CALCULATIONS

## ITE 10TH EDITION AND LADOT AFFORDABLE HOUSING TRIP GENERATION RATES

ITE Code	Description	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
710	Office (per 1,000 s.f.)	9.74	86%	14%	1.16	16%	84%	1.15
820	Retail (per 1,000 s.f.)	37.75	62%	38%	0.94	48%	52%	3.81
932	Restaurant (per 1,000 s.f.)	112.18	55%	45%	9.94	62%	38%	9.77
222	Apartments high-rise Center City Core (per unit)	2.16	24%	76%	0.31	61%	39%	0.36
LADOT	Affordable Apartments (per unit inside TPA)	4.16	37%	63%	0.49	56%	44%	0.35

## PROJECT TRIPS

ITE			Daily	AM Peak Hour			PM Peak Hour		
Code	Description	Size	Traffic	In	Out	Total	In	Out	Total
<u>Proposed Project</u>									
222	Apartments high-rise Center City Core (per unit)	106 units	229	8	25	33	23	15	38
LADOT	Affordable Apartments (per unit inside TPA)	14 units	58	3	4	7	3	2	5
933	Restaurant Fast Food (per 1,000 s.f.)	1,992 sf	223	11	9	20	12	7	19
	Transit/Walk*	25%	(56)	(3)	(2)	(5)	(3)	(2)	(5)
	Pass By	50%	(84)	(3)	(3)	(6)	(5)	(3)	(8)
820	Retail (per 1,000 s.f.)	1,033 sf	39	1	0	1	2	2	4
	Transit/Walk	15%	(6)	(0)	(0)	(0)	(1)	(0)	(1)
	Street Traffic		403	17	33	50	31	21	52
	Driveway Traffic		487	20	36	56	36	24	60
<u>Existing</u>									
710	Office (per 1,000 s.f.)	14,000 sf	136	14	2	16	3	13	16
	Transit/Walk	15%	(20)	-2	0	-2	0	-2	-2
	Existing Street Traffic		116	12	2	14	3	11	14
	Existing Driveway Traffic		116	12	2	14	3	11	14
	Net Street Traffic		287	5	31	36	28	10	38
	Net Driveway Traffic		371	8	34	42	33	13	46

**LEGEND**  
 XX INBOUND  
 (XX) OUTBOUND

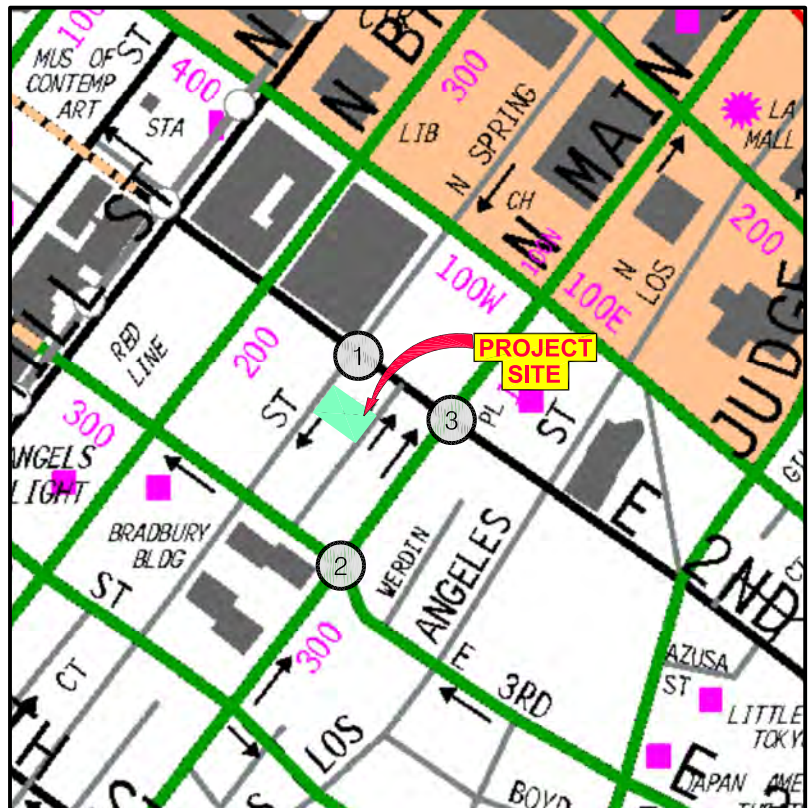
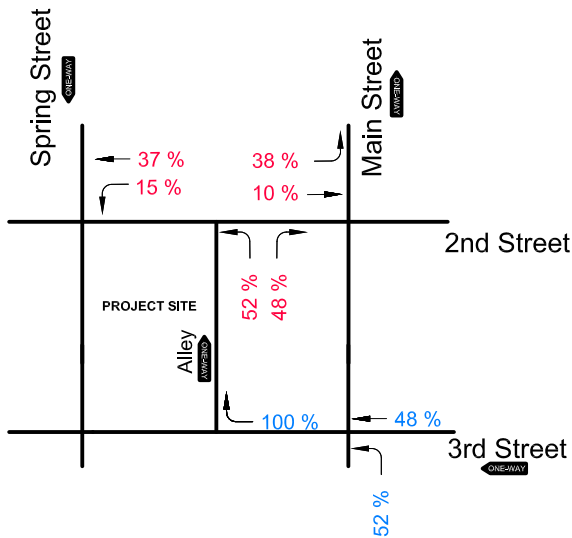
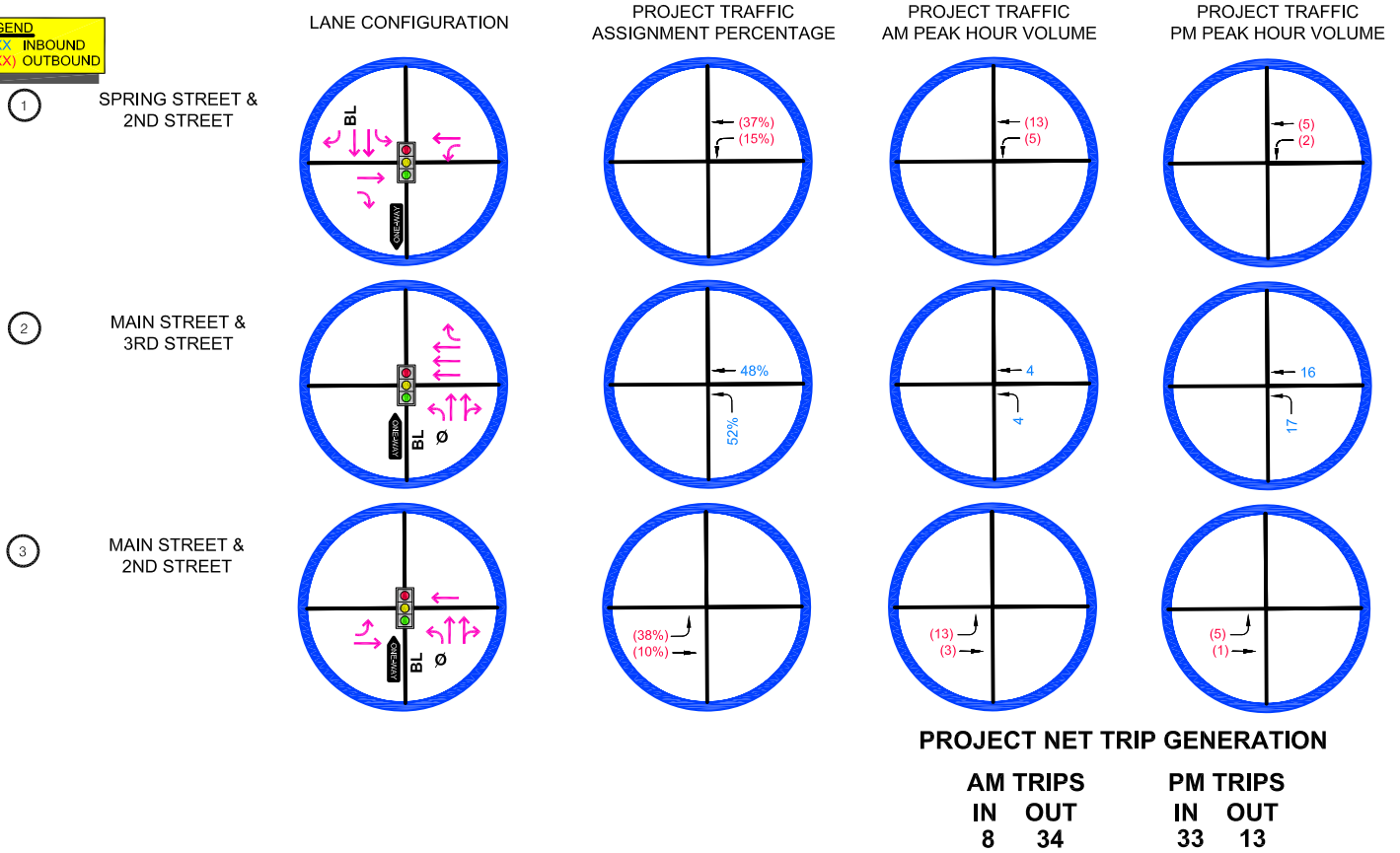


FIGURE 5

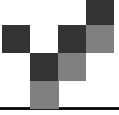
7/2021

## PROJECT TRAFFIC ASSIGNMENT



Overland Traffic Consultants, Inc.

952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266  
 (310) 545 - 1235, OTC@overlandtraffic.com

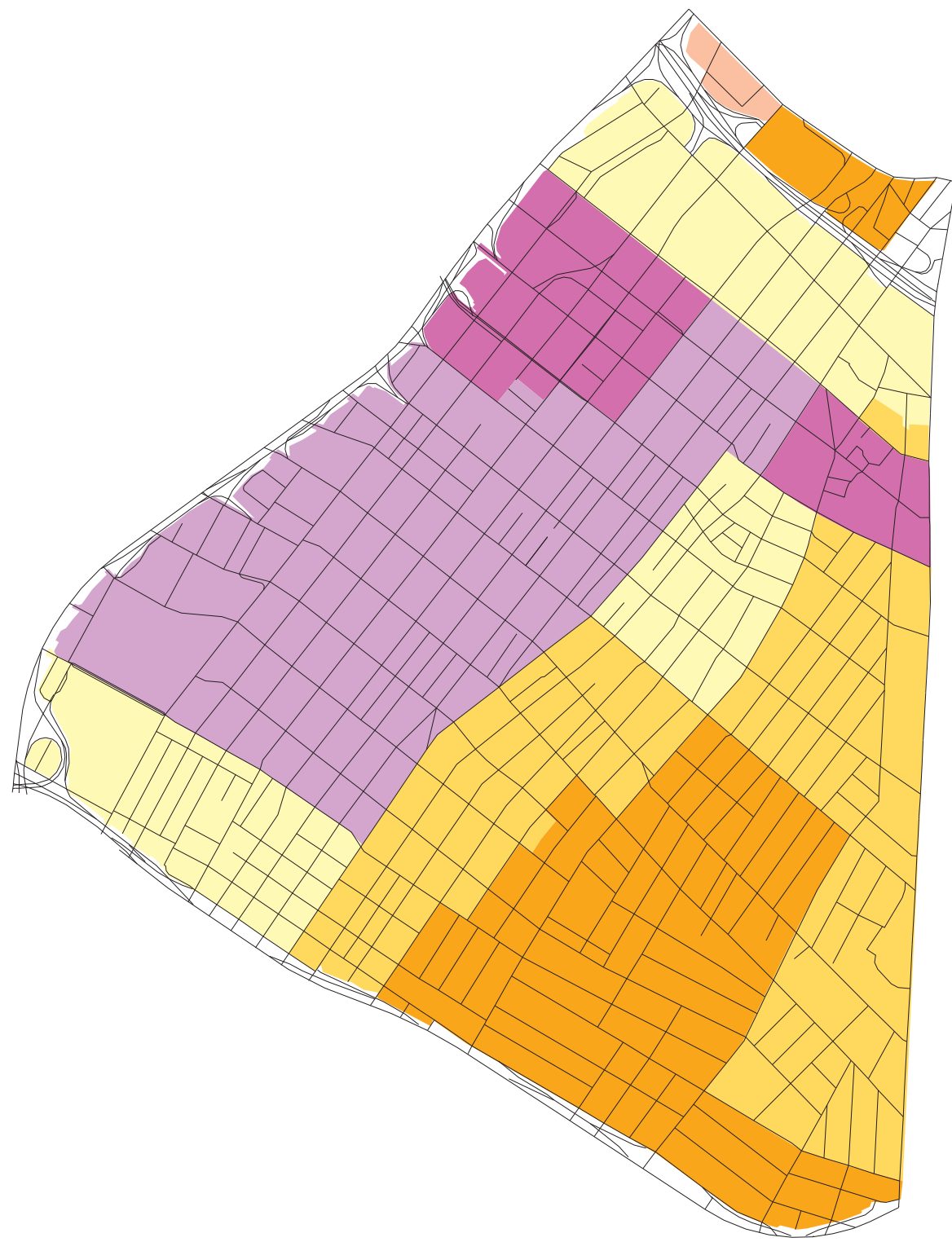


**Overland Traffic Consultants, Inc.**

## **APPENDIX B**

### **Community Plan Land Use Map**





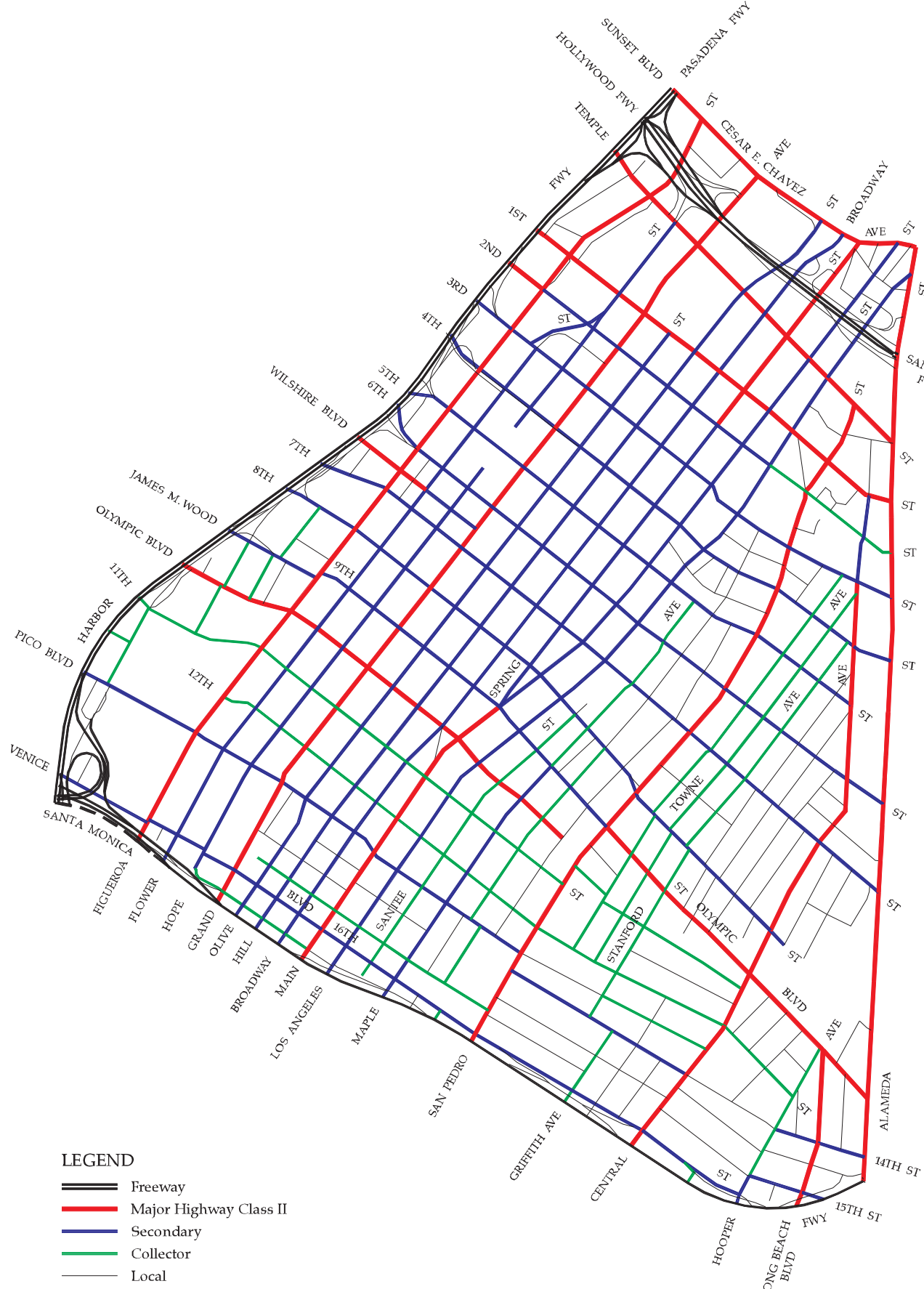
LEGEND:

- 6:1 FAR except with Transfer of Floor Area as permitted by the Los Angeles Municipal Code and the CRA redevelopment plan.
- 6:1 FAR except as may be permitted by the CRA redevelopment plan.
- 3:1 FAR except with Transfer of Floor Area as permitted by the Los Angeles Municipal Code and the CRA redevelopment plan.
- 3:1 FAR except as may be permitted by the CRA redevelopment plan.
- 3:1 FAR
- 3:1 FAR not to exceed 6:1 FAR with City Planning Commission and CRA Board approval.

NOTE:  
"Floor Area ratio is the ratio of net square foot of useable floor space in a building to net square foot of its site."

#### FLOOR AREA RATIO

(See individual FAR limitations, Ordinance No. 164307)

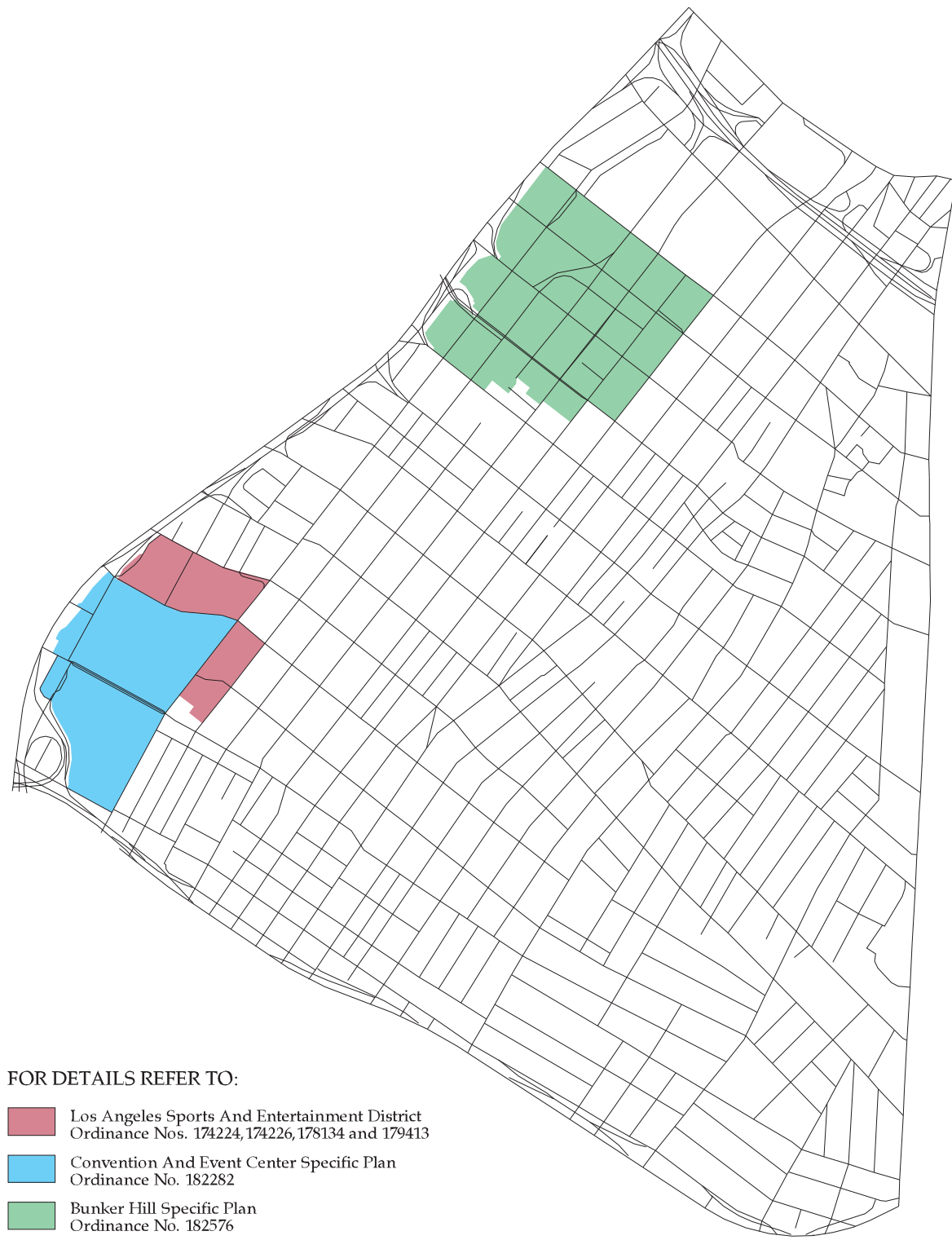


LEGEND:

- Freeway
- Major Highway Class II
- Secondary
- Collector
- Local

#### GENERALIZED CIRCULATION

(See Note 'D')



FOR DETAILS REFER TO:

- Los Angeles Sports And Entertainment District Ordinance No. 17424, 17424A, 17424B, 17424C and 17424D
- Convention And Event Center Specific Plan Ordinance No. 162262
- Harbor Hill Specific Plan Ordinance No. 162576

#### LAND USE

##### RESIDENTIAL<sup>30</sup>

##### MULTIPLE FAMILY

HIGH MEDIUM<sup>24</sup>

HIGH<sup>1</sup>

##### INDUSTRIAL

LIGHT<sup>24</sup>

HEAVY<sup>24</sup>

##### CORRESPONDING<sup>13</sup> ZONES

R4

R5

##### COMMERCIAL

COMMUNITY<sup>24</sup>

REGIONAL<sup>2</sup>

##### OPEN SPACE, PUBLIC/ QUASI-PUBLIC

OPEN SPACE

PUBLIC FACILITIES<sup>24,15</sup>

OTHER PUBLIC OPEN SPACE\*

\* Properties designated as Public/Quasi-Public on this map still need to be corrected in accordance with AB283 (General Plan/Zoning Consistency) requirements.

#### CIRCULATION

Freeway<sup>9</sup>

Scenic Freeway

Major Highway II

Modified Major Highway II

Secondary Highway

Modified Secondary Hwy

Collector Street

Modified Collector Street

Local Street<sup>6</sup>

Modified Local

Pedestrian Walk

Alley

Modified Alley

Historical Preservation

Site

Community Boundary

#### SERVICE SYSTEMS

##### SCHOOL SITES

Public Elementary School

Special School Facility

School District Headquarters

Neighborhood Park

Cultural and Historical Site

Health Center

City Hall

Police Station

Police Headquarters

Helipad

Fire Station

Fire Headquarters

Power Receiving Station

Power Distribution Station

Community Library

House Of Worship

Historical/Cultural Monument

Performing Arts Center

Metro Rail Station

MTA Station

#### FOOTNOTES

- Gross acreage includes streets.
- Corresponds to Height District No. 2-D for commercial, industrial and public facilities zones; D limitation to 3:1 FAR, except for transfer of floor area up to 6:1 FAR.
- Corresponds to Height District 3-D and 4-D: D limitation to 6:1 FAR, except for transfer of floor area up to 10:1 or 13:1, respectively.
- Corresponds to Height District No. 2.
- Corresponds to Height District No. 4.
- Local streets and freeways are shown for reference only.
- Appropriate land uses in the Civic Center (the area generally bounded by the Hollywood Freeway, Alameda St., First St. and the Harbor Freeway) include the following:
  - A. Government activities, on publicly owned land;
  - B. Activities and uses related to the government complex, such as office space, retail stores, restaurants, clubs, hotels, etc., on privately owned land; and,
  - C. Joint public-private uses, such as parking garages above or below retail stores.
- Permitted floor area ratio for development projects in the absence of a transfer of floor area pursuant to Section 14.5.1 of the LAMC.
- Maximum floor area ratio for development projects with a transfer of floor area pursuant to Section 14.5.1 of the LAMC.
- The Plan contemplates that certain commercial uses may be allowed under Section 12.22-A.18 of the Los Angeles Municipal Code. The type and intensity of such commercial uses should be controlled by appropriate "Q" conditions or other means. Whenever possible, commercial uses should be located at street level, with residential uses on the upper levels.
- FAR in the Los Angeles Sports and Entertainment District Specific Plan area may exceed 6:1 up to 13:1 pursuant to the provisions of the transfer of floor area provisions of the specific plan.
- The CS Zone shall be limited to the area generally bounded by Fifth Street, Spring Street, Ninth Street and Olive Street.
- Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted, by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval. Plan footnotes or other Plan map or text notations.
  - Zone established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate.
  - It is the intent of the Plan that the entitlements granted shall be one of the zone designation within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Plan Amendment.
- The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zone PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.
- The Convention and Event Center Specific Plan Zone (CEC) shall be a corresponding zone with respect to the Public Facilities land use designation and, notwithstanding the above footnotes, the FAR, height, and other development standards within the Convention and Event Center Specific Plan area zoned CEC shall be those set forth in the Convention and Event Center Specific Plan.

\* Bikeways are shown on the Citywide Bikeways System maps contained in the City's 2010 Bicycle Plan, a component of the Transportation Element of the General Plan, which was adopted by the City Council on March 1, 2011.

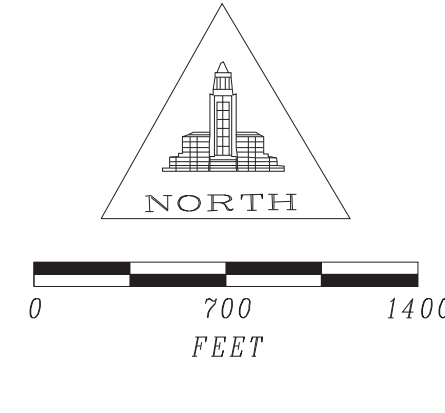
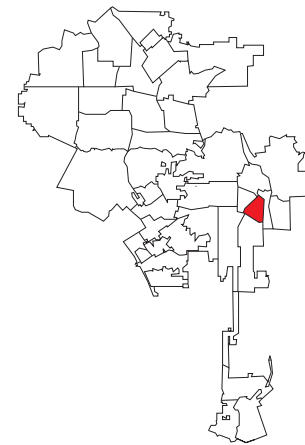
## GENERAL PLAN LAND USE MAP (as of July 07 2009)

### CENTRAL CITY COMMUNITY PLAN

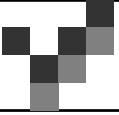
A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES

City Of Los Angeles - City Planning Department - Systems And GIS Division

Michael LoGrande - Director







**Overland Traffic Consultants, Inc.**

## **APPENDIX C**

### **Street Standards, Circulation & High Injury Network Map**

# CENTRAL CITY CIRCULATION



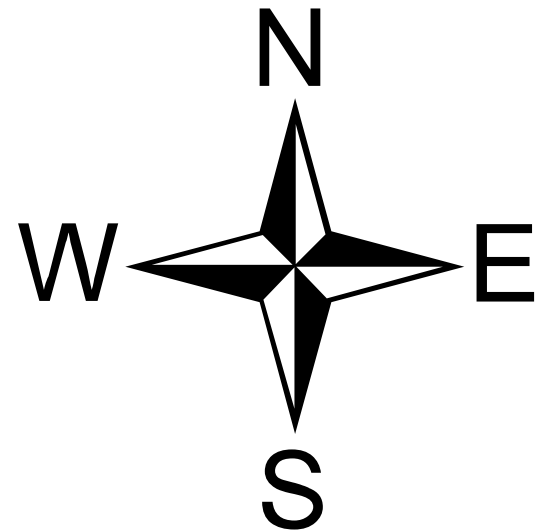
## LEGEND

- |  |                       |  |                              |
|--|-----------------------|--|------------------------------|
|  | Boulevard II          |  | Collector                    |
|  | Boulevard II Modified |  | Collector Modified           |
|  | Avenue I              |  | Local                        |
|  | Avenue I Modified     |  | Local Modified               |
|  | Avenue II             |  | Pedestrian Walk / Stairway   |
|  | Avenue II Modified    |  | Private Street               |
|  | Avenue III            |  | Alley                        |
|  | Avenue III Modified   |  | Community Plan Area Boundary |

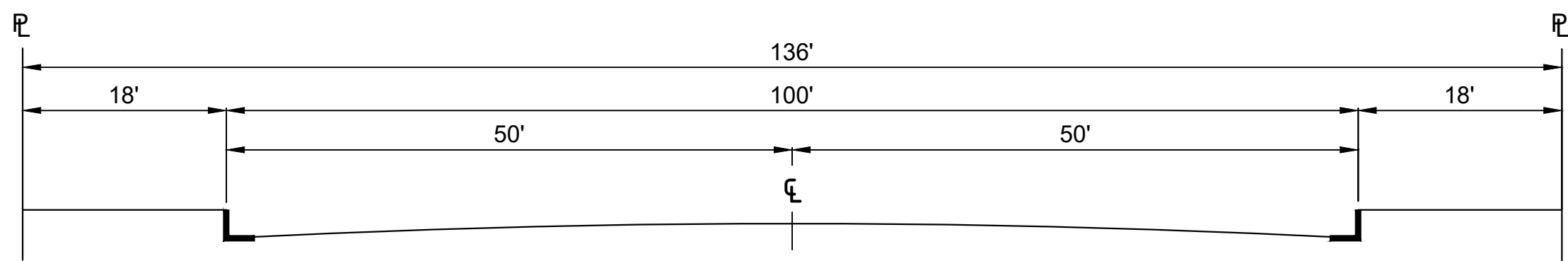


Date: 2/1/2017  
DEPARTMENT OF CITY PLANNING  
INFORMATION TECHNOLOGIES DIVISION

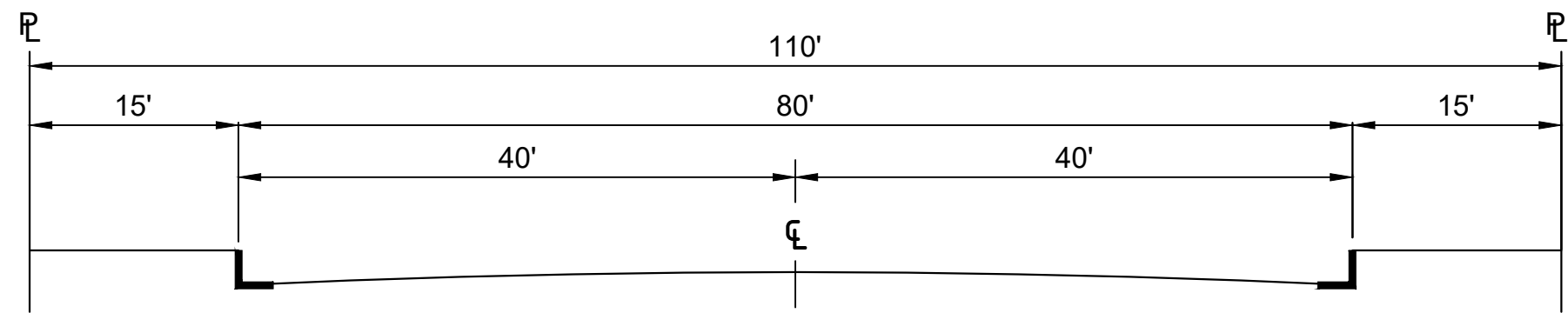
Disclaimer:  
The City of Los Angeles is neither responsible nor liable for any inaccuracies, errors or omissions with respect to the material contained on this map. This map and all materials contained on it are distributed and transmitted "as is" without warranties of any kind, either express or implied, including without limitations, warranties of title or implied warranties of merchantability or fitness for a particular purpose. The City of Los Angeles is not responsible for any special, indirect, incidental, or consequential damages that may arise from the use of, or the inability to use, the map and/or the materials contained on the map whether the materials contained on the map are provided by the City of Los Angeles, or a third party.



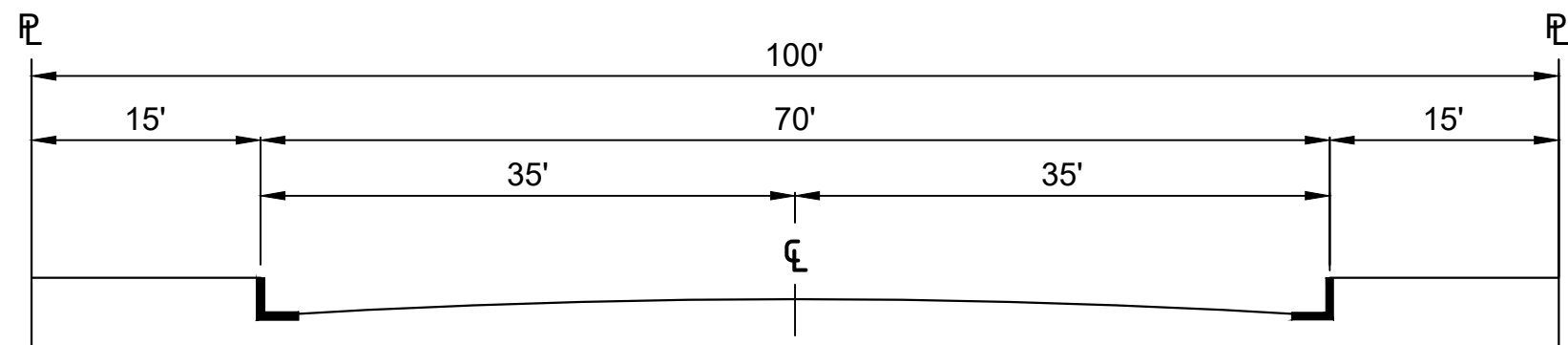
ARTERIAL STREETS



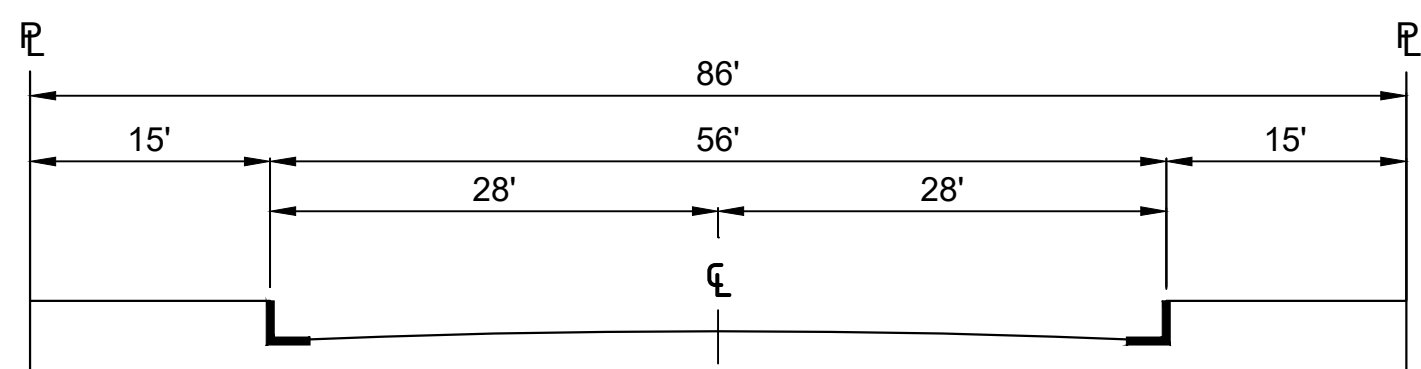
BOULEVARD I (MAJOR HIGHWAY CLASS I)



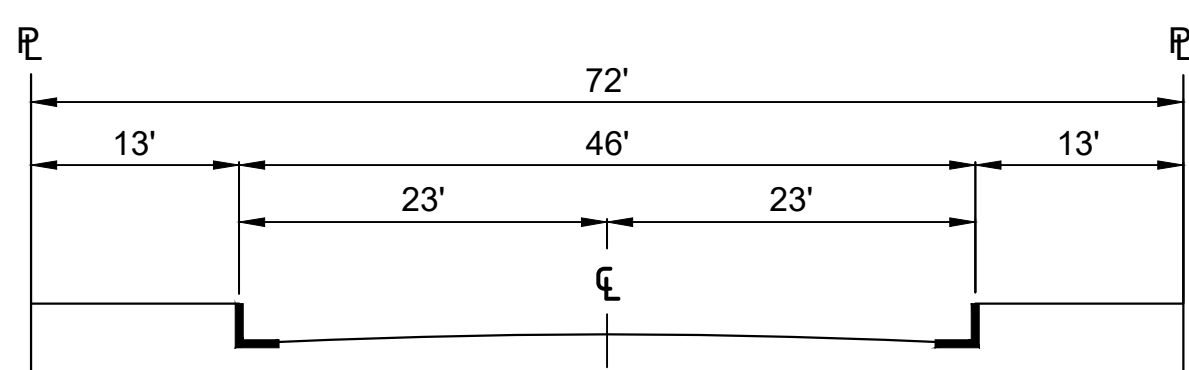
BOULEVARD II (MAJOR HIGHWAY CLASS II)



AVENUE I (SECONDARY HIGHWAY)




AVENUE II (SECONDARY HIGHWAY)



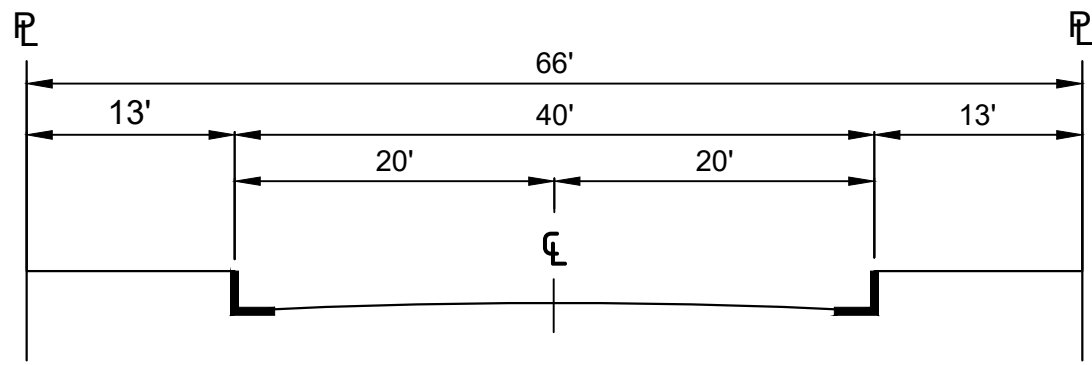
AVENUE III (SECONDARY HIGHWAY)

THIS STANDARD PLAN BECOMES EFFECTIVE CONCURRENT WITH THE ADOPTION OF THE MOBILITY PLAN 2035.

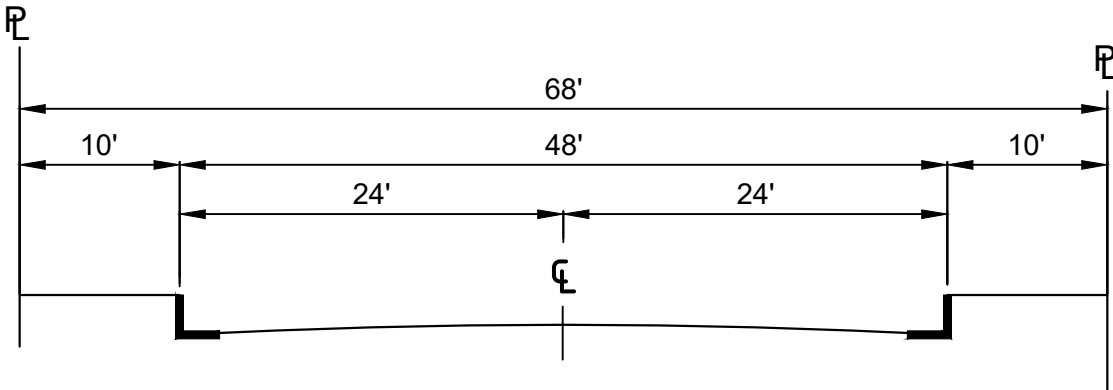
BUREAU OF ENGINEERING		DEPARTMENT OF PUBLIC WORKS		CITY OF LOS ANGELES	
--- DRAFT --- STANDARD STREET DIMENSIONS				STANDARD PLAN S-470-1	
PREPARED  HAMID MADANI, P.E. BUREAU OF ENGINEERING  CHECKED  RAFFI MASSABKI, P.E. BUREAU OF ENGINEERING	SUBMITTED  SAMARA ALI-AHMAD, P.E.      DATE ENGINEER OF DESIGN BUREAU OF ENGINEERING  KENNETH REDD, P.E.      DATE DEPUTY CITY ENGINEER	APPROVED		SUPERSEDES	REFERENCES
		GARY LEE MOORE, P.E., ENV. SP.      DATE CITY ENGINEER		D-22549 S-470-0	
		DEPARTMENT OF TRANSPORTATION      DATE GENERAL MANAGER		VAULT INDEX NUMBER:	
		DIRECTOR OF PLANNING      DATE		SHEET 1 OF 4 SHEETS	



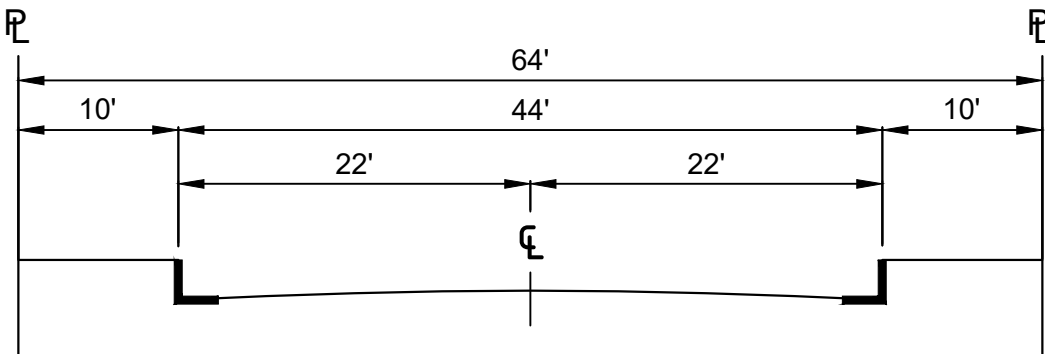
NON-ARTERIAL STREETS



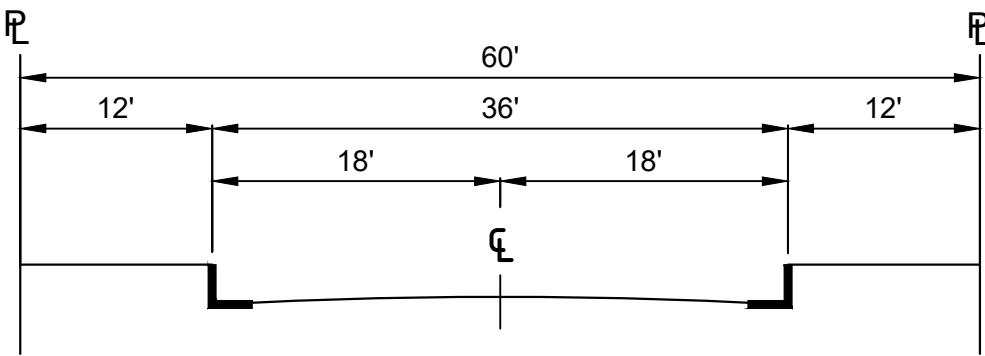
COLLECTOR STREET



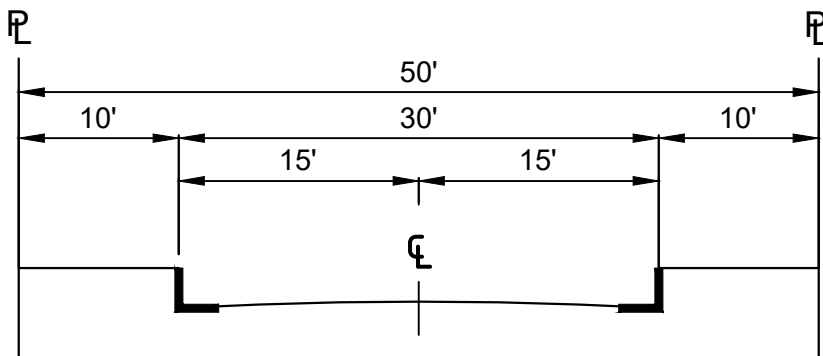
INDUSTRIAL COLLECTOR STREET



INDUSTRIAL LOCAL STREET

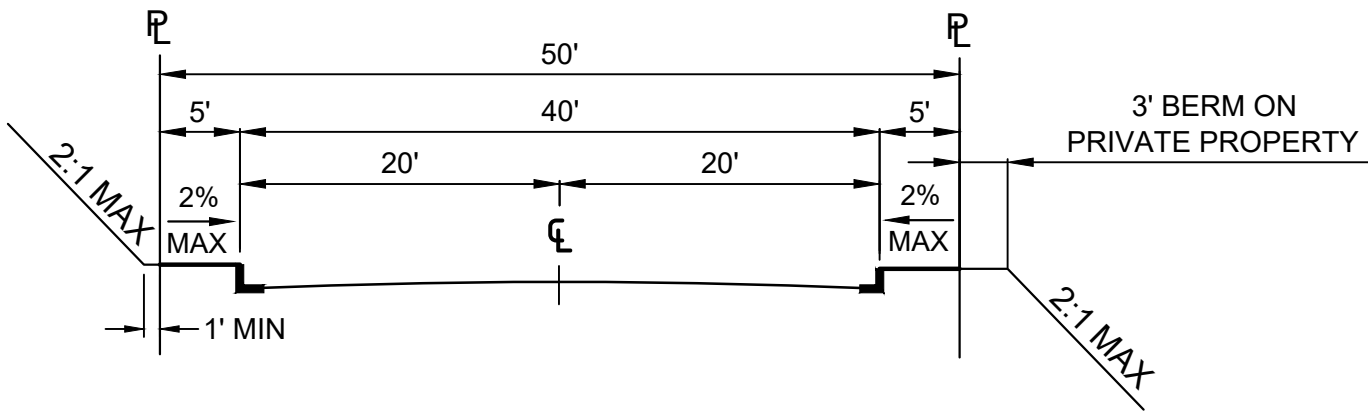


LOCAL STREET - STANDARD

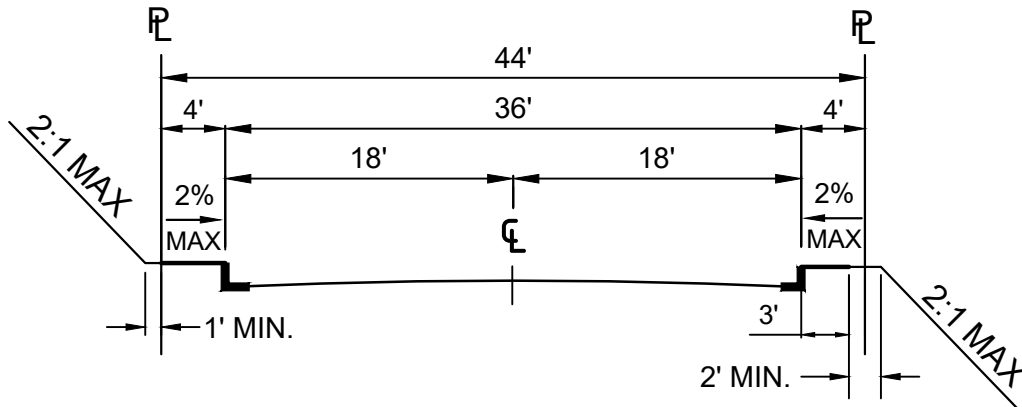


LOCAL STREET - LIMITED

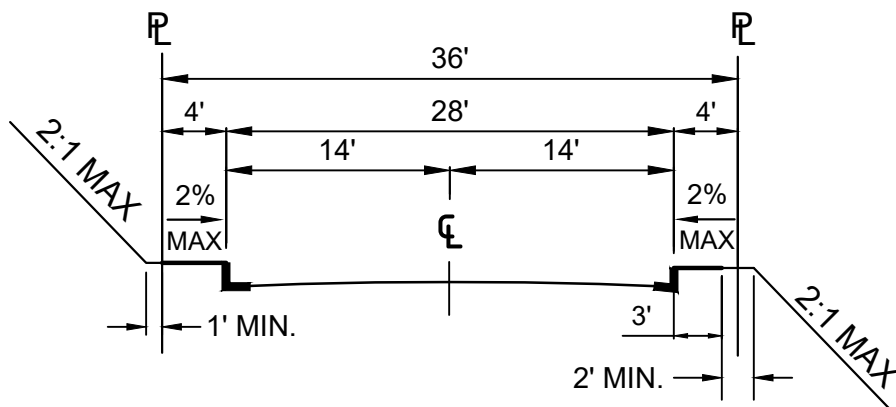
HILLSIDE STREETS



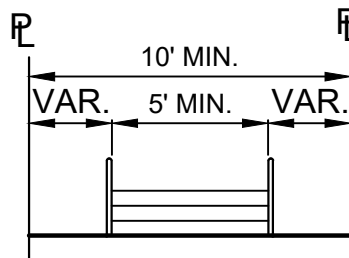
HILLSIDE COLLECTOR



HILLSIDE LOCAL



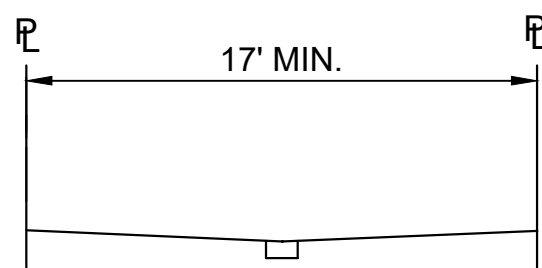
HILLSIDE LIMITED STANDARD



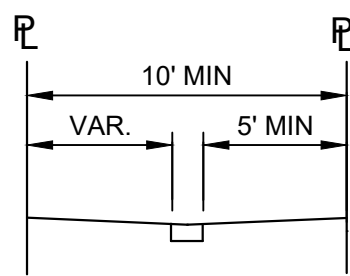
PUBLIC STAIRWAY

CONSTRUCTED IN ACCORDANCE WITH  
BUREAU OF ENGINEERING STANDARD PLANS

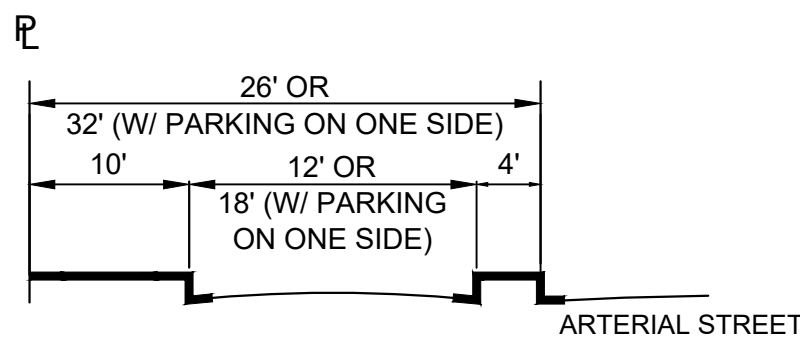
OTHER PUBLIC RIGHTS-OF-WAY



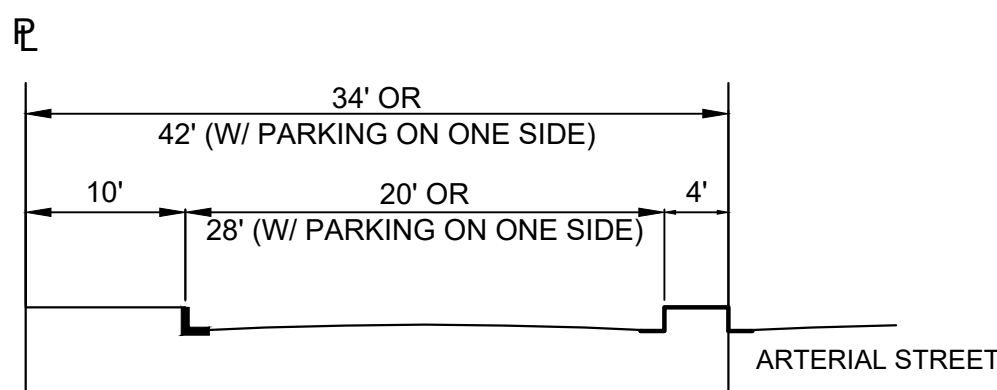
SHARED STREET



PEDESTRIAN WALKWAY

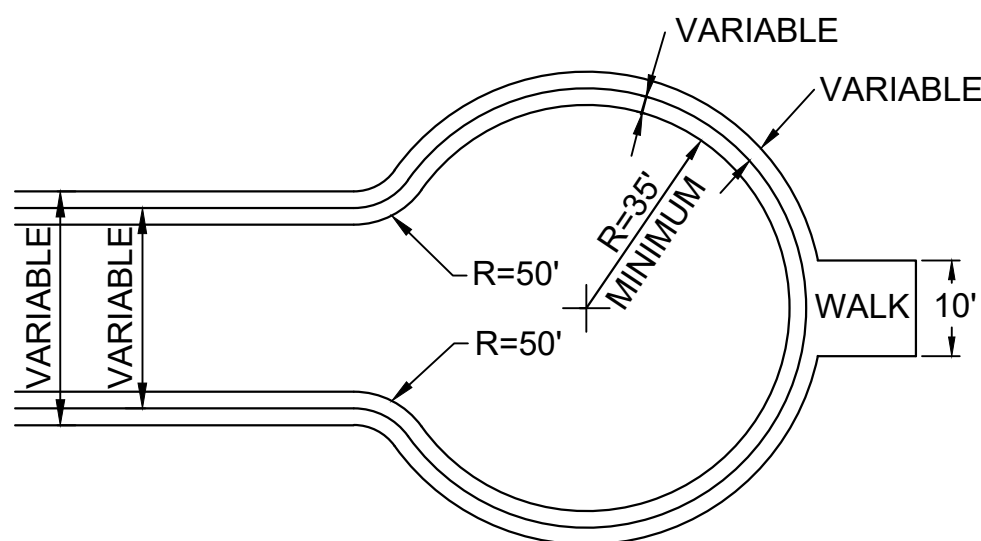


ONE-WAY SERVICE ROAD



BI-DIRECTIONAL SERVICE ROAD

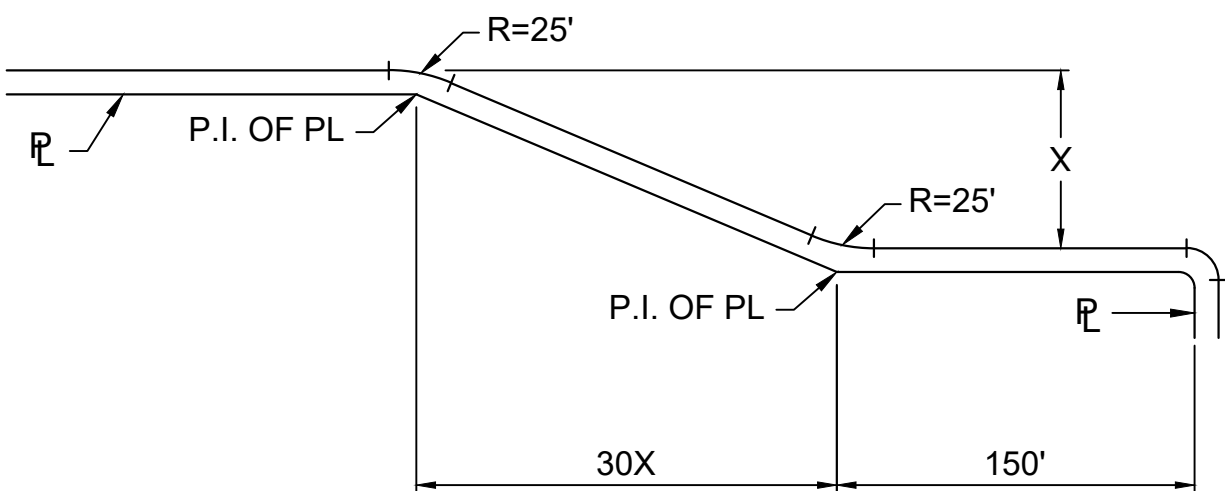
CUL-DE-SAC



MAY BE UNSYMMETRICAL  
(PLAN VIEW)

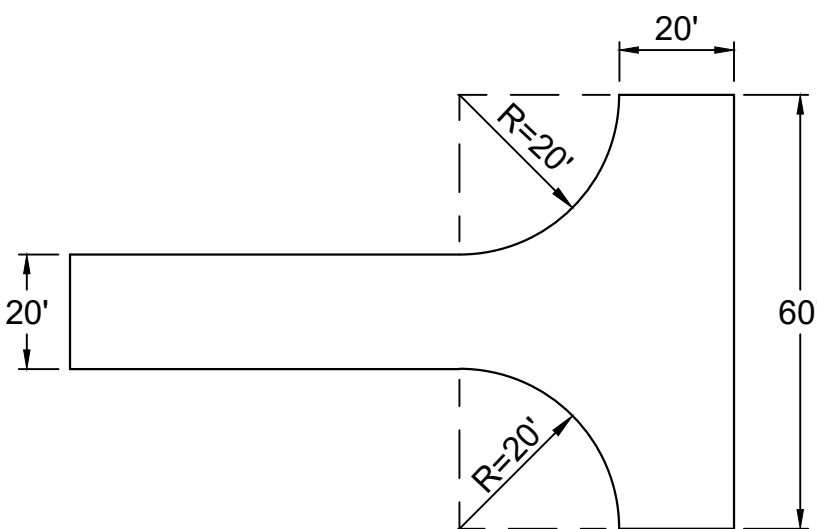
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB.  
ON-STREET PARKING SHALL BE PROHIBITED.

TRANSITIONAL EXTENSIONS

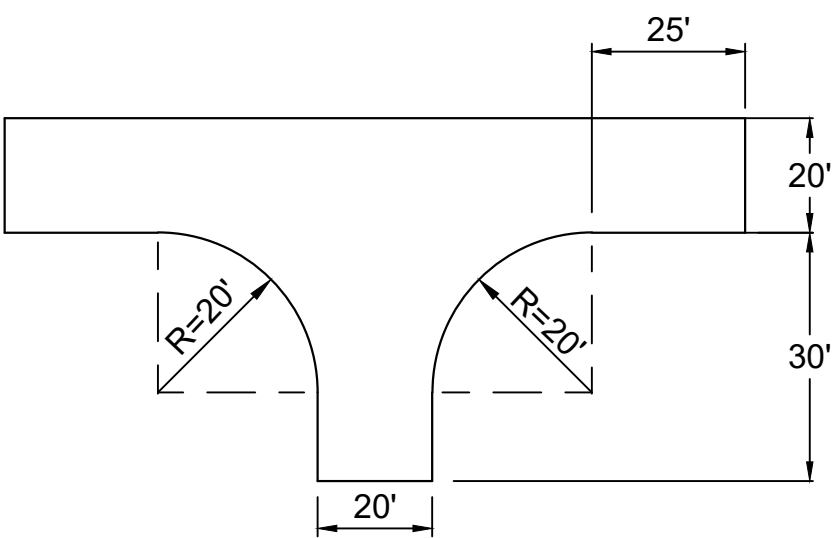


STANDARD FLARE SECTION  
(PLAN VIEW)

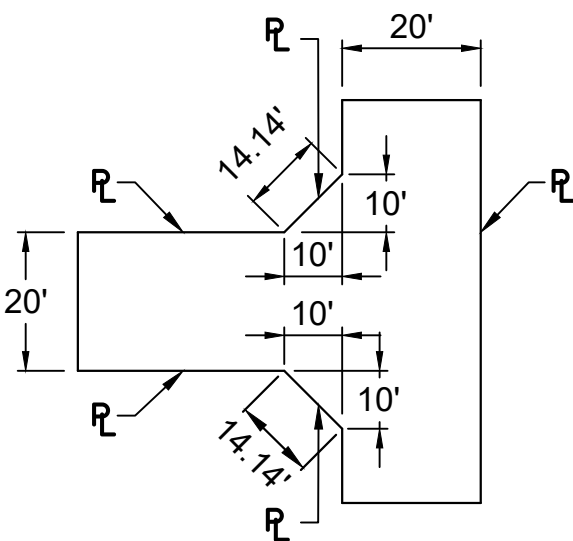
ALLEYS



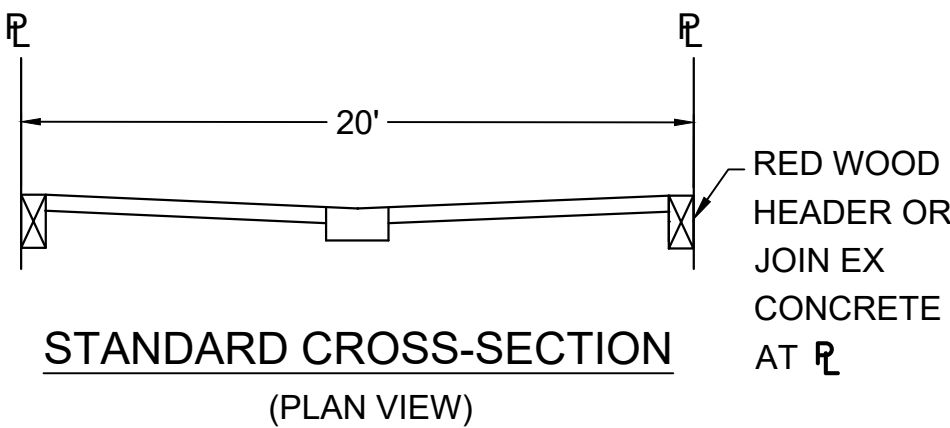
STANDARD TURNING AREA  
(PLAN VIEW)



MINIMUM TURNING AREA  
(PLAN VIEW)

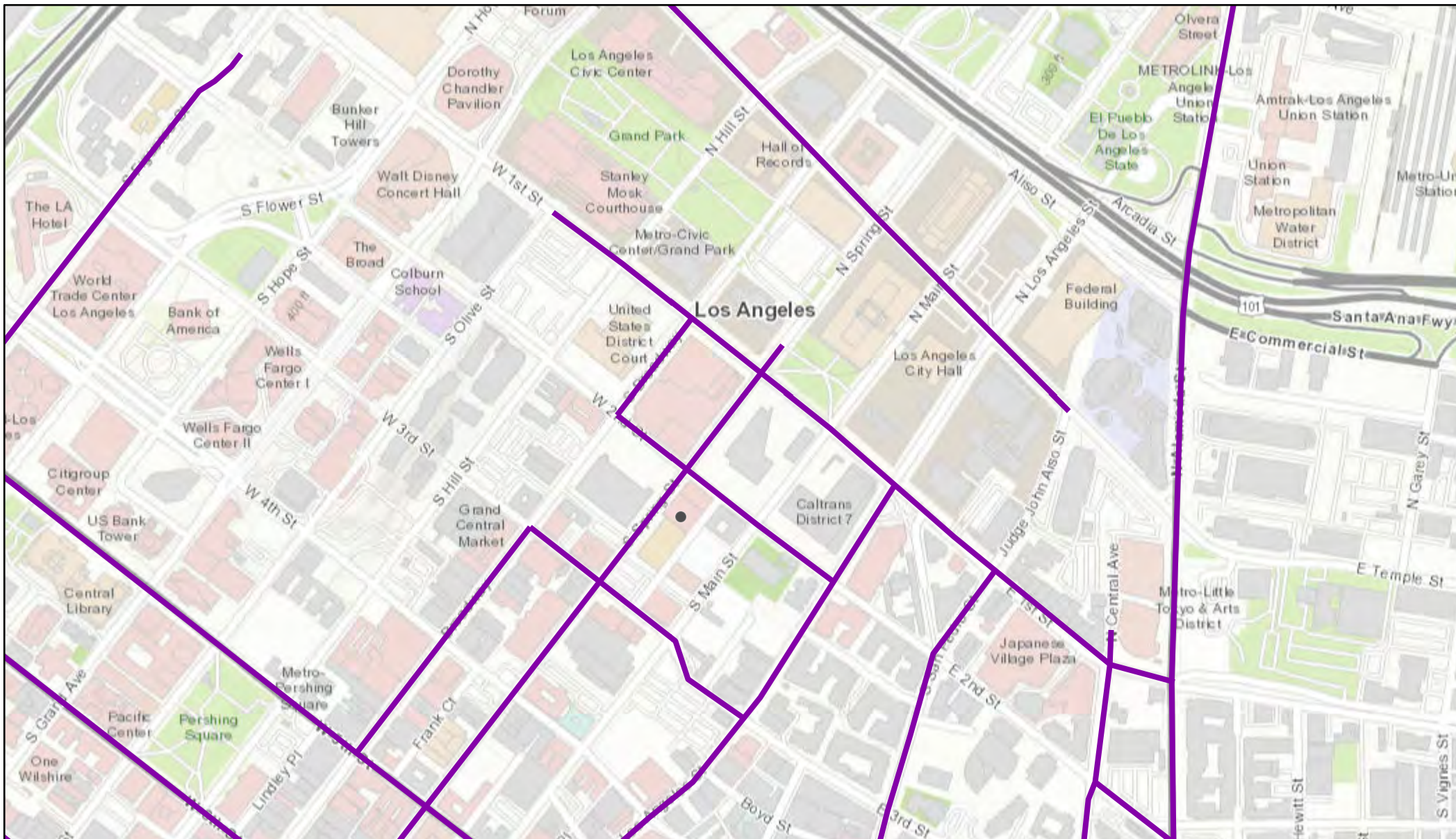


STANDARD CUT CORNERS  
FOR 90° INTERSECTION  
(PLAN VIEW)



STANDARD CROSS-SECTION  
(PLAN VIEW)

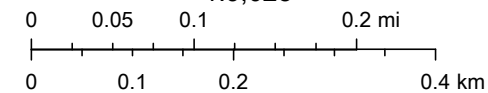
# HIGH INJURY NETWORK



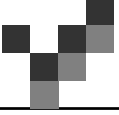
7/16/2021, 8:17:52 AM

High Injury Network

1:9,028



County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin,  
INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA

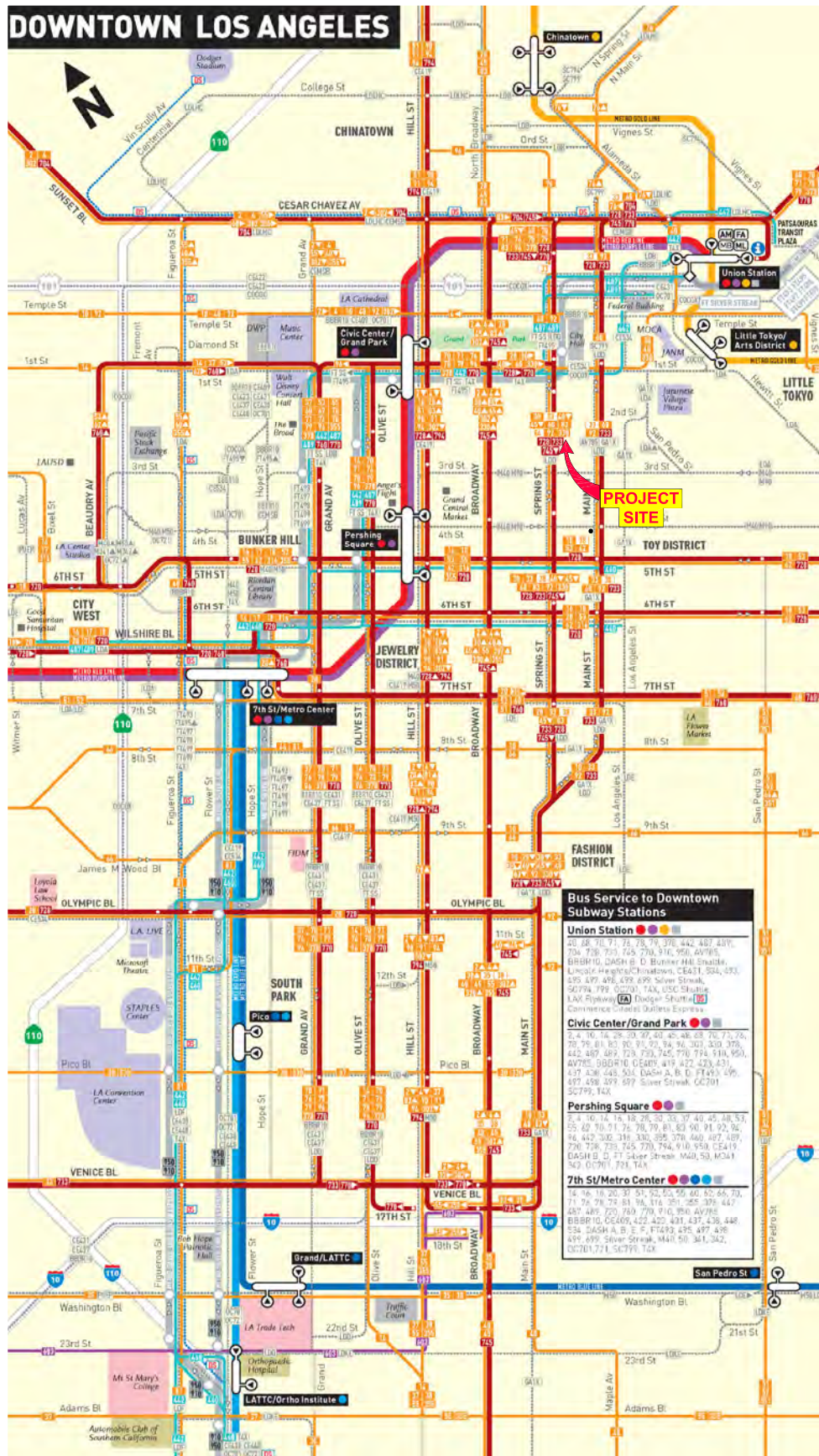


**Overland Traffic Consultants, Inc.**

## **APPENDIX D**

### **Transit System Map**





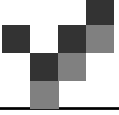
9/2021

## DOWNTOWN LOS ANGELES TRANSIT MAP



Overland Traffic Consultants, Inc.

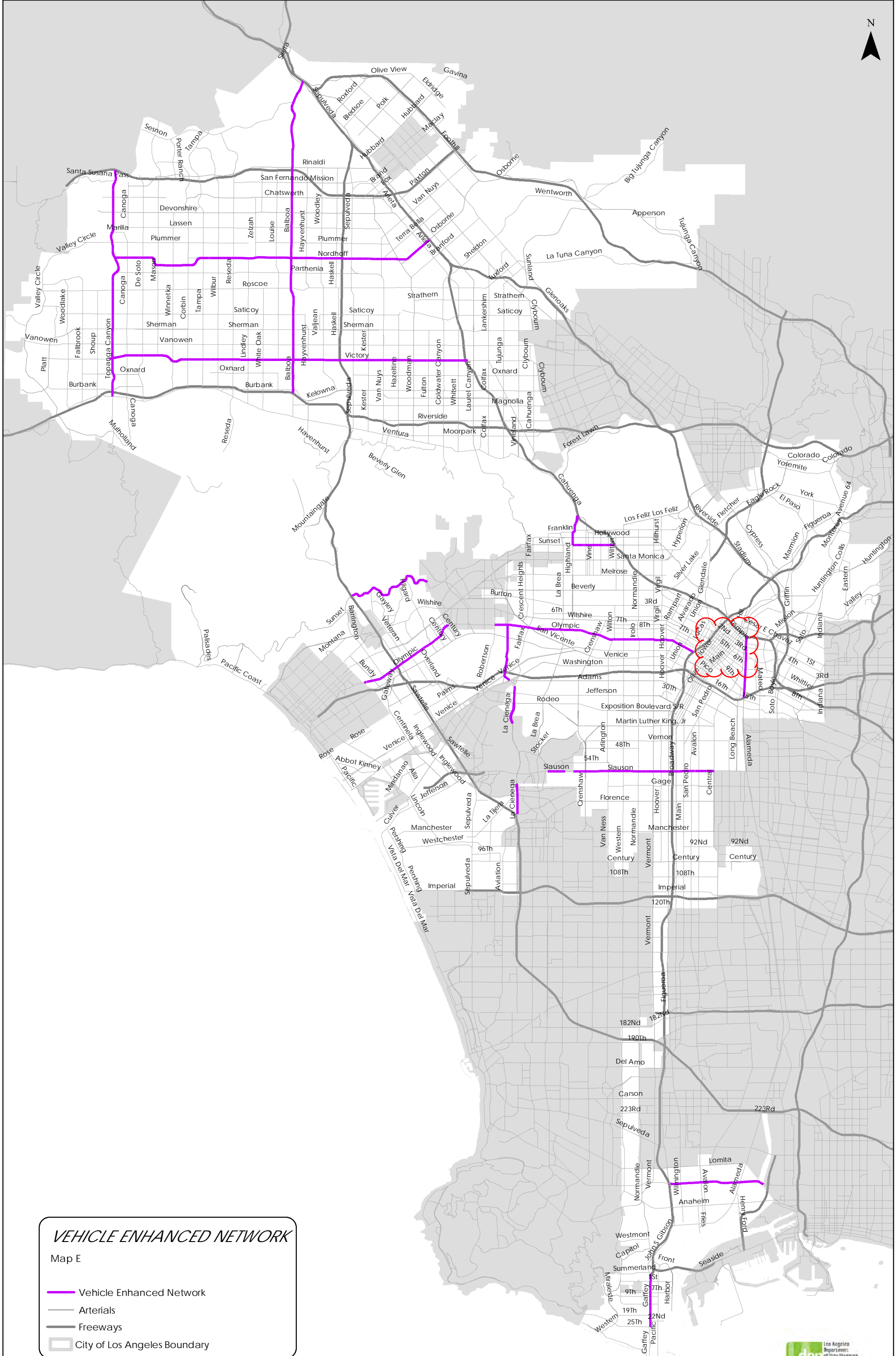
24325 Main Street #202, Santa Clarita, CA 91321  
(661) 799-8423 OTC@overlandtraffic.com



**Overland Traffic Consultants, Inc.**

## **APPENDIX E**

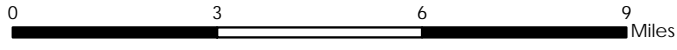
### **Mobility Network Maps**



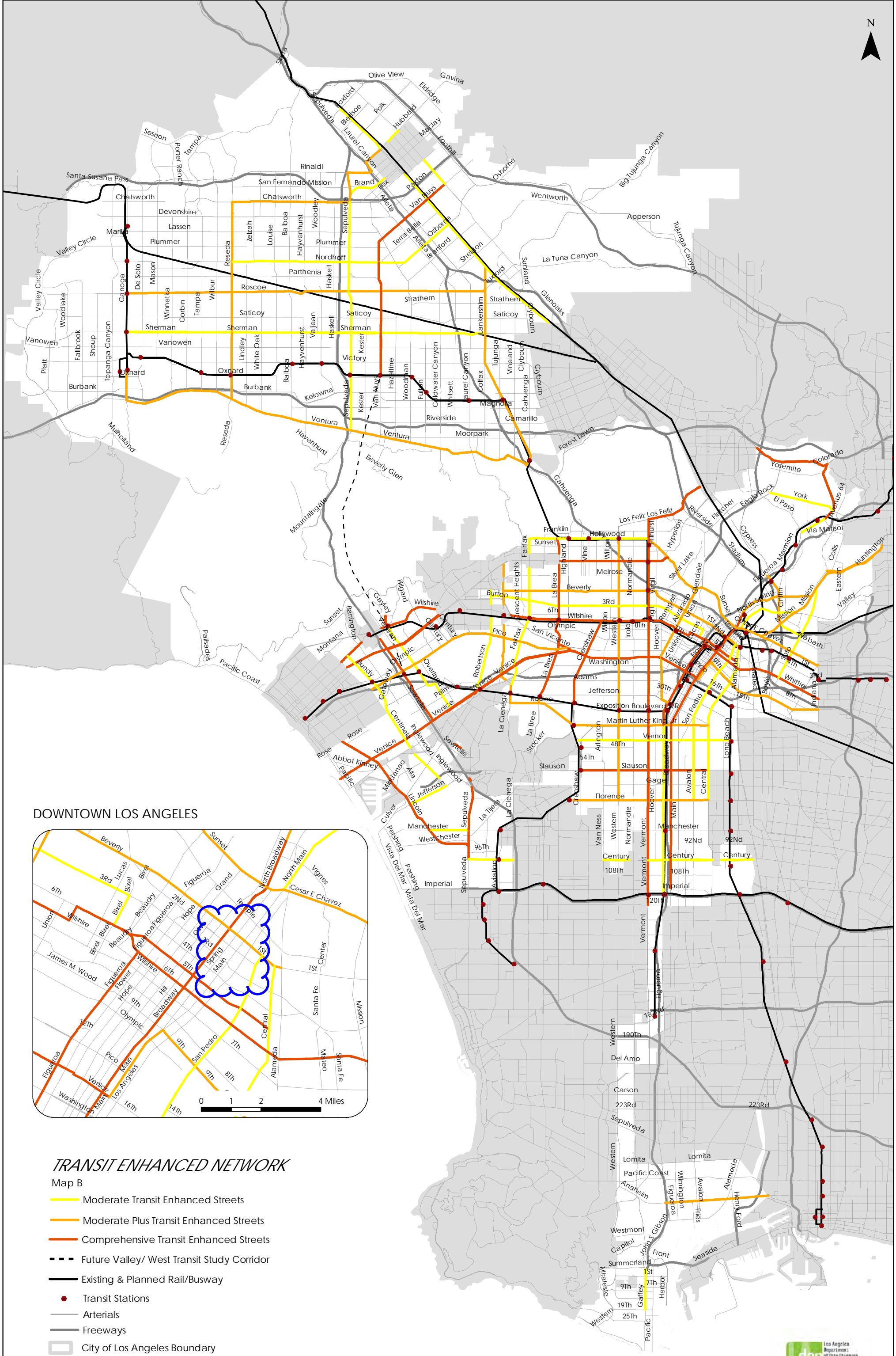
*VEHICLE ENHANCED NETWORK*

Map E

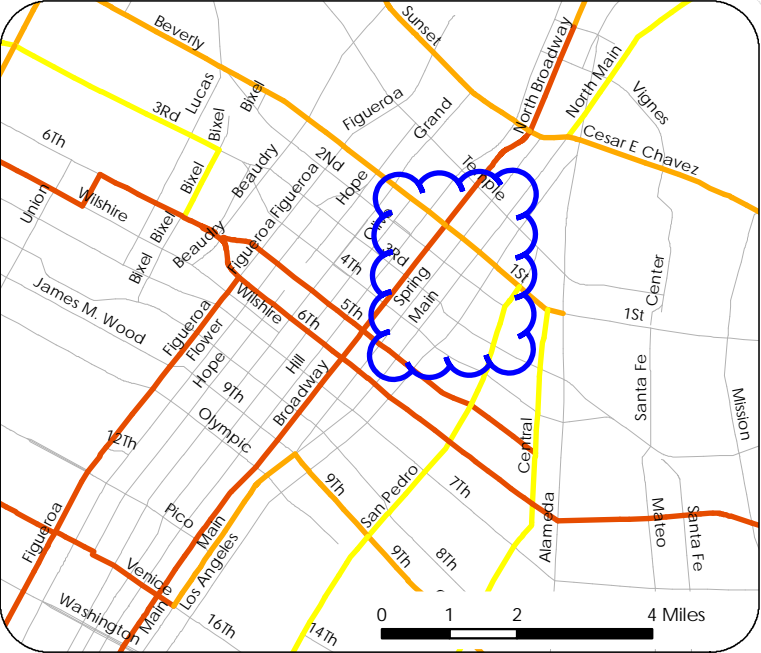
- Vehicle Enhanced Network
- Arterials
- Freeways
- City of Los Angeles Boundary







DOWNTOWN LOS ANGELES



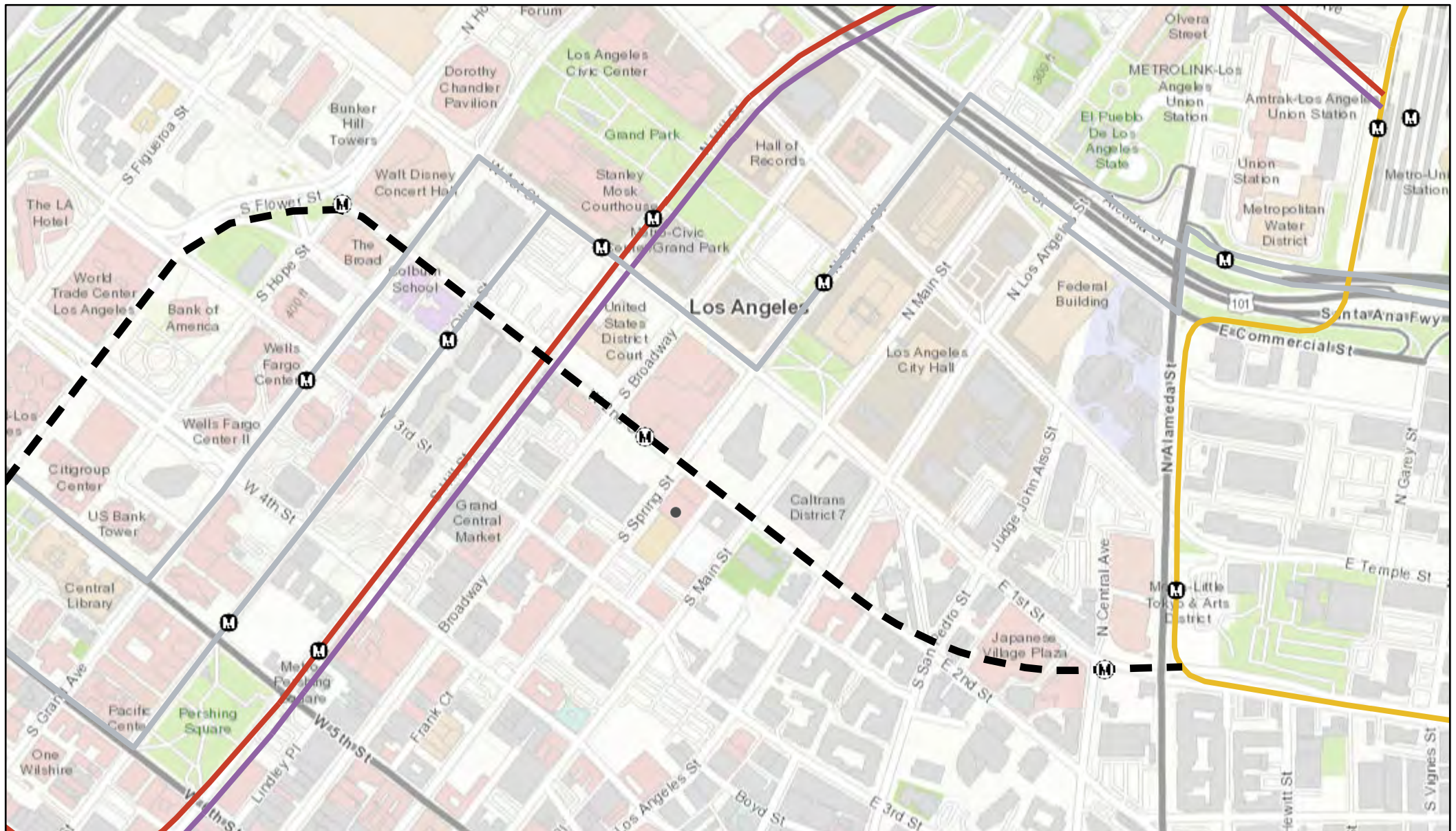
TRANSIT ENHANCED NETWORK

Map B

- Moderate Transit Enhanced Streets
- Moderate Plus Transit Enhanced Streets
- Comprehensive Transit Enhanced Streets
- Future Valley/ West Transit Study Corridor
- Existing & Planned Rail/Busway
- Transit Stations
- Arterials
- Freeways
- City of Los Angeles Boundary



# METRO STATIONS AND LINES



7/16/2021, 8:08:30 AM

Metro Stations

Metro Lines

Gold Line



Existing

Red Line

Silver Line

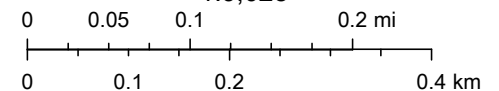


Proposed

Purple Line

Regional Connector (Planned)

1:9,028



County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA



[illegible]

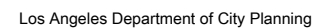
Transit Enhanced Network (TEN)

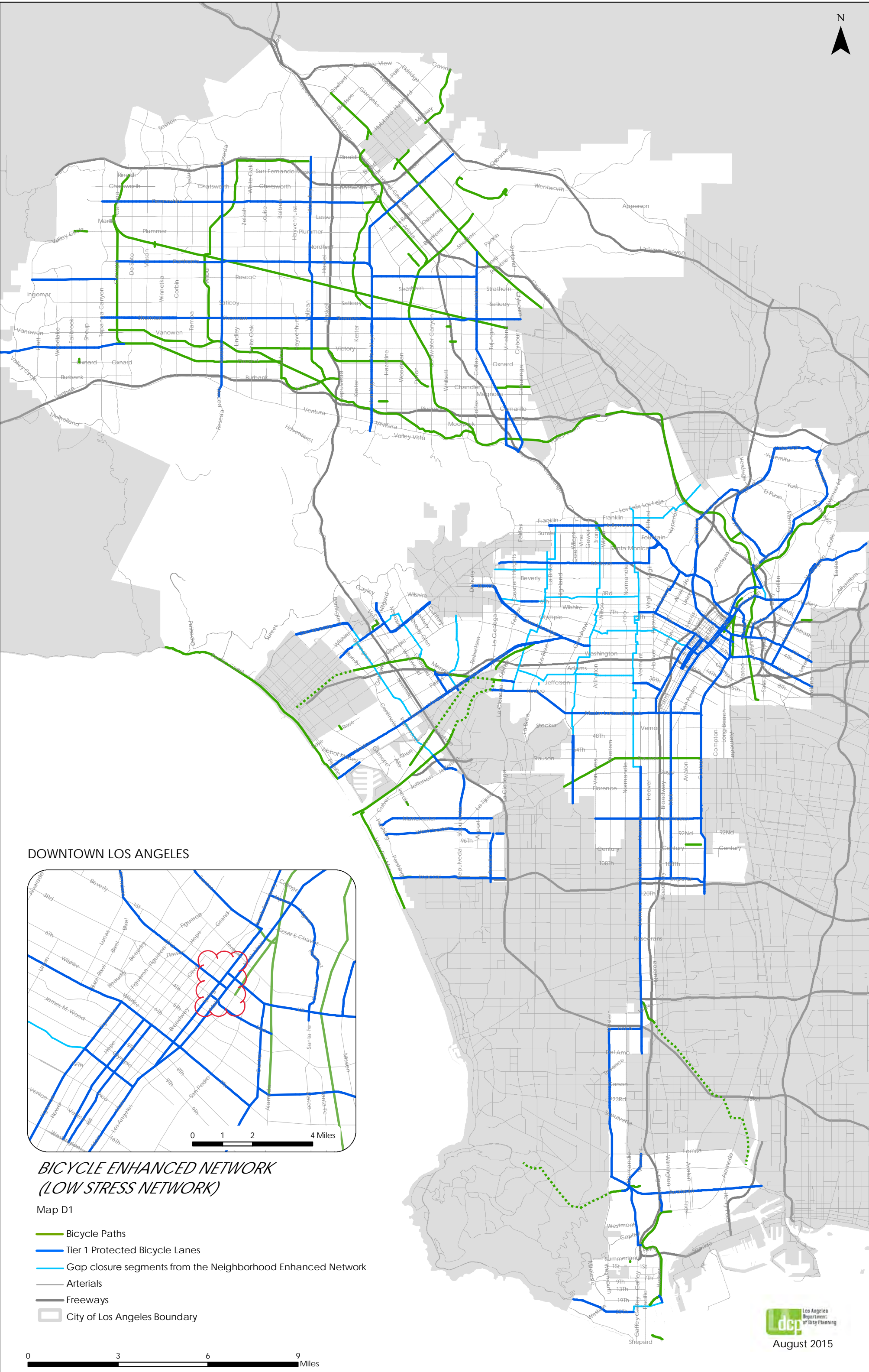
Los Angeles Department of City Planning



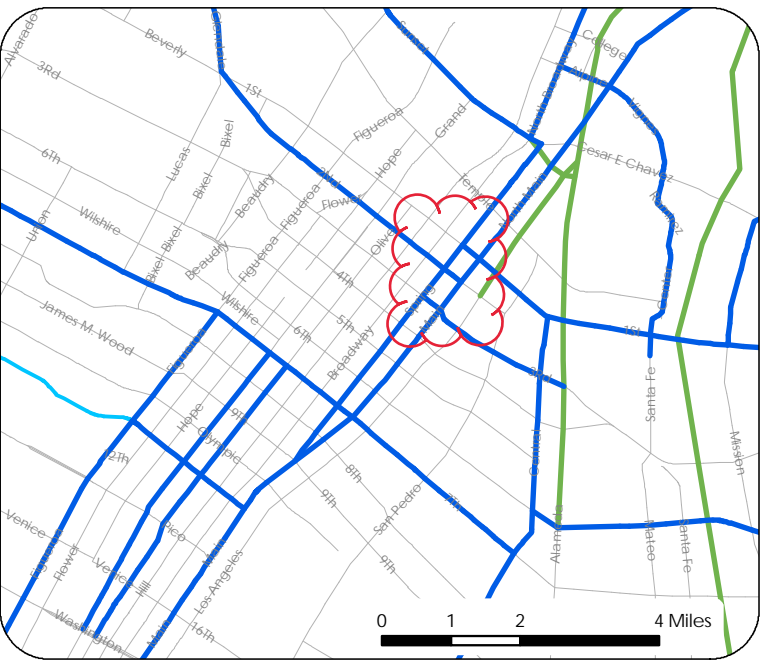
[illegible]

Transit Priority Area (TPA) Right of Way - Bus Rapid Transit  
Heavy Rail Major Bus Routes  
Light Rail











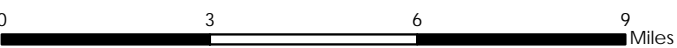
DOWNTOWN LOS ANGELES



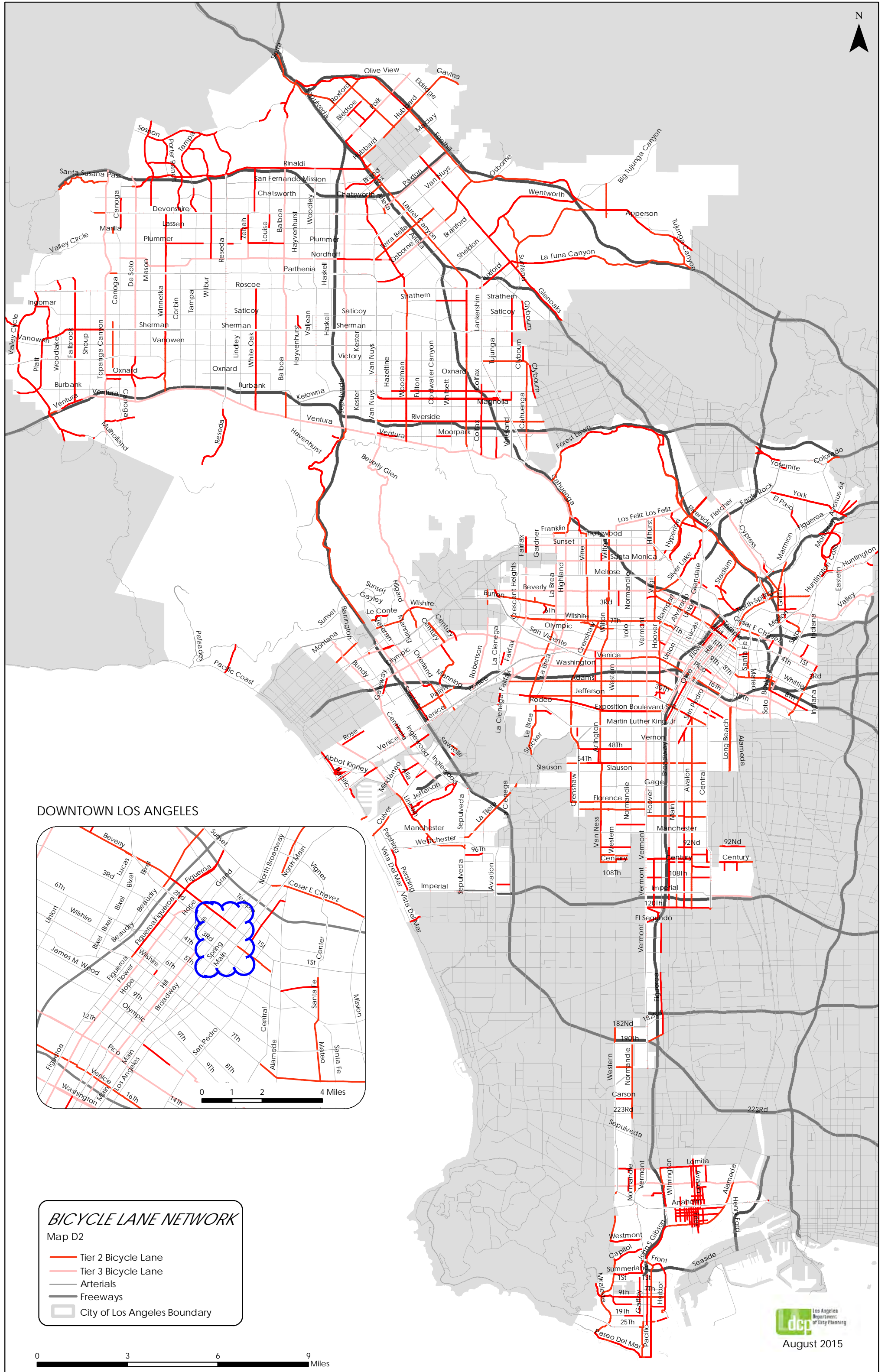
*BICYCLE ENHANCED NETWORK  
(LOW STRESS NETWORK)*

Map D1

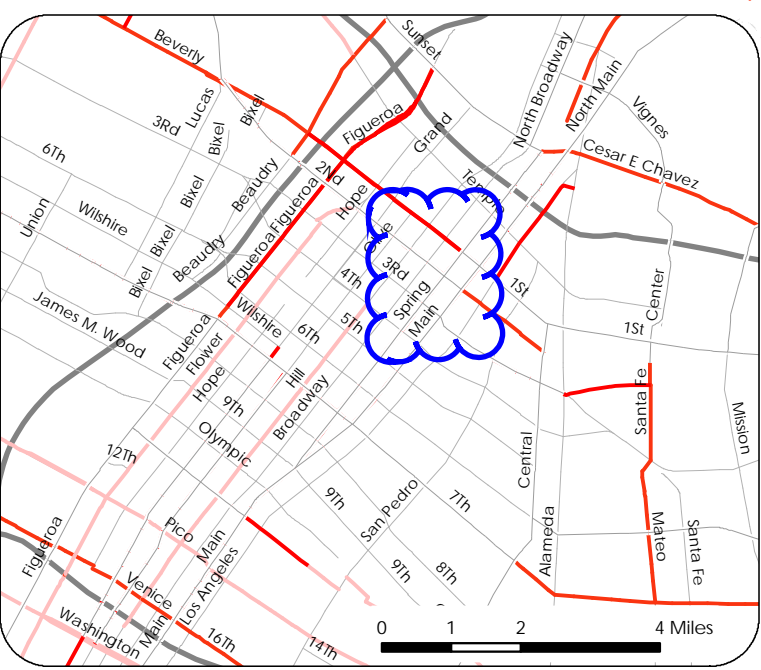
-  Bicycle Paths
-  Tier 1 Protected Bicycle Lanes
-  Gap closure segments from the Neighborhood Enhanced Network
-  Arterials
-  Freeways
-  City of Los Angeles Boundary







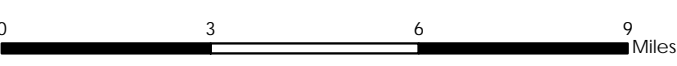
DOWNTOWN LOS ANGELES



***BICYCLE LANE NETWORK***

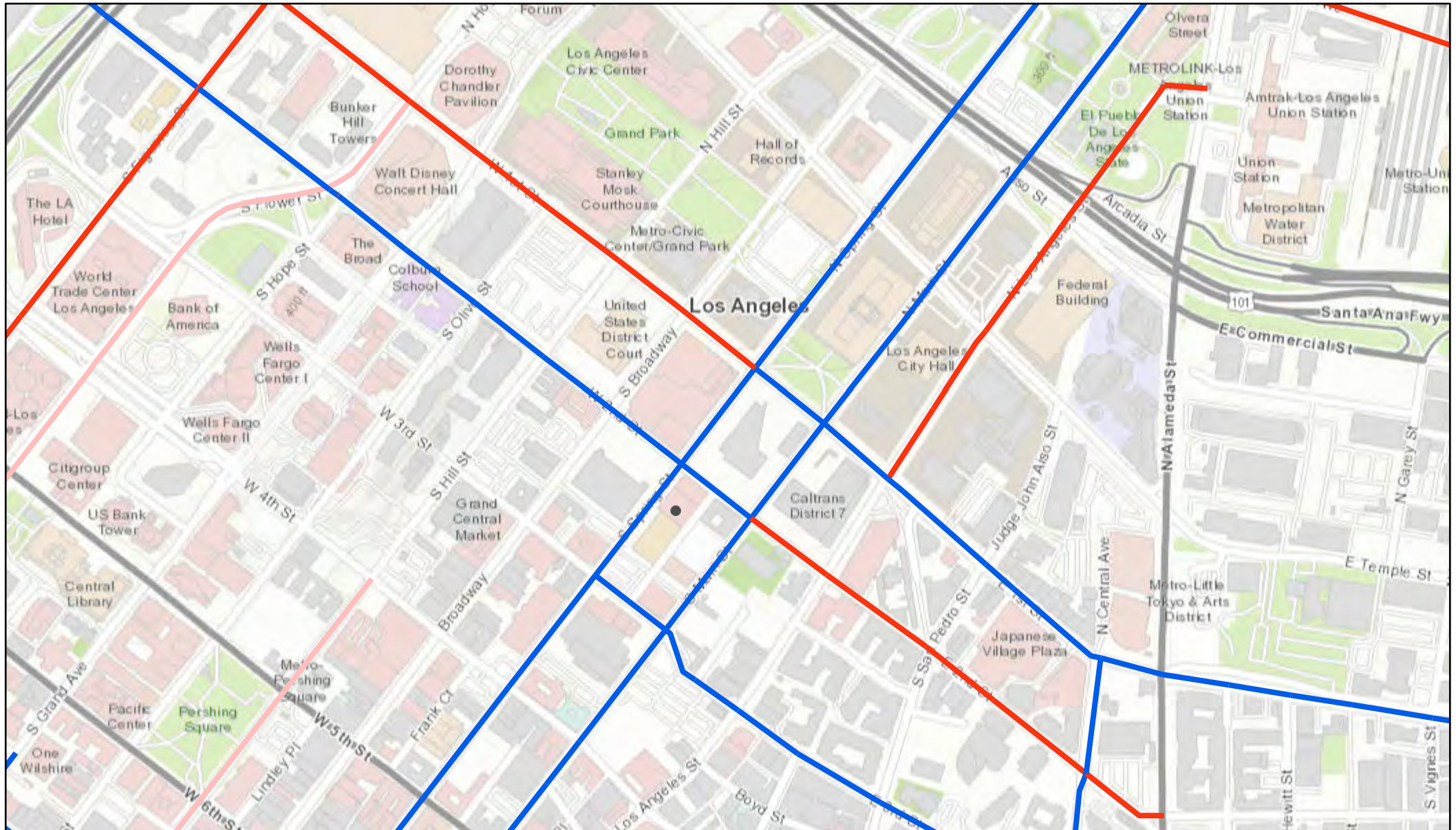
Map D2

- Tier 2 Bicycle Lane
- Tier 3 Bicycle Lane
- Arterials
- Freeways
- City of Los Angeles Boundary



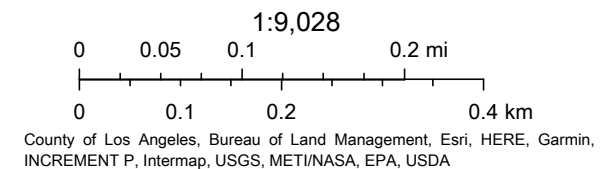


# BICYCLE ENHANCED NETWORK (BEN)



7/16/2021, 8:11:21 AM

Bicycle Network  
— Tier 2 (BLN) — Tier 3 (BLN)  
— Tier 1 (BEN)






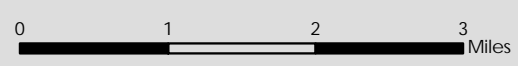




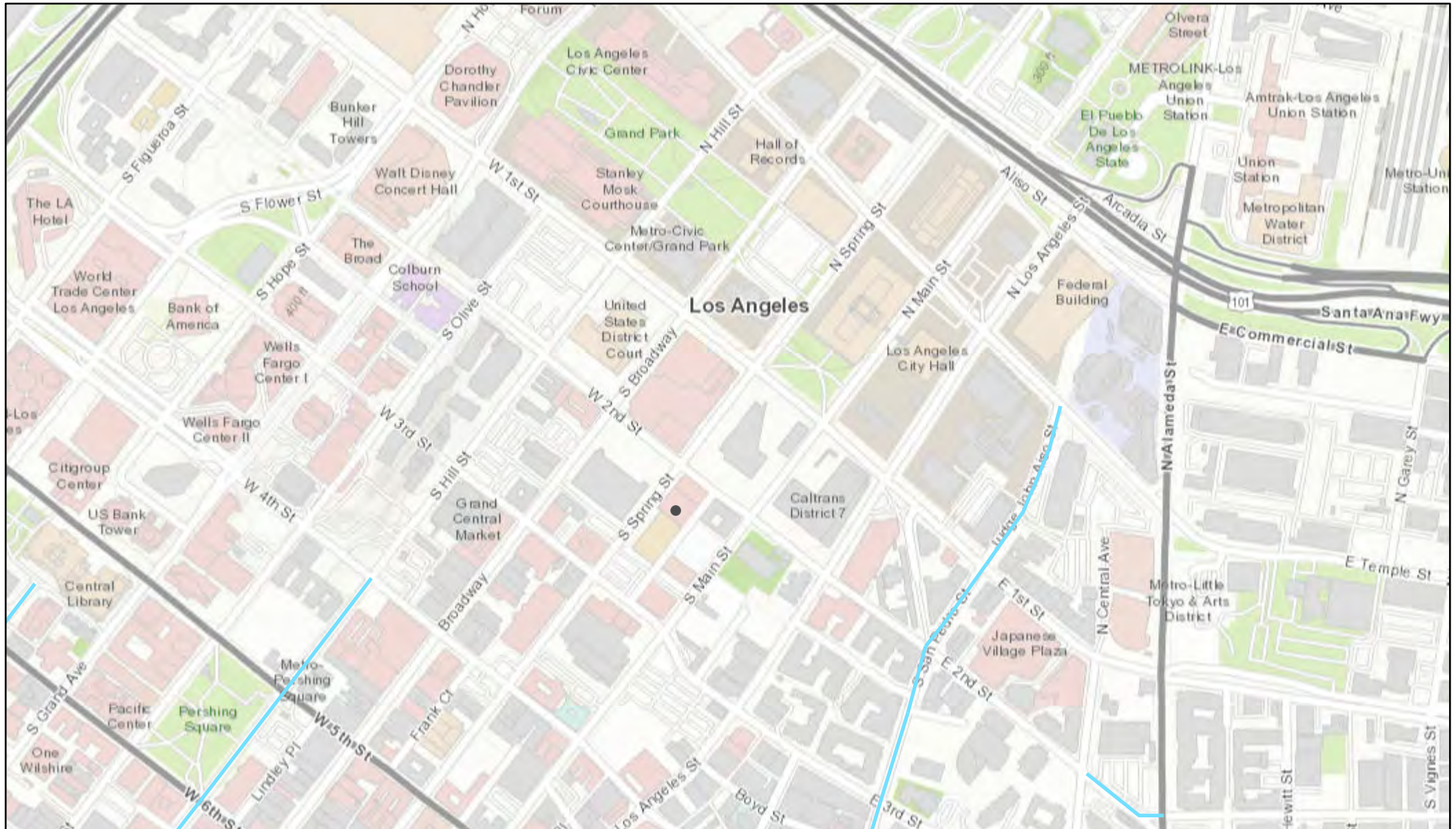
*NEIGHBORHOOD ENHANCED NETWORK-  
CENTRAL, EAST & SOUTH SUBAREA*

Map C4

-  Neighborhood Network
-  Arterials
-  City of Los Angeles Boundary



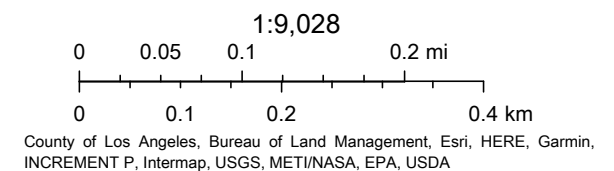
# NEIGHBORHOOD ENHANCED NETWORK (NEN)



7/16/2021, 8:15:33 AM

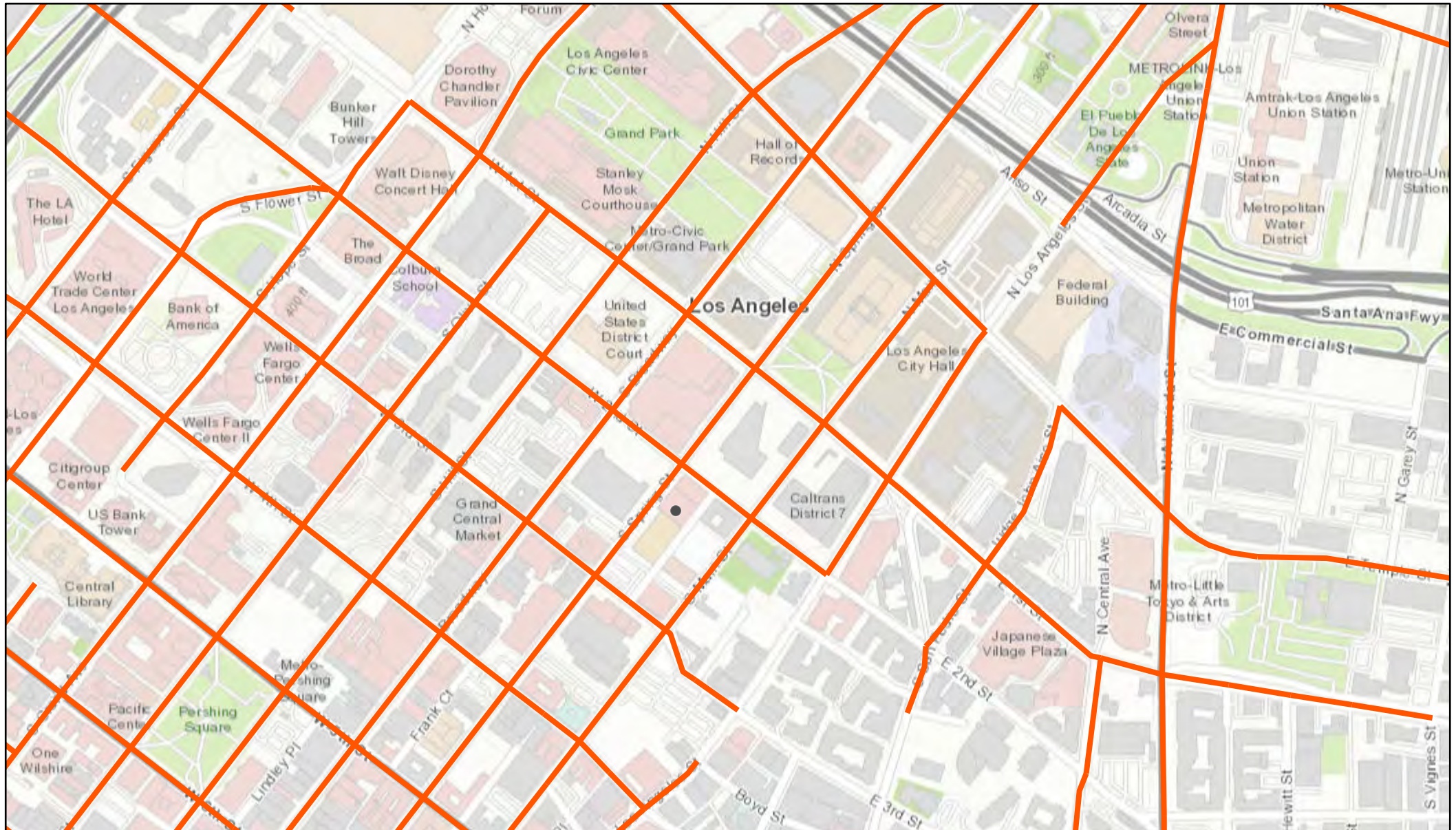
Neighborhood Network (NEN)

— Tier 2 NEN



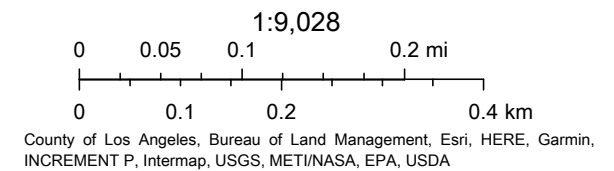


# PEDESTRIAN ENHANCED DISTRICT (PEDs)



7/16/2021, 8:17:08 AM

— Pedestrian Enhanced Districts (PEDs)





# WALKABILITY INDEX



7/16/2021, 8:19:12 AM

Walkability Index



Low Walkability

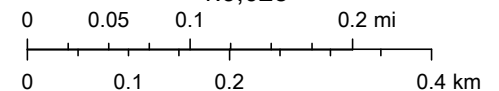


Medium Walkability



High Walkability

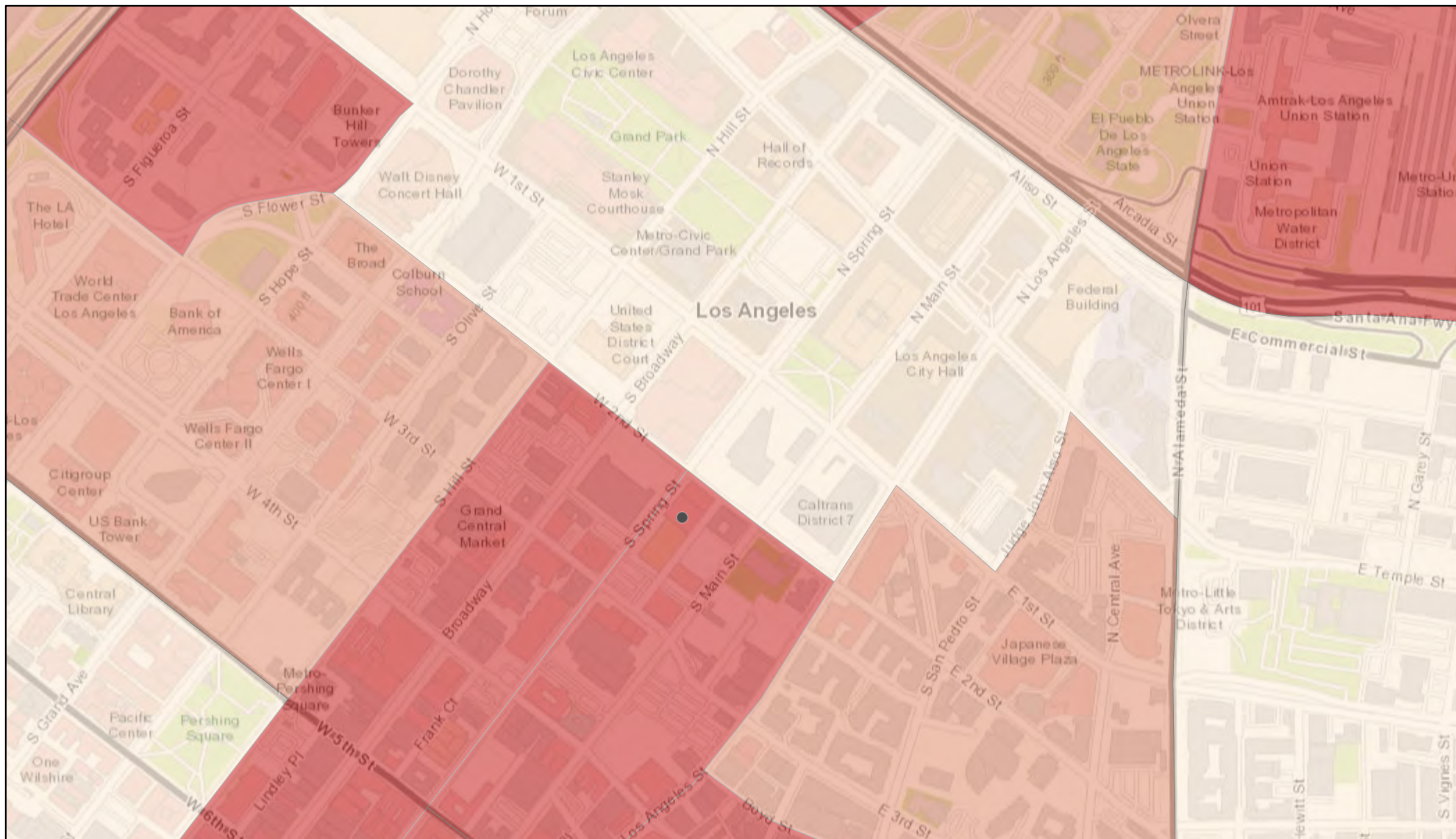
1:9,028



County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA






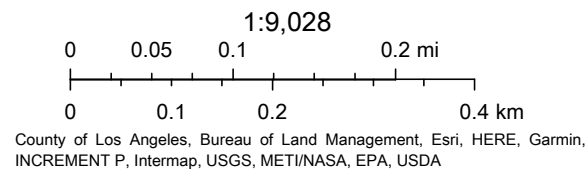
# POPULATION DENSITY



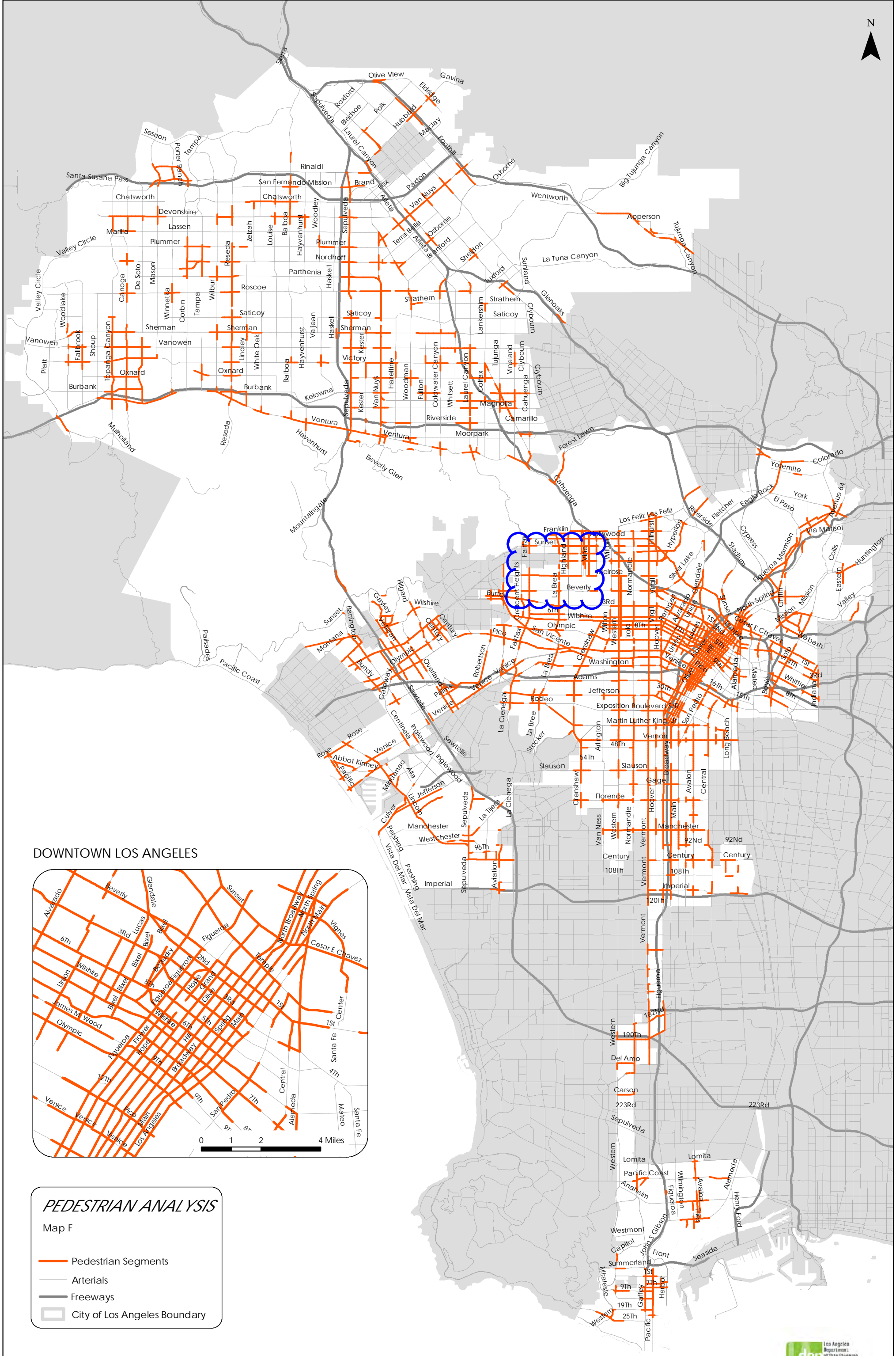
7/16/2021, 8:20:02 AM

Population Density

	Low Density		Medium Density
	High Density		







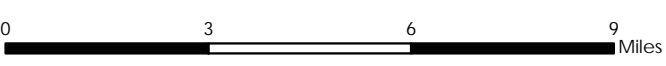
DOWNTOWN LOS ANGELES



*PEDESTRIAN ANALYSIS*

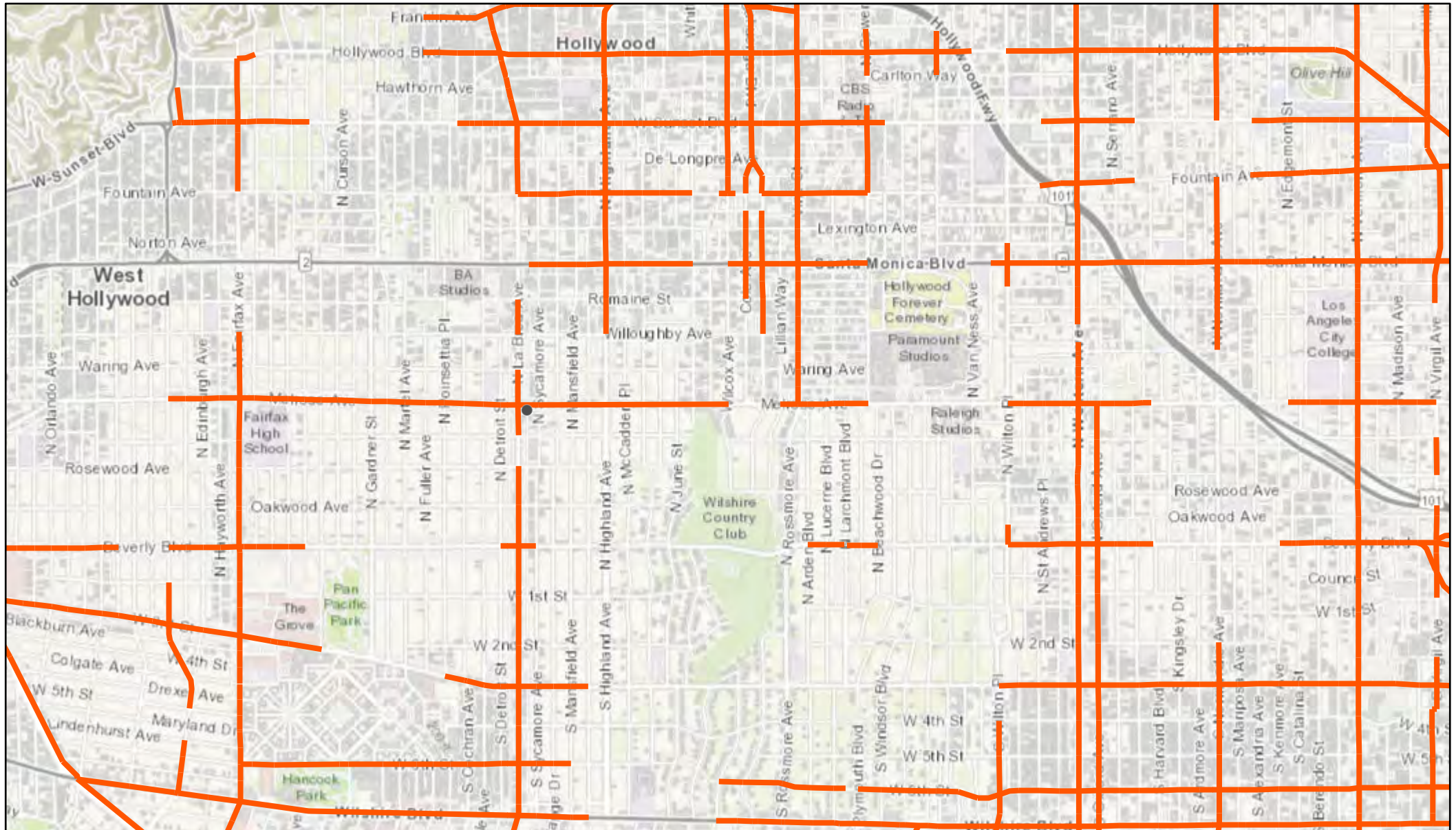
Map F

- Pedestrian Segments
- Arterials
- Freeways
- City of Los Angeles Boundary



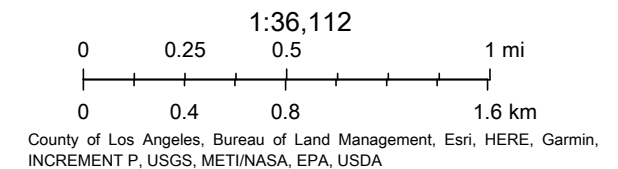


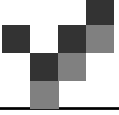
# PEDESTRIAN ENHANCED DISTRICT (PEDs)



7/27/2021, 12:11:15 PM

— Pedestrian Enhanced Districts (PEDs)





**Overland Traffic Consultants, Inc.**

## **APPENDIX F**

### **VMT Report**

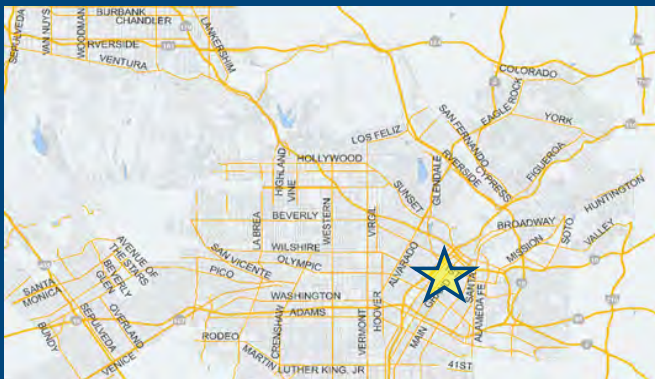
# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



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

## Project Information

Project: 216 Spring  
 Scenario: MOU  
 Address: 216 S SPRING ST, 90012



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

☒ Yes ☐ No

## Existing Land Use

Land Use Type	Value	Unit
Office   General Office	14	ksf
Office   General Office	14	ksf

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

## Proposed Project Land Use

Land Use Type	Value	Unit
Retail   High-Turnover Sit-Down Restaurant	1.992	ksf
Housing   Multi-Family	106	DU
Retail   General Retail	1.033	ksf
Retail   High-Turnover Sit-Down Restaurant	1.992	ksf
Housing   Affordable Housing - Family	14	DU

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

## Project Screening Summary

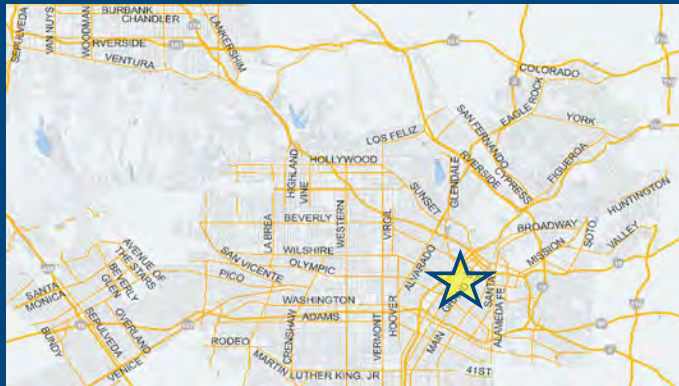
Existing Land Use	Proposed
90 Daily Vehicle Trips	490 Daily Vehicle Trips
727 Daily VMT	3,312 Daily VMT
<b>Tier 1 Screening Criteria</b>	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
<b>Tier 2 Screening Criteria</b>	
The net increase in daily trips < 250 trips	400 Net Daily Trips
The net increase in daily VMT ≤ 0	2,585 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	3.025 ksf
<b>The proposed project is required to perform VMT analysis.</b>	

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



## Project Information

**Project:** 216 Spring  
**Scenario:** MOU  
**Address:** 216 S SPRING ST, 90012



## TDM Strategies

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

	Proposed Project	With Mitigation
<b>Max Home Based TDM Achieved?</b>	No	No
<b>Max Work Based TDM Achieved?</b>	No	No
<b>A</b> Parking		
<b>B</b> Transit		
<b>C</b> Education & Encouragement		
<b>D</b> Commute Trip Reductions		
<b>E</b> Shared Mobility		
<b>F</b> Bicycle Infrastructure		
Implement/Improve On-street Bicycle Facility Select Proposed Prj or Mitigation to include this strategy <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
Include Bike Parking Per LAMC Select Proposed Prj or Mitigation to include this strategy <input checked="" type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
Include Secure Bike Parking and Showers Select Proposed Prj or Mitigation to include this strategy <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
<b>G</b> Neighborhood Enhancement		

## Analysis Results

Proposed Project	With
<b>427</b> Daily Vehicle Trips	<b>427</b> Daily Vehicle Trips
<b>2,880</b> Daily VMT	<b>2,880</b> Daily VMT
<b>2.5</b> Household VMT per Capita	<b>2.5</b> Household VMT
<b>N/A</b> Work VMT per Employee	<b>N/A</b> Work VMT per Employee

### Significant VMT Impact?

<b>Household: No</b> Threshold = 6.0 15% Below APC	<b>Household: No</b> Threshold = 6.0 15% Below APC
<b>Work: N/A</b> Threshold = 7.6 15% Below APC	<b>Work: N/A</b> Threshold = 7.6 15% Below APC

Proposed Project Land Use Type	Value	Unit
Housing   Multi-Family	106	DU
Retail   General Retail	1.033	ksf
Retail   High-Turnover Sit-Down Restaurant	1.992	ksf
Housing   Affordable Housing - Family	14	DU



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: July 16, 2021

Project Name: 216 Spring

Project Scenario: MOU

Project Address: 216 S SPRING ST, 90012



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	106	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	14	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	1.033	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	1.992	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

Project and Analysis Overview



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: July 16, 2021

Project Name: 216 Spring

Project Scenario: MOU

Project Address: 216 S SPRING ST, 90012



Version 1.3

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: July 16, 2021

Project Name: 216 Spring

Project Scenario: MOU

Project Address: 216 S SPRING ST, 90012



Version 1.3

Analysis Results			
Total Employees: 10			
Total Population: 283			
Proposed Project		With Mitigation	
427	Daily Vehicle Trips	427	Daily Vehicle Trips
2,880	Daily VMT	2,880	Daily VMT
2.5	Household VMT per Capita	2.5	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: July 16, 2021

Project Name: 216 Spring

Project Scenario: MOU

Project Address: 216 S SPRING ST, 90012



Version 1.3

TDM Strategy Inputs			
Strategy Type	Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	147
		Actual parking provision (spaces)	147
	Unbundle parking	Monthly cost for parking (\$)	69
	Parking cash-out	Employees eligible (%)	\$0
	Price workplace parking	Daily parking charge (\$)	0%
		Employees subject to priced parking (%)	\$0.00
	Residential area parking permits	Cost of annual permit (\$)	0%
(cont. on following page)			

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: July 16, 2021

Project Name: 216 Spring

Project Scenario: MOU

Project Address: 216 S SPRING ST, 90012



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: July 16, 2021

Project Name: 216 Spring

Project Scenario: MOU

Project Address: 216 S SPRING ST, 90012



Version 1.3

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



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: July 16, 2021

Project Name: 216 Spring

Project Scenario: MOU

Project Address: 216 S SPRING ST, 90012



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: July 16, 2021  
 Project Name: 216 Spring  
 Project Scenario: MOU  
 Project Address: 216 S SPRING ST, 90012



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: July 16, 2021  
 Project Name: 216 Spring  
 Project Scenario: MOU  
 Project Address: 216 S SPRING ST, 90012



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

### Final Combined & Maximum TDM Effect

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL		13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
MAX. TDM EFFECT		13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

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

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: July 16, 2021

Project Name: 216 Spring

Project Scenario: MOU

Project Address: 216 S SPRING ST, 90012



Version 1.3

### MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	107	-31.8%	73	5.0	535	365
Home Based Other Production	296	-67.9%	95	4.7	1,391	447
Non-Home Based Other Production	185	-11.4%	164	8.5	1,573	1,394
Home-Based Work Attraction	15	-53.3%	7	8.5	128	60
Home-Based Other Attraction	248	-67.3%	81	6.0	1,488	486
Non-Home Based Other Attraction	80	-12.5%	70	8.0	640	560

### MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.0%	63	317	-13.0%	63	317
Home Based Other Production	-13.0%	83	389	-13.0%	83	389
Non-Home Based Other Production	-13.0%	143	1,212	-13.0%	143	1,212
Home-Based Work Attraction	-13.0%	6	52	-13.0%	6	52
Home-Based Other Attraction	-13.0%	71	423	-13.0%	71	423
Non-Home Based Other Attraction	-13.0%	61	487	-13.0%	61	487

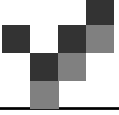
### MXD VMT Methodology Per Capita & Per Employee

Total Population: 283

Total Employees: 10

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	<b>706</b>	<b>706</b>
<i>Total Home Based Work Attraction VMT</i>	<b>52</b>	<b>52</b>
<i>Total Home Based VMT Per Capita</i>	<b>2.5</b>	<b>2.5</b>
<i>Total Work Based VMT Per Employee</i>	<b>N/A</b>	<b>N/A</b>

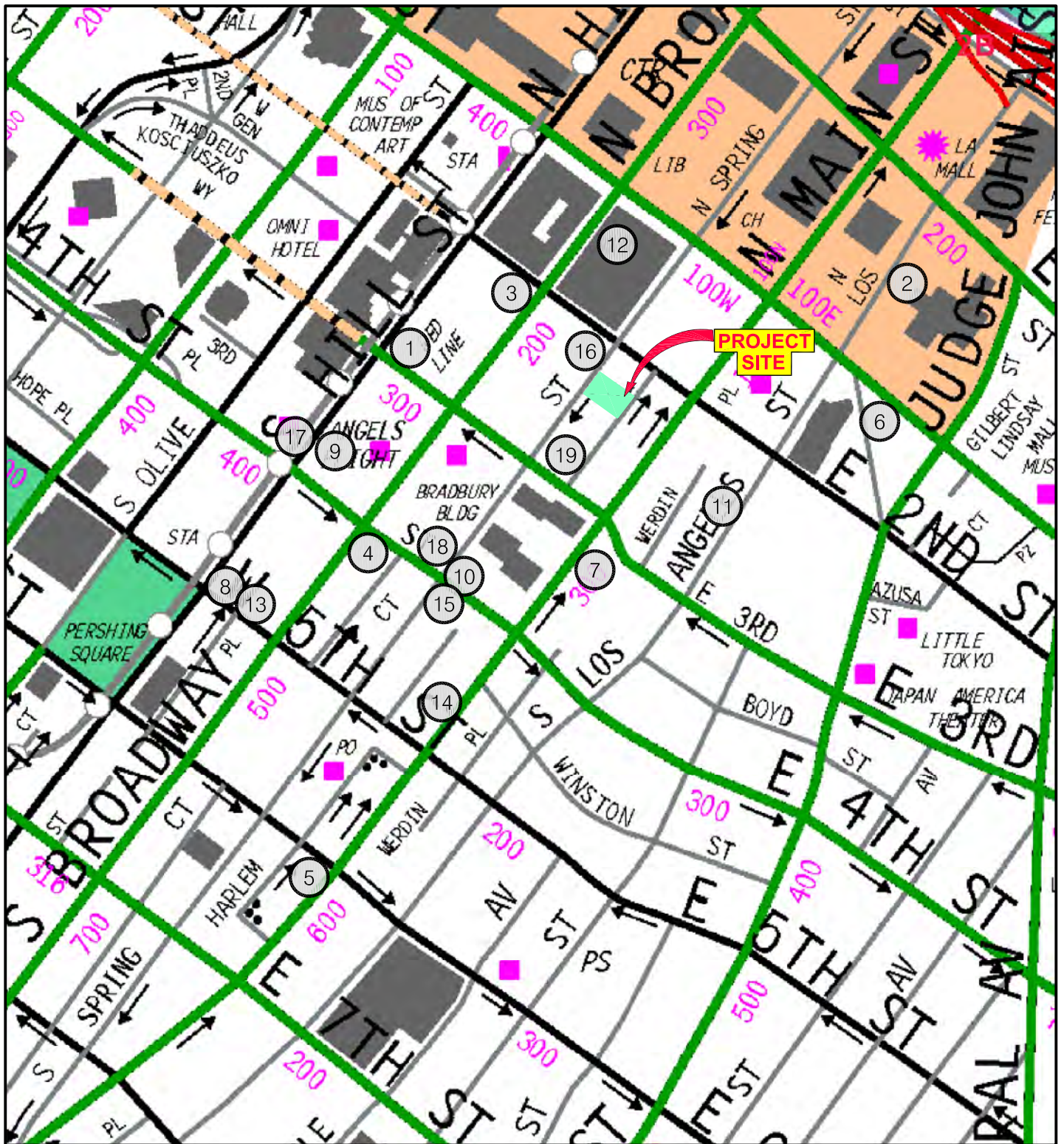


**Overland Traffic Consultants, Inc.**

## **APPENDIX G**

### **Related Project Information**





8/2021

## RELATED PROJECTS LOCATIONS



Overland Traffic Consultants, Inc.

952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266  
(310) 545 - 1235, OTC@overlandtraffic.com



RELATED PROJECT LIST  
216 S. Spring Street

RELATED PROJECT TRAFFIC GENERATION

No.	Use	Size		Location	Daily	AM Peak Hour			PM Peak Hour		
					Traffic	In	Out	Total	In	Out	Total
1	Condominiums	330	units	250 S. Hill Street	1,217	21	73	94	66	42	108
	Retail	12,000	s.f.								
2	Office	712,500	s.f.	150 N. Los Angeles Street	13,534	930	118	1,048	435	942	1,377
	Retail	35,000	s.f.								
	Child Care	2,500	s.f.								
3	Mixed Use	27,675	s.f.	201 S. Broadway	N/A	40	-41	-81	53	17	70
4	Apartments	450	units	400 S. Broadway	3,292	50	187	237	193	112	305
	Retail	6,904									
	Bar	5,000									
5	Condominiums	452	units	601 S. Main Street	2,686	36	144	180	152	87	239
	Retail	25,000	s.f.		28	3	1	4	1	3	4
				118 S. Astronaut Ellison S.							
6	Apartments	77	units	Onizuka Street	97	-1	20	19	19	6	25
7	B22:D26partmei	471	units	300 S. Main Street	4,691	143	243	386	257	153	410
	Retail	5,190	s.f.								
	Restaurant	27,780	s.f.								
8	Condominiums	100	units	333 W. 5th Street	5,712	233	214	447	259	184	443
	Hotel	200	rooms								
	Restaurant	27,500	s.f.								
9	Apartments	406	units	340 S. Hill Street	2,253	36	129	165	133	75	208
	Retail	2,630	s.f.								
	Office	2,980	s.f.								
10	Apartments	212	units	354 S. Spring Street	1,410	22	86	108	85	46	131
11	Sports Complex	43,453	s.f.	237 S. Los Angeles Street	2,131	85	44	129	85	88	173
12	Apartments	1,127	units	100 S. Broadway	6,994	9	291	300	253	26	279
	Office	307,288	s.f.								
	Supermarket	50,000	s.f.								
	Restaurant	53,389	s.f.								
	Hotel	190	rooms	323 W. 5th Street	2,809	73	49	122	126	100	226
13	Condominiums	31	units								
	Restaurant	29,232	s.f.								
14	Apartments	196	units	433 S. Main Street	1,476	33	72	105	61	38	99
	Retail	6,000	s.f.								
	Café	9,000	s.f.								
15	Hotel	140	rooms	408 S. Spring Street	464	15	17	32	11	14	25
16	Apartments	680	units	222 W. 2nd Street	3,478	53	200	253	205	116	321
	Retail	10,000	s.f.								
17	Hotel	509	rooms	361 S. Hill Street	5,410	184	214	396	347	238	585
	Retail	36,551	s.f.								
	Educational	38,977	s.f.								
18	Hotel	315	rooms	361 S. Spring Street	2,574	99	68	167	96	93	189
19	Apartments	294	units	121 W. 3rd Street	1,198	37	90	127	93	46	149
	Affordable	38	units								
	Retail	6,350	s.f.								



## **APPENDIX H**

### **Traffic Volume Data and Level of Service Worksheets**



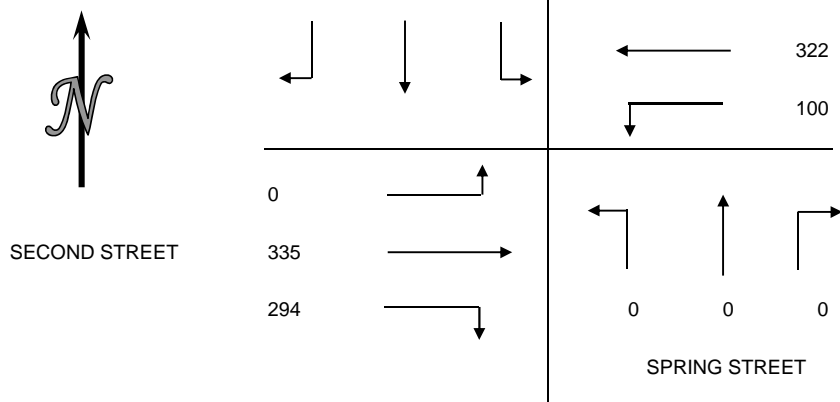
**Traffic Volume Data**

## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: INTUEOR  
 PROJECT: DOWNTOWN LOS ANGELES TRAFFIC COUNTS  
 DATE: WEDNESDAY APRIL 28, 2009  
 PERIOD: 7:00 AM TO 9:00 AM  
 INTERSECTION: N/S SPRING STREET  
 E/W SECOND STREET

15 MIN COUNTS PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-715	6	166	9	0	56	12	0	0	0	40	63	0	352
715-730	12	190	6	0	46	14	0	0	0	56	73	0	397
730-745	12	228	3	0	76	16	0	0	0	54	80	0	469
745-800	17	238	2	0	92	16	0	0	0	62	90	0	517
800-815	15	230	3	0	96	20	0	0	0	72	82	0	518
815-830	19	253	4	0	76	28	0	0	0	77	95	0	552
830-845	24	265	5	0	73	25	0	0	0	72	82	0	546
845-900	21	276	11	0	77	27	0	0	0	73	76	0	561
HOUR TOTALS													
700-800	47	822	20	0	270	58	0	0	0	212	306	0	1735
715-815	56	886	14	0	310	66	0	0	0	244	325	0	1901
730-830	63	949	12	0	340	80	0	0	0	265	347	0	2056
745-845	75	986	14	0	337	89	0	0	0	283	349	0	2133
800-900	79	1024	23	0	322	100	0	0	0	294	335	0	2177

AM PEAK HOUR  
800-900



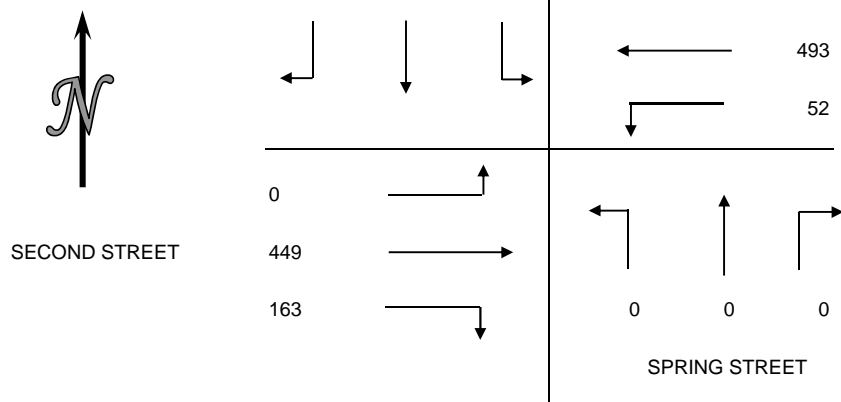
PEDESTRIAN COUNTS				
PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
15 MIN COUNTS				
700-715	7	25	14	39
715-730	9	10	22	29
730-745	13	15	12	37
745-800	8	16	22	43
800-815	9	16	27	52
815-830	10	15	30	67
830-845	8	18	31	87
845-900	23	26	45	73
HOUR TOTALS				
700-800	37	66	70	148
715-815	39	57	83	161
730-830	40	62	91	199
745-845	35	65	110	249
800-900	50	75	133	279

## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: INTUEOR  
 PROJECT: DOWNTOWN LOS ANGELES TRAFFIC COUNTS  
 DATE: WEDNESDAY APRIL 28, 2009  
 PERIOD: 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S SPRING STREET  
 E/W SECOND STREET

15 MIN COUNTS PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-415	5	133	6	0	85	12	0	0	0	26	89	0	356
415-430	1	141	10	0	95	13	0	0	0	34	101	0	395
430-445	7	117	3	0	109	11	0	0	0	28	111	0	386
445-500	9	127	4	0	137	13	0	0	0	34	102	0	426
500-515	5	134	3	0	103	19	0	0	0	51	116	0	431
515-530	2	103	2	0	113	10	0	0	0	42	123	0	395
530-545	6	99	5	0	140	10	0	0	0	36	108	0	404
545-600	6	95	6	0	123	11	0	0	0	41	87	0	369
HOUR TOTALS													
400-500	22	518	23	0	426	49	0	0	0	122	403	0	1563
415-515	22	519	20	0	444	56	0	0	0	147	430	0	1638
430-530	23	481	12	0	462	53	0	0	0	155	452	0	1638
445-545	22	463	14	0	493	52	0	0	0	163	449	0	1656
500-600	19	431	16	0	479	50	0	0	0	170	434	0	1599

PM PEAK HOUR  
445-545



PEDESTRIAN COUNTS				
PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
15 MIN COUNTS				
400-415	19	26	30	48
415-430	10	8	48	56
430-445	9	9	41	61
445-500	22	25	34	70
500-515	10	11	55	102
515-530	8	7	27	68
530-545	8	11	14	64
545-600	10	8	20	68
HOUR TOTALS				
400-500	60	68	153	235
415-515	51	53	178	289
430-530	49	52	157	301
445-545	48	54	130	304
500-600	36	37	116	302



City Of Los Angeles  
Department Of Transportation  
MANUAL TRAFFIC COUNT SUMMARY

STREET:  
North/South Main St

East/West 3rd St

Day: Thursday Date: March 23, 2017 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District:  I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	189	0	0	110
BIKES	164	17	28	73
BUSES	183	0	0	40

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	186	8.45	0	0.00	0	0.00	458	7.45
PM PK 15 MIN	356	17.00	0	0.00	0	0.00	339	16.45
AM PK HOUR	675	8.00	0	0.00	0	0.00	1668	7.00
PM PK HOUR	1290	16.30	0	0.00	0	0.00	1325	16.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	154	439	0	593
8-9	152	523	0	675
9-10	111	449	0	560
15-16	168	823	0	991
16-17	169	1029	0	1198
17-18	183	1098	0	1281
TOTAL	937	4361	0	5298

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
593	31	2	21	2
675	48	7	30	3
560	62	6	62	0
991	60	12	66	1
1198	60	7	55	6
1281	95	14	64	7
5298	356	48	298	19

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1479	189	1668
8-9	0	1298	140	1438
9-10	0	800	185	985
15-16	0	642	262	904
16-17	0	920	316	1236
17-18	0	889	378	1267
TOTAL	0	6028	1470	7498

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
1668	24	5	31	1
1438	54	6	30	1
985	53	4	44	2
904	70	10	62	7
1236	60	9	35	7
1267	73	11	58	8
7498	334	45	260	26



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5174-012

Day: Thursday

City: Los Angeles

TOTALS

Date: 3/23/2017

AM													
NS/EW Streets:	Main St			Main St			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 4	NR 0	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 3	WR 1	TOTAL
7:00 AM	20	107	0	0	0	0	0	0	0	0	381	42	550
7:15 AM	41	113	0	0	0	0	0	0	0	0	369	44	567
7:30 AM	52	108	0	0	0	0	0	0	0	0	332	42	534
7:45 AM	41	111	0	0	0	0	0	0	0	0	397	61	610
8:00 AM	32	120	0	0	0	0	0	0	0	0	343	41	536
8:15 AM	40	138	0	0	0	0	0	0	0	0	374	30	582
8:30 AM	34	125	0	0	0	0	0	0	0	0	303	33	495
8:45 AM	46	140	0	0	0	0	0	0	0	0	278	36	500
9:00 AM	30	122	0	0	0	0	0	0	0	0	249	44	445
9:15 AM	20	107	0	0	0	0	0	0	0	0	175	35	337
9:30 AM	25	107	0	0	0	0	0	0	0	0	193	42	367
9:45 AM	36	113	0	0	0	0	0	0	0	0	183	64	396
TOTAL VOLUMES :	417	1411	0	0	0	0	0	0	0	0	3577	514	5919
APPROACH %'s :	22.81%	77.19%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	87.44%	12.56%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	165	477	0	0	0	0	0	0	0	0	1446	174	2262
PEAK HR FACTOR :	0.902			0.000			0.000			0.884			0.927

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5174-012

Day: Thursday

City: Los Angeles

TOTALS

Date: 3/23/2017

PM													
NS/EW Streets:	Main St			Main St			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 4	NR 0	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 3	WR 1	TOTAL
3:00 PM	41	177	0	0	0	0	0	0	0	0	147	77	442
3:15 PM	38	182	0	0	0	0	0	0	0	0	141	69	430
3:30 PM	47	222	0	0	0	0	0	0	0	0	152	60	481
3:45 PM	42	242	0	0	0	0	0	0	0	0	202	56	542
4:00 PM	35	248	0	0	0	0	0	0	0	0	200	53	536
4:15 PM	36	256	0	0	0	0	0	0	0	0	227	80	599
4:30 PM	55	283	0	0	0	0	0	0	0	0	245	92	675
4:45 PM	43	242	0	0	0	0	0	0	0	0	248	91	624
5:00 PM	53	303	0	0	0	0	0	0	0	0	252	75	683
5:15 PM	38	273	0	0	0	0	0	0	0	0	196	126	633
5:30 PM	52	246	0	0	0	0	0	0	0	0	198	87	583
5:45 PM	40	276	0	0	0	0	0	0	0	0	243	90	649
TOTAL VOLUMES :	NL 520	NT 2950	NR 0	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 2451	WR 956	TOTAL 6877
APPROACH %'s :	14.99%	85.01%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	71.94%	28.06%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	189	1101	0	0	0	0	0	0	0	0	941	384	2615
PEAK HR FACTOR :	0.906			0.000			0.000			0.977			0.957

CONTROL : Signalized

# WILTEC

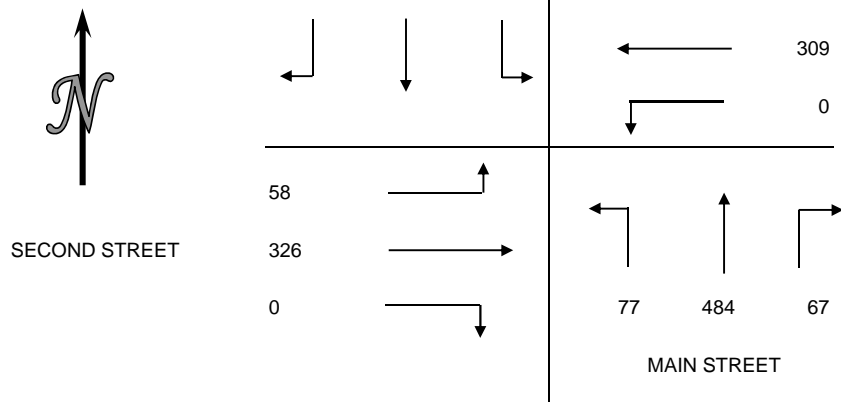
Phone: (626) 564-1944 Fax: (626) 564-0969

## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: INTUEOR  
 PROJECT: DOWNTOWN LOS ANGELES TRAFFIC COUNTS  
 DATE: WEDNESDAY APRIL 22, 2009  
 PERIOD: 7:00 AM TO 9:00 AM  
 INTERSECTION: N/S MAIN STREET  
 E/W SECOND STREET

15 MIN COUNTS PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-715	0	0	0	5	47	0	12	84	6	0	56	15	225
715-730	0	0	0	9	50	0	13	88	15	0	70	10	255
730-745	0	0	0	2	59	0	14	96	19	0	75	10	275
745-800	0	0	0	2	89	0	12	94	12	0	81	11	301
800-815	0	0	0	6	88	0	15	117	22	0	79	14	341
815-830	0	0	0	5	79	0	16	148	20	0	91	17	376
830-845	0	0	0	12	67	0	17	103	18	0	78	16	311
845-900	0	0	0	8	75	0	19	116	17	0	78	11	324
HOUR TOTALS													
700-800	0	0	0	18	245	0	51	362	52	0	282	46	1056
715-815	0	0	0	19	286	0	54	395	68	0	305	45	1172
730-830	0	0	0	15	315	0	57	455	73	0	326	52	1293
745-845	0	0	0	25	323	0	60	462	72	0	329	58	1329
800-900	0	0	0	31	309	0	67	484	77	0	326	58	1352

AM PEAK HOUR  
800-900



PEDESTRIAN COUNTS				
PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
15 MIN COUNTS				
700-715	8	12	16	11
715-730	18	26	23	19
730-745	17	16	24	22
745-800	12	18	23	15
800-815	8	27	22	13
815-830	10	20	27	17
830-845	16	21	17	17
845-900	23	28	31	26
HOUR TOTALS				
700-800	55	72	86	67
715-815	55	87	92	69
730-830	47	81	96	67
745-845	46	86	89	62
800-900	57	96	97	73

# WILTEC

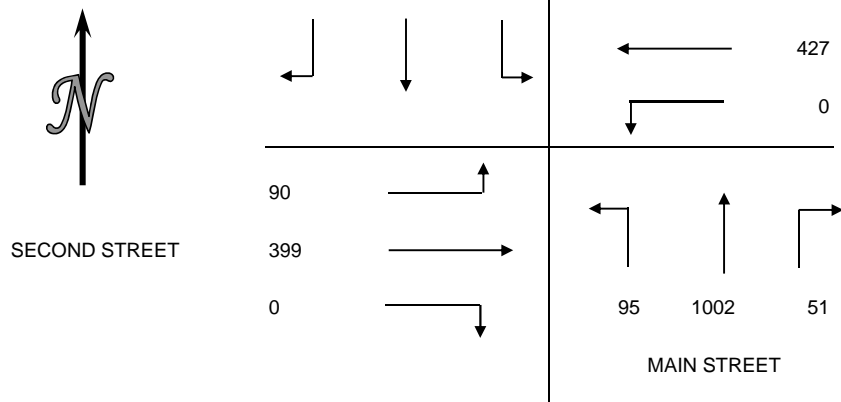
Phone: (626) 564-1944 Fax: (626) 564-0969

## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: INTUEOR  
 PROJECT: DOWNTOWN LOS ANGELES TRAFFIC COUNTS  
 DATE: WEDNESDAY APRIL 22, 2009  
 PERIOD: 7:00 AM TO 9:00 AM  
 INTERSECTION: N/S MAIN STREET  
 E/W SECOND STREET

15 MIN COUNTS PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-415	0	0	0	5	95	0	21	232	21	0	84	13	471
415-430	0	0	0	8	105	0	12	237	17	0	99	17	495
430-445	0	0	0	7	80	0	14	248	21	0	103	20	493
445-500	0	0	0	5	73	0	19	251	20	0	88	19	475
500-515	0	0	0	9	105	0	18	265	18	0	99	27	541
515-530	0	0	0	7	107	0	15	251	29	0	111	23	543
530-545	0	0	0	14	114	0	9	261	25	0	96	26	545
545-600	0	0	0	11	101	0	9	225	23	0	93	14	476
HOUR TOTALS													
400-500	0	0	0	25	353	0	66	968	79	0	374	69	1934
415-515	0	0	0	29	363	0	63	1001	76	0	389	83	2004
430-530	0	0	0	28	365	0	66	1015	88	0	401	89	2052
445-545	0	0	0	35	399	0	61	1028	92	0	394	95	2104
500-600	0	0	0	41	427	0	51	1002	95	0	399	90	2105

PM PEAK HOUR  
500-600



PEDESTRIAN COUNTS				
PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
15 MIN COUNTS				
400-415	15	17	36	20
415-430	15	30	41	14
430-445	15	15	41	15
445-500	15	17	34	13
500-515	19	11	31	19
515-530	17	7	15	17
530-545	19	18	32	20
545-600	6	12	27	7
HOUR TOTALS				
400-500	60	79	152	62
415-515	64	73	147	61
430-530	66	50	121	64
445-545	70	53	112	69
500-600	61	48	105	63



**Existing and Existing + Project**

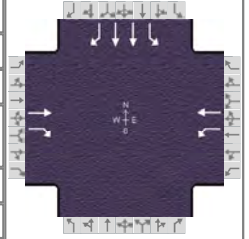
# HCS7 Signalized Intersection Results Summary

## General Information

Agency	otc inc	Duration, h	0.25
Analyst	jto	Analysis Date	8/25/2021
Jurisdiction	LADOT	Time Period	existing am peak hour
Urban Street	Second Street	Analysis Year	2021
Intersection	Spring Street	File Name	1 AM EXISTING.xus
Project Description	existing am peak hour		

## Intersection Information

Area Type	CBD
PHF	1.00
Analysis Period	1 > 7:00



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h		377	331	113	363					26	1154	89

## Signal Information

Cycle, s	120.0	Reference Phase	2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6				4
Case Number		7.0		6.0				9.0
Phase Duration, s		69.8		69.8				50.2
Change Period, ( Y+R <sub>c</sub> ), s		4.0		4.0				4.0
Max Allow Headway ( MAH ), s		0.0		0.0				3.1
Queue Clearance Time ( g <sub>s</sub> ), s								42.5
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0				3.8
Phase Call Probability								1.00
Max Out Probability								0.00

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate ( $v$ ), veh/h		377	331	113	363					26	1154	89
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln		1710	1325	884	1710					1470	1628	672
Queue Service Time ( $g_s$ ), s		15.3	18.1	10.2	14.6					1.3	40.5	11.3
Cycle Queue Clearance Time ( $g_c$ ), s		15.3	18.1	25.5	14.6					1.3	40.5	11.3
Green Ratio ( $g/C$ )		0.55	0.55	0.55	0.55					0.39	0.39	0.39
Capacity ( $c$ ), veh/h		937	726	432	937					567	1255	259
Volume-to-Capacity Ratio ( $X$ )		0.402	0.456	0.262	0.387					0.046	0.920	0.344
Back of Queue ( $Q$ ), ft/ln ( 50 th percentile)		152.9	142.3	56.9	145.8					11.5	393.8	45.1
Back of Queue ( $Q$ ), veh/ln ( 50 th percentile)		6.1	5.7	2.3	5.8					0.5	15.8	1.8
Queue Storage Ratio ( $RQ$ ) ( 50 th percentile)		0.00	0.71	0.57	0.00					0.10	0.00	0.00
Uniform Delay ( $d_1$ ), s/veh		15.7	16.3	23.1	15.6					23.1	35.1	26.1
Incremental Delay ( $d_2$ ), s/veh		1.3	2.1	1.5	1.2					0.0	1.3	0.3
Initial Queue Delay ( $d_3$ ), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay ( $d$ ), s/veh		17.0	18.4	24.6	16.8					23.1	36.4	26.4
Level of Service (LOS)		B	B	C	B					C	D	C
Approach Delay, s/veh / LOS	17.7	B		18.6		B		0.0			35.4	D
Intersection Delay, s/veh / LOS	27.0						C					

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.67	B		2.09	B		1.96	B		1.96	B	
Bicycle LOS Score / LOS	1.66	B		1.27	A					1.53	B	



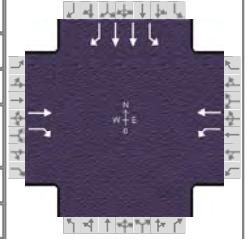
# HCS7 Signalized Intersection Results Summary

## General Information

Agency	otc inc	Analysis Date	8/25/2021
Analyst	jto	Time Period	existing PLUS am peak hour
Jurisdiction	LADOT	Analysis Year	2021
Urban Street	Second Street	File Name	1 AM EXISTING PLUS.xus
Intersection	Spring Street		
Project Description	existing PLUS am peak hour		

## Intersection Information

Duration, h	0.25
Area Type	CBD
PHF	1.00
Analysis Period	1 > 7:00



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h		377	331	118	376					26	1154	89

## Signal Information

Cycle, s	120.0	Reference Phase	2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6				4
Case Number		7.0		6.0				9.0
Phase Duration, s		69.8		69.8				50.2
Change Period, ( Y+R <sub>c</sub> ), s		4.0		4.0				4.0
Max Allow Headway ( MAH ), s		0.0		0.0				3.1
Queue Clearance Time ( g <sub>s</sub> ), s								42.5
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0				3.8
Phase Call Probability								1.00
Max Out Probability								0.00

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate ( $v$ ), veh/h		377	331	118	376					26	1154	89
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln		1710	1325	884	1710					1470	1628	672
Queue Service Time ( $g_s$ ), s		15.3	18.1	10.7	15.3					1.3	40.5	11.3
Cycle Queue Clearance Time ( $g_c$ ), s		15.3	18.1	26.1	15.3					1.3	40.5	11.3
Green Ratio ( $g/C$ )		0.55	0.55	0.55	0.55					0.39	0.39	0.39
Capacity ( $c$ ), veh/h		937	726	432	937					567	1255	259
Volume-to-Capacity Ratio ( $X$ )		0.402	0.456	0.273	0.401					0.046	0.920	0.344
Back of Queue ( $Q$ ), ft/ln ( 50 th percentile)		152.9	142.3	59.8	152.5					11.5	393.8	45.1
Back of Queue ( $Q$ ), veh/ln ( 50 th percentile)		6.1	5.7	2.4	6.1					0.5	15.8	1.8
Queue Storage Ratio ( $RQ$ ) ( 50 th percentile)		0.00	0.71	0.60	0.00					0.10	0.00	0.00
Uniform Delay ( $d_1$ ), s/veh		15.7	16.3	23.3	15.7					23.1	35.1	26.1
Incremental Delay ( $d_2$ ), s/veh		1.3	2.1	1.6	1.3					0.0	1.3	0.3
Initial Queue Delay ( $d_3$ ), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay ( $d$ ), s/veh		17.0	18.4	24.9	17.0					23.1	36.4	26.4
Level of Service (LOS)		B	B	C	B					C	D	C
Approach Delay, s/veh / LOS	17.7	B		18.9		B		0.0			35.4	D
Intersection Delay, s/veh / LOS	27.0						C					

## Multimodal Results

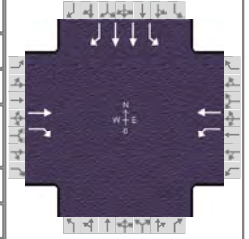
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.67	B		2.09	B		1.96	B		1.96	B	
Bicycle LOS Score / LOS	1.66	B		1.30	A					1.53	B	

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	otc inc	Duration, h	0.25
Analyst	jto	Analysis Date	8/25/2021
Jurisdiction	LADOT	Time Period	existing pm peak hour
Urban Street	Second Street	Analysis Year	2021
Intersection	Spring Street	File Name	1 pM EXISTING.xus
Project Description	existing pm peak hour	Analysis Period	1 > 7:00

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h		506	184	59	556					16	522	25

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	89.9	22.1	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		7.0		6.0				9.0
Phase Duration, s		93.9		93.9				26.1
Change Period, ( Y+R <sub>c</sub> ), s		4.0		4.0				4.0
Max Allow Headway ( MAH ), s		0.0		0.0				3.2
Queue Clearance Time ( g <sub>s</sub> ), s								20.7
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0				1.4
Phase Call Probability								1.00
Max Out Probability								0.00

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2					7	4	14
Adjusted Flow Rate ( v ), veh/h		506	184	59	556					16	522	25
Adjusted Saturation Flow Rate ( s ), veh/h/ln		1710	1328	790	1710					1395	1628	597
Queue Service Time ( g <sub>s</sub> ), s		12.7	4.8	3.5	14.5					1.1	18.7	4.3
Cycle Queue Clearance Time ( g <sub>c</sub> ), s		12.7	4.8	16.1	14.5					1.1	18.7	4.3
Green Ratio ( g/C )		0.75	0.75	0.75	0.75					0.18	0.18	0.18
Capacity ( c ), veh/h		1281	995	568	1281					257	601	110
Volume-to-Capacity Ratio ( X )		0.395	0.185	0.104	0.434					0.062	0.869	0.227
Back of Queue ( Q ), ft/ln ( 50 th percentile)		102.7	30.9	15.5	118					9.8	190.3	16
Back of Queue ( Q ), veh/ln ( 50 th percentile)		4.1	1.2	0.6	4.7					0.4	7.6	0.6
Queue Storage Ratio ( RQ ) ( 50 th percentile)		0.00	0.15	0.15	0.00					0.08	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh		5.4	4.4	8.3	5.6					40.4	47.5	41.7
Incremental Delay ( d <sub>2</sub> ), s/veh		0.9	0.4	0.4	1.1					0.0	1.6	0.4
Initial Queue Delay ( d <sub>3</sub> ), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay ( d ), s/veh		6.3	4.8	8.6	6.7					40.4	49.1	42.0
Level of Service ( LOS )		A	A	A	A					D	D	D
Approach Delay, s/veh / LOS	5.9	A		6.9	A		0.0			48.5	D	
Intersection Delay, s/veh / LOS	19.1						B					

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.63	B		2.04	B		1.96	B		1.96	B	
Bicycle LOS Score / LOS	1.63	B		1.50	B					0.95	A	

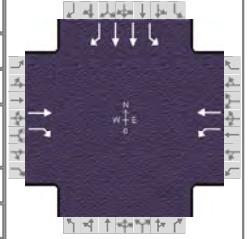
# HCS7 Signalized Intersection Results Summary

## General Information

Agency	otc inc	Analysis Date	8/25/2021
Analyst	jto	Time Period	existing PLUS pm peak hour
Jurisdiction	LADOT	Analysis Year	2021
Urban Street	Second Street	File Name	1 PM PLUS EXISTING.xus
Intersection	Spring Street		
Project Description	existing PLUS pm peak hour		

## Intersection Information

Duration, h	0.25
Area Type	CBD
PHF	1.00
Analysis Period	1 > 7:00



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h		506	184	61	561					16	522	25

## Signal Information

Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		7.0		6.0				9.0
Phase Duration, s		93.9		93.9				26.1
Change Period, ( Y+R <sub>c</sub> ), s		4.0		4.0				4.0
Max Allow Headway ( MAH ), s		0.0		0.0				3.2
Queue Clearance Time ( g <sub>s</sub> ), s								20.7
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0				1.4
Phase Call Probability								1.00
Max Out Probability								0.00

## Movement Group Results

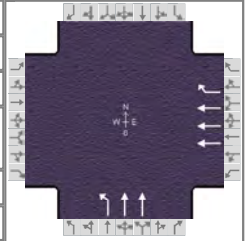
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2					7	4	14
Adjusted Flow Rate ( $v$ ), veh/h		506	184	61	561					16	522	25
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln		1710	1328	790	1710					1395	1628	597
Queue Service Time ( $g_s$ ), s		12.7	4.8	3.6	14.7					1.1	18.7	4.3
Cycle Queue Clearance Time ( $g_c$ ), s		12.7	4.8	16.3	14.7					1.1	18.7	4.3
Green Ratio ( $g/C$ )		0.75	0.75	0.75	0.75					0.18	0.18	0.18
Capacity ( $c$ ), veh/h		1281	995	568	1281					257	601	110
Volume-to-Capacity Ratio ( $X$ )		0.395	0.185	0.107	0.438					0.062	0.869	0.227
Back of Queue ( $Q$ ), ft/ln ( 50 th percentile)		102.7	30.9	16	119.6					9.8	190.3	16
Back of Queue ( $Q$ ), veh/ln ( 50 th percentile)		4.1	1.2	0.6	4.8					0.4	7.6	0.6
Queue Storage Ratio ( $RQ$ ) ( 50 th percentile)		0.00	0.15	0.16	0.00					0.08	0.00	0.00
Uniform Delay ( $d_1$ ), s/veh		5.4	4.4	8.3	5.6					40.4	47.5	41.7
Incremental Delay ( $d_2$ ), s/veh		0.9	0.4	0.4	1.1					0.0	1.6	0.4
Initial Queue Delay ( $d_3$ ), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay ( $d$ ), s/veh		6.3	4.8	8.7	6.7					40.4	49.1	42.0
Level of Service (LOS)		A	A	A	A					D	D	D
Approach Delay, s/veh / LOS	5.9	A		6.9	A		0.0			48.5	D	
Intersection Delay, s/veh / LOS	19.0						B					

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.63	B		2.04	B		1.96	B		1.96	B	
Bicycle LOS Score / LOS	1.63	B		1.51	B					0.95	A	

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	otc inc			Duration, h	0.25	
Analyst	jto	Analysis Date	8/25/2021	Area Type	CBD	
Jurisdiction	LADOT	Time Period	existing am peak hour	PHF	1.00	
Urban Street	Third Street	Analysis Year	2021	Analysis Period	1 > 7:00	
Intersection	Main Street	File Name	2 AM EXISTING.xus			
Project Description	existing am peak hour					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h					1505	181	172	496				

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	90.7	21.3	0.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
				Red	0.0	0.0	0.0	0.0	0.0	0.0	

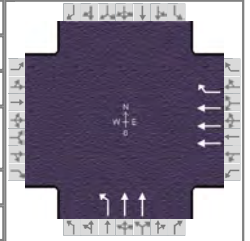
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				2		4		
Case Number				7.0		10.0		
Phase Duration, s				94.7		25.3		
Change Period, ( Y+R <sub>c</sub> ), s				4.0		4.0		
Max Allow Headway ( MAH ), s				0.0		3.1		
Queue Clearance Time ( g <sub>s</sub> ), s						19.7		
Green Extension Time ( g <sub>e</sub> ), s				0.0		1.5		
Phase Call Probability						1.00		
Max Out Probability						0.00		

Movement Group Results	EB			WB			NB			SB						
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement					2	12	7	4								
Adjusted Flow Rate ( $v$ ), veh/h					1505	181	172	496								
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln					1553	1403	1538	1628								
Queue Service Time ( $g_s$ ), s					14.0	4.3	12.4	17.7								
Cycle Queue Clearance Time ( $g_c$ ), s					14.0	4.3	12.4	17.7								
Green Ratio ( $g/C$ )					0.76	0.76	0.18	0.18								
Capacity ( $c$ ), veh/h					3522	1061	272	577								
Volume-to-Capacity Ratio ( $X$ )					0.427	0.171	0.631	0.860								
Back of Queue ( $Q$ ), ft/ln ( 50 th percentile)					96.1	28.6	119.5	180.9								
Back of Queue ( $Q$ ), veh/ln ( 50 th percentile)					3.8	1.1	4.8	7.2								
Queue Storage Ratio ( $RQ$ ) ( 50 th percentile)					0.00	0.24	0.70	0.00								
Uniform Delay ( $d_1$ ), s/veh					5.3	4.1	45.7	47.9								
Incremental Delay ( $d_2$ ), s/veh					0.4	0.3	0.9	1.5								
Initial Queue Delay ( $d_3$ ), s/veh					0.0	0.0	0.0	0.0								
Control Delay ( $d$ ), s/veh					5.7	4.4	46.6	49.4								
Level of Service (LOS)					A	A	D	D								
Approach Delay, s/veh / LOS	0.0				5.5		A		48.7		D		0.0			
Intersection Delay, s/veh / LOS	17.8						B									

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.96	B	1.62	B	2.16	B	1.96	B
Bicycle LOS Score / LOS			1.41	A	1.04	A		

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	otc inc			Duration, h	0.25
Analyst	jto	Analysis Date	8/25/2021	Area Type	Other
Jurisdiction	LADOT	Time Period	existing PLUS am peak hour	PHF	1.00
Urban Street	Third Street	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	Main Street	File Name	2 AM EXISTING PLUS.xus		
Project Description	existing PLUS am peak hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h					1509	181	176	496				

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	92.5	19.5	0.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
				Red	0.0	0.0	0.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				2		4		
Case Number				7.0		10.0		
Phase Duration, s				96.5		23.5		
Change Period, ( Y+R <sub>c</sub> ), s				4.0		4.0		
Max Allow Headway ( MAH ), s				0.0		3.1		
Queue Clearance Time ( g <sub>s</sub> ), s						18.0		
Green Extension Time ( g <sub>e</sub> ), s				0.0		1.5		
Phase Call Probability						1.00		
Max Out Probability						0.00		

Movement Group Results	EB			WB			NB			SB						
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement					2	12	7	4								
Adjusted Flow Rate ( $v$ ), veh/h					1509	181	176	496								
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln					1725	1560	1699	1809								
Queue Service Time ( $g_s$ ), s					11.3	3.6	11.6	16.0								
Cycle Queue Clearance Time ( $g_c$ ), s					11.3	3.6	11.6	16.0								
Green Ratio ( $g/C$ )					0.77	0.77	0.16	0.16								
Capacity ( $c$ ), veh/h					3990	1202	276	588								
Volume-to-Capacity Ratio ( $X$ )					0.378	0.151	0.637	0.844								
Back of Queue ( $Q$ ), ft/ln ( 50 th percentile)					82.9	25.3	123.6	181.1								
Back of Queue ( $Q$ ), veh/ln ( 50 th percentile)					3.3	1.0	4.9	7.2								
Queue Storage Ratio ( $RQ$ ) ( 50 th percentile)					0.00	0.21	0.73	0.00								
Uniform Delay ( $d_1$ ), s/veh					4.4	3.6	46.9	48.8								
Incremental Delay ( $d_2$ ), s/veh					0.3	0.3	0.9	1.3								
Initial Queue Delay ( $d_3$ ), s/veh					0.0	0.0	0.0	0.0								
Control Delay ( $d$ ), s/veh					4.7	3.8	47.9	50.1								
Level of Service (LOS)					A	A	D	D								
Approach Delay, s/veh / LOS	0.0				4.6		A		49.5		D		0.0			
Intersection Delay, s/veh / LOS	17.4						B									

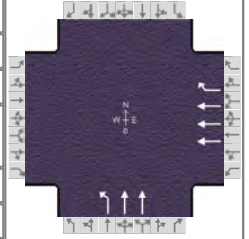
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.96	B	1.62	B	2.16	B	1.96	B
Bicycle LOS Score / LOS			1.42	A	1.04	A		

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	otc inc	Duration, h	0.25
Analyst	jto	Analysis Date	8/25/2021
Jurisdiction	LADOT	Time Period	existing pm peak hour
Urban Street	Third Street	Analysis Year	2021
Intersection	Main Street	File Name	2 PM EXISTING.xus
Project Description	existing pm peak hour	Analysis Period	1 > 7:00









## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h					951	400	197	1146				

## Signal Information

Cycle, s	120.0	Reference Phase	2										
Offset, s	0	Reference Point	End	Green	66.1	45.9	0.0	0.0	0.0	0.0			
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0			

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				2		4		
Case Number				7.0		10.0		
Phase Duration, s				70.1		49.9		
Change Period, ( Y+R <sub>c</sub> ), s				4.0		4.0		
Max Allow Headway ( MAH ), s				0.0		3.1		
Queue Clearance Time ( g <sub>s</sub> ), s						42.2		
Green Extension Time ( g <sub>e</sub> ), s				0.0		3.7		
Phase Call Probability						1.00		
Max Out Probability						0.00		

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement					2	12	7	4				
Adjusted Flow Rate ( v ), veh/h					951	400	197	1146				
Adjusted Saturation Flow Rate ( s ), veh/h/ln					1553	1405	1542	1628				
Queue Service Time ( g <sub>s</sub> ), s					13.8	21.5	10.9	40.2				
Cycle Queue Clearance Time ( g <sub>c</sub> ), s					13.8	21.5	10.9	40.2				
Green Ratio ( g/C )					0.55	0.55	0.38	0.38				
Capacity ( c ), veh/h					2566	774	590	1246				
Volume-to-Capacity Ratio ( X )					0.371	0.517	0.334	0.920				
Back of Queue ( Q ), ft/ln ( 50 th percentile)					120.7	179.3	99.1	391.6				
Back of Queue ( Q ), veh/ln ( 50 th percentile)					4.8	7.2	4.0	15.7				
Queue Storage Ratio ( RQ ) ( 50 th percentile)					0.00	1.49	0.58	0.00				
Uniform Delay ( d <sub>1</sub> ), s/veh					15.2	16.9	26.2	35.3				
Incremental Delay ( d <sub>2</sub> ), s/veh					0.4	2.5	0.1	1.3				
Initial Queue Delay ( d <sub>3</sub> ), s/veh					0.0	0.0	0.0	0.0				
Control Delay ( d ), s/veh					15.6	19.4	26.3	36.6				
Level of Service ( LOS )					B	B	C	D				
Approach Delay, s/veh / LOS	0.0			16.7	B		35.1	D		0.0		
Intersection Delay, s/veh / LOS				25.9				C				

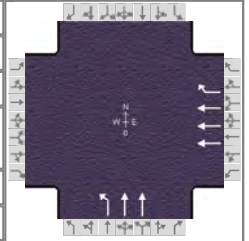
## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.96		B	1.67		B	2.16		B	1.96		B
Bicycle LOS Score / LOS				1.23		A	1.60		B			



# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	otc inc			Duration, h	0.25
Analyst	jto	Analysis Date	8/25/2021	Area Type	CBD
Jurisdiction	LADOT	Time Period	existing PLUS pm peak hour	PHF	1.00
Urban Street	Third Street	Analysis Year	2021	Analysis Period	1 > 7:00
Intersection	Main Street	File Name	2 PM PLUS EXISTING.xus		
Project Description	existing PLUS pm peak hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h					967	400	214	1146				

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	66.1	45.9	0.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
				Red	0.0	0.0	0.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				2		4		
Case Number				7.0		10.0		
Phase Duration, s				70.1		49.9		
Change Period, ( Y+R <sub>c</sub> ), s				4.0		4.0		
Max Allow Headway ( MAH ), s				0.0		3.1		
Queue Clearance Time ( g <sub>s</sub> ), s						42.2		
Green Extension Time ( g <sub>e</sub> ), s				0.0		3.7		
Phase Call Probability						1.00		
Max Out Probability						0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement					2	12	7	4				
Adjusted Flow Rate ( v ), veh/h					967	400	214	1146				
Adjusted Saturation Flow Rate ( s ), veh/h/ln					1553	1405	1542	1628				
Queue Service Time ( g <sub>s</sub> ), s					14.1	21.5	11.9	40.2				
Cycle Queue Clearance Time ( g <sub>c</sub> ), s					14.1	21.5	11.9	40.2				
Green Ratio ( g/C )					0.55	0.55	0.38	0.38				
Capacity ( c ), veh/h					2564	773	590	1246				
Volume-to-Capacity Ratio ( X )					0.377	0.517	0.363	0.919				
Back of Queue ( Q ), ft/ln ( 50 th percentile)					123.4	179.4	109.1	391.5				
Back of Queue ( Q ), veh/ln ( 50 th percentile)					4.9	7.2	4.4	15.7				
Queue Storage Ratio ( RQ ) ( 50 th percentile)					0.00	1.49	0.64	0.00				
Uniform Delay ( d <sub>1</sub> ), s/veh					15.3	16.9	26.5	35.3				
Incremental Delay ( d <sub>2</sub> ), s/veh					0.4	2.5	0.1	1.3				
Initial Queue Delay ( d <sub>3</sub> ), s/veh					0.0	0.0	0.0	0.0				
Control Delay ( d ), s/veh					15.7	19.4	26.7	36.5				
Level of Service ( LOS )					B	B	C	D				
Approach Delay, s/veh / LOS	0.0			16.8	B		35.0	C		0.0		
Intersection Delay, s/veh / LOS	25.9						C					

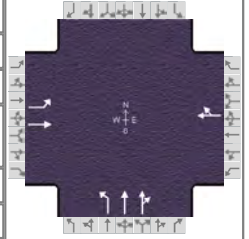
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.96	B	1.67	B	2.16	B	1.96	B
Bicycle LOS Score / LOS			1.24	A	1.61	B		

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	otc inc	Duration, h	0.25
Analyst	jto	Analysis Date	8/25/2021
Jurisdiction	LADOT	Time Period	existing am peak hour
Urban Street	Second Street	Analysis Year	2021
Intersection	Main Street	File Name	3 AM EXISTING.xus
Project Description	existing am peak hour	Analysis Period	1 > 7:00

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	65	367			348	35	87	545	75			

## Signal Information

Cycle, s	120.0	Reference Phase	2											
Offset, s	0	Reference Point	End		Green	85.4	26.6	0.0	0.0	0.0	0.0			
Uncoordinated	No	Simult. Gap E/W	On		Yellow	4.0	4.0	0.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On		Red	0.0	0.0	0.0	0.0	0.0	0.0			

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		
Case Number		6.0		8.0		10.0		
Phase Duration, s		89.4		89.4		30.6		
Change Period, ( Y+R <sub>c</sub> ), s		4.0		4.0		4.0		
Max Allow Headway ( MAH ), s		0.0		0.0		3.3		
Queue Clearance Time ( g <sub>s</sub> ), s						25.0		
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0		1.6		
Phase Call Probability						1.00		
Max Out Probability						0.00		

## Movement Group Results

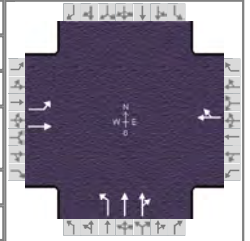
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12	7	4	14			
Adjusted Flow Rate ( v ), veh/h	65	367			383		87	332	288			
Adjusted Saturation Flow Rate ( s ), veh/h/ln	889	1710			1670		1066	1710	1459			
Queue Service Time ( g <sub>s</sub> ), s	3.5	9.5			10.3		8.3	22.5	23.0			
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	13.8	9.5			10.3		8.3	22.5	23.0			
Green Ratio ( g/C )	0.71	0.71			0.71		0.22	0.22	0.22			
Capacity ( c ), veh/h	616	1217			1189		236	379	323			
Volume-to-Capacity Ratio ( X )	0.105	0.302			0.322		0.368	0.875	0.892			
Back of Queue ( Q ), ft/ln ( 50 th percentile)	17.9	81.1			86.5		54.7	241.5	213.1			
Back of Queue ( Q ), veh/ln ( 50 th percentile)	0.7	3.2			3.5		2.2	9.7	8.5			
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.12	0.00			0.00		0.46	0.00	0.00			
Uniform Delay ( d <sub>1</sub> ), s/veh	9.1	6.3			6.5		39.6	45.1	45.3			
Incremental Delay ( d <sub>2</sub> ), s/veh	0.3	0.6			0.7		0.4	2.6	3.4			
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0			0.0		0.0	0.0	0.0			
Control Delay ( d ), s/veh	9.4	7.0			7.2		39.9	47.6	48.8			
Level of Service ( LOS )	A	A			A		D	D	D			
Approach Delay, s/veh / LOS	7.3	A		7.2	A		47.2	D		0.0		
Intersection Delay, s/veh / LOS	25.8						C					

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.86	B		1.64	B		1.74	B		1.96	B	
Bicycle LOS Score / LOS	1.20	A		1.12	A		1.07	A				

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	otc inc			Duration, h	0.25
Analyst	jto	Analysis Date	8/25/2021	Area Type	CBD
Jurisdiction	LADOT	Time Period	existing PLUS am peak hour	PHF	1.00
Urban Street	Second Street	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	Main Street	File Name	3 AM PLUS EXISTING.xus		
Project Description	existing PLUS am peak hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	78	370			348	35	87	545	75			

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	85.4	26.6	0.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
				Red	0.0	0.0	0.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		
Case Number		6.0		8.0		10.0		
Phase Duration, s		89.4		89.4		30.6		
Change Period, ( Y+R <sub>c</sub> ), s		4.0		4.0		4.0		
Max Allow Headway ( MAH ), s		0.0		0.0		3.3		
Queue Clearance Time ( g <sub>s</sub> ), s						25.0		
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0		1.6		
Phase Call Probability						1.00		
Max Out Probability						0.00		

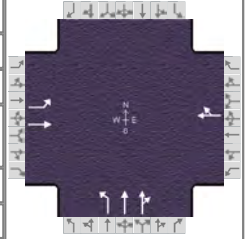
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12	7	4	14			
Adjusted Flow Rate ( v ), veh/h	78	370			383		87	332	288			
Adjusted Saturation Flow Rate ( s ), veh/h/ln	889	1710			1670		1066	1710	1459			
Queue Service Time ( g <sub>s</sub> ), s	4.3	9.6			10.3		8.3	22.5	23.0			
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	14.6	9.6			10.3		8.3	22.5	23.0			
Green Ratio ( g/C )	0.71	0.71			0.71		0.22	0.22	0.22			
Capacity ( c ), veh/h	616	1217			1189		236	379	323			
Volume-to-Capacity Ratio ( X )	0.127	0.304			0.322		0.368	0.875	0.892			
Back of Queue ( Q ), ft/ln ( 50 th percentile)	21.8	82			86.5		54.7	241.5	213.1			
Back of Queue ( Q ), veh/ln ( 50 th percentile)	0.9	3.3			3.5		2.2	9.7	8.5			
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.15	0.00			0.00		0.46	0.00	0.00			
Uniform Delay ( d <sub>1</sub> ), s/veh	9.2	6.4			6.5		39.6	45.1	45.3			
Incremental Delay ( d <sub>2</sub> ), s/veh	0.4	0.6			0.7		0.4	2.6	3.4			
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0			0.0		0.0	0.0	0.0			
Control Delay ( d ), s/veh	9.6	7.0			7.2		39.9	47.6	48.8			
Level of Service ( LOS )	A	A			A		D	D	D			
Approach Delay, s/veh / LOS	7.5	A		7.2	A		47.2	D		0.0		
Intersection Delay, s/veh / LOS	25.6						C					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.86	B		1.64	B		1.74	B		1.96	B	
Bicycle LOS Score / LOS	1.23	A		1.12	A		1.07	A				

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	otc inc	Duration, h	0.25
Analyst	jto	Analysis Date	8/25/2021
Jurisdiction	LADOT	Time Period	existing pm peak hour
Urban Street	Second Street	Analysis Year	2021
Intersection	Main Street	File Name	3 PM EXISTING.xus
Project Description	existing pm peak hour	Analysis Period	1 > 7:00



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	101	450			481	46	107	1129	57			

## Signal Information

Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	66.4	45.6	0.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
				Red	0.0	0.0	0.0	0.0	0.0	0.0	

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		
Case Number		6.0		8.0		10.0		
Phase Duration, s		70.4		70.4		49.6		
Change Period, ( Y+R <sub>c</sub> ), s		4.0		4.0		4.0		
Max Allow Headway ( MAH ), s		0.0		0.0		3.1		
Queue Clearance Time ( g <sub>s</sub> ), s						42.7		
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0		2.9		
Phase Call Probability						1.00		
Max Out Probability						0.00		

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12	7	4	14			
Adjusted Flow Rate ( v ), veh/h	101	450			527		107	603	583			
Adjusted Saturation Flow Rate ( s ), veh/h/ln	777	1710			1667		1221	1710	1649			
Queue Service Time ( g <sub>s</sub> ), s	11.7	19.1			24.8		7.1	40.6	40.7			
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	36.5	19.1			24.8		7.1	40.6	40.7			
Green Ratio ( g/C )	0.55	0.55			0.55		0.38	0.38	0.38			
Capacity ( c ), veh/h	330	946			923		464	650	626			
Volume-to-Capacity Ratio ( X )	0.306	0.475			0.571		0.231	0.929	0.930			
Back of Queue ( Q ), ft/ln ( 50 th percentile)	59.6	190.9			243		51.8	421.8	408.4			
Back of Queue ( Q ), veh/ln ( 50 th percentile)	2.4	7.6			9.7		2.1	16.9	16.3			
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.40	0.00			0.00		0.43	0.00	0.00			
Uniform Delay ( d <sub>1</sub> ), s/veh	29.4	16.2			17.5		25.3	35.7	35.7			
Incremental Delay ( d <sub>2</sub> ), s/veh	2.4	1.7			2.6		0.1	2.7	2.8			
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0			0.0		0.0	0.0	0.0			
Control Delay ( d ), s/veh	31.8	17.9			20.1		25.4	38.3	38.5			
Level of Service ( LOS )	C	B			C		C	D	D			
Approach Delay, s/veh / LOS	20.5	C		20.1	C		37.3	D		0.0		
Intersection Delay, s/veh / LOS	29.6						C					

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.90	B		1.67	B		1.74	B		1.96	B	
Bicycle LOS Score / LOS	1.40	A		1.36	A		1.55	B				

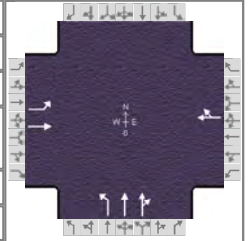
# HCS7 Signalized Intersection Results Summary

## General Information

Agency	otc inc	Analysis Date	8/25/2021
Analyst	jto	Time Period	existing PLUS pm peak hour
Jurisdiction	LADOT	Analysis Year	2021
Urban Street	Second Street	File Name	3 PM PLUS EXISTING.xus
Intersection	Main Street		
Project Description	existing PLUS pm peak hour		

## Intersection Information

Duration, h	0.25
Area Type	CBD
PHF	1.00
Analysis Period	1 > 7:00



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	106	451			481	46	107	1129	57			

## Signal Information

Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		
Case Number		6.0		8.0		10.0		
Phase Duration, s		70.4		70.4		49.6		
Change Period, ( Y+R <sub>c</sub> ), s		4.0		4.0		4.0		
Max Allow Headway ( MAH ), s		0.0		0.0		3.1		
Queue Clearance Time ( g <sub>s</sub> ), s						42.7		
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0		2.9		
Phase Call Probability						1.00		
Max Out Probability						0.00		

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12	7	4	14			
Adjusted Flow Rate ( v ), veh/h	106	451			527		107	603	583			
Adjusted Saturation Flow Rate ( s ), veh/h/ln	777	1710			1667		1221	1710	1649			
Queue Service Time ( g <sub>s</sub> ), s	12.4	19.2			24.8		7.1	40.6	40.7			
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	37.1	19.2			24.8		7.1	40.6	40.7			
Green Ratio ( g/C )	0.55	0.55			0.55		0.38	0.38	0.38			
Capacity ( c ), veh/h	330	946			923		464	650	626			
Volume-to-Capacity Ratio ( X )	0.322	0.477			0.571		0.231	0.929	0.930			
Back of Queue ( Q ), ft/ln ( 50 th percentile)	63.1	191.4			243		51.8	421.8	408.4			
Back of Queue ( Q ), veh/ln ( 50 th percentile)	2.5	7.7			9.7		2.1	16.9	16.3			
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.42	0.00			0.00		0.43	0.00	0.00			
Uniform Delay ( d <sub>1</sub> ), s/veh	29.6	16.2			17.5		25.3	35.7	35.7			
Incremental Delay ( d <sub>2</sub> ), s/veh	2.6	1.7			2.6		0.1	2.7	2.8			
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0			0.0		0.0	0.0	0.0			
Control Delay ( d ), s/veh	32.2	18.0			20.1		25.4	38.3	38.5			
Level of Service ( LOS )	C	B			C		C	D	D			
Approach Delay, s/veh / LOS	20.7	C		20.1	C		37.3	D		0.0		
Intersection Delay, s/veh / LOS	29.6						C					

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.90	B		1.67	B		1.74	B		1.96	B	
Bicycle LOS Score / LOS	1.41	A		1.36	A		1.55	B				



## **Future and Future + Project**

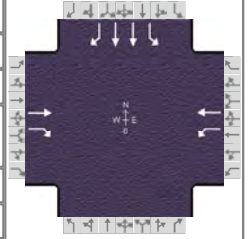


# HCS7 Signalized Intersection Results Summary

## General Information

Agency	otc inc		
Analyst	jto	Analysis Date	8/25/2021
Jurisdiction	LADOT	Time Period	Future am peak hour
Urban Street	Second Street	Analysis Year	2024
Intersection	Spring Street	File Name	1 AM FUTURE W
Project Description	future am peak hour		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h		573	372	200	466					29	1492	95

## Signal Information

Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	54.8	57.2	0.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
				Red	0.0	0.0	0.0	0.0	0.0	0.0	

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		7.0		6.0				9.0
Phase Duration, s		58.8		58.8				61.2
Change Period, ( Y+R <sub>c</sub> ), s		4.0		4.0				4.0
Max Allow Headway ( MAH ), s		0.0		0.0				3.1
Queue Clearance Time ( g <sub>s</sub> ), s								55.2
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0				2.0
Phase Call Probability								1.00
Max Out Probability								0.86

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2					7	4	14
Adjusted Flow Rate ( v ), veh/h		573	372	200	466					29	1492	95
Adjusted Saturation Flow Rate ( s ), veh/h/ln		1710	1304	746	1710					1500	1628	984
Queue Service Time ( g <sub>s</sub> ), s		32.8	26.0	22.0	24.4					1.2	53.2	6.7
Cycle Queue Clearance Time ( g <sub>c</sub> ), s		32.8	26.0	54.8	24.4					1.2	53.2	6.7
Green Ratio ( g/C )		0.46	0.46	0.46	0.46					0.48	0.48	0.48
Capacity ( c ), veh/h		781	596	197	781					715	1551	469
Volume-to-Capacity Ratio ( X )		0.733	0.624	1.016	0.596					0.041	0.962	0.203
Back of Queue ( Q ), ft/ln ( 50 th percentile)		355.8	215.2	242.1	258.3					10.7	570.1	38
Back of Queue ( Q ), veh/ln ( 50 th percentile)		14.2	8.6	9.7	10.3					0.4	22.8	1.5
Queue Storage Ratio ( RQ ) ( 50 th percentile)		0.00	1.08	2.42	0.00					0.09	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh		26.6	24.8	52.4	24.3					16.8	30.4	18.2
Incremental Delay ( d <sub>2</sub> ), s/veh		6.0	4.9	68.4	3.3					0.0	14.1	0.1
Initial Queue Delay ( d <sub>3</sub> ), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay ( d ), s/veh		32.6	29.6	120.8	27.7					16.8	44.5	18.3
Level of Service ( LOS )		C	C	F	C					B	D	B
Approach Delay, s/veh / LOS		31.5	C	55.6	E		0.0			42.4	D	
Intersection Delay, s/veh / LOS		41.9						D				

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.69		B	2.10		B	1.96		B	1.96		B
Bicycle LOS Score / LOS	2.05		B	1.59		B				1.82		B

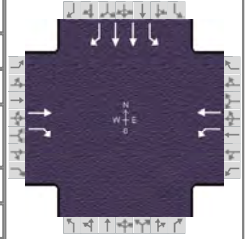
# HCS7 Signalized Intersection Results Summary

## General Information

Agency	otc inc	Analysis Date	8/25/2021
Analyst	jto	Time Period	Future PLUS am peak hour
Jurisdiction	LADOT	Analysis Year	2024
Urban Street	Second Street	File Name	1 AM FUTURE WITH.xus
Intersection	Spring Street		
Project Description	future PLUS am peak hour		

## Intersection Information

Duration, h	0.25
Area Type	CBD
PHF	1.00
Analysis Period	1 > 7:00



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h		573	372	205	479					29	1492	95

## Signal Information

Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		7.0		6.0				9.0
Phase Duration, s		59.5		59.5				60.5
Change Period, ( Y+R <sub>c</sub> ), s		4.0		4.0				4.0
Max Allow Headway ( MAH ), s		0.0		0.0				3.1
Queue Clearance Time ( g <sub>s</sub> ), s								55.7
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0				0.8
Phase Call Probability								1.00
Max Out Probability								1.00

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2					7	4	14
Adjusted Flow Rate ( v ), veh/h		573	372	205	479					29	1492	95
Adjusted Saturation Flow Rate ( s ), veh/h/ln		1710	1306	746	1710					1499	1628	979
Queue Service Time ( g <sub>s</sub> ), s		32.5	25.7	23.0	25.1					1.3	53.7	6.8
Cycle Queue Clearance Time ( g <sub>c</sub> ), s		32.5	25.7	55.5	25.1					1.3	53.7	6.8
Green Ratio ( g/C )		0.46	0.46	0.46	0.46					0.47	0.47	0.47
Capacity ( c ), veh/h		791	604	203	791					706	1533	461
Volume-to-Capacity Ratio ( X )		0.724	0.616	1.010	0.606					0.041	0.973	0.206
Back of Queue ( Q ), ft/ln ( 50 th percentile)		350.1	212	245.9	265					10.8	590	38.5
Back of Queue ( Q ), veh/ln ( 50 th percentile)		14.0	8.5	9.8	10.6					0.4	23.6	1.5
Queue Storage Ratio ( RQ ) ( 50 th percentile)		0.00	1.06	2.46	0.00					0.09	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh		26.1	24.2	51.9	24.1					17.1	31.0	18.6
Incremental Delay ( d <sub>2</sub> ), s/veh		5.7	4.7	65.7	3.4					0.0	16.7	0.1
Initial Queue Delay ( d <sub>3</sub> ), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay ( d ), s/veh		31.8	28.9	117.6	27.5					17.1	47.8	18.7
Level of Service ( LOS )		C	C	F	C					B	D	B
Approach Delay, s/veh / LOS	30.6	C		54.5	D		0.0			45.5	D	
Intersection Delay, s/veh / LOS	43.1						D					

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.69	B		2.10	B		1.96	B		1.96	B	
Bicycle LOS Score / LOS	2.05	B		1.62	B					1.82	B	

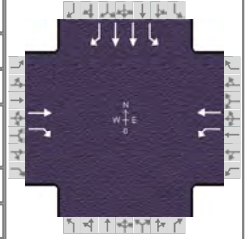
# HCS7 Signalized Intersection Results Summary

## General Information

Agency	otc inc	Duration, h	0.25
Analyst	jto	Analysis Date	8/25/2021
Jurisdiction	LADOT	Time Period	Future pm peak hour
Urban Street	Second Street	Analysis Year	2024
Intersection	Spring Street	File Name	1 PM FUTURE.xus
Project Description	Future pm peak hour		

## Intersection Information

Area Type	CBD
PHF	1.00
Analysis Period	1 > 7:00



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h		678	212	164	730					19	953	73

## Signal Information

Cycle, s	120.0	Reference Phase	2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		7.0		6.0				9.0
Phase Duration, s		77.3		77.3				42.7
Change Period, ( Y+R <sub>c</sub> ), s		4.0		4.0				4.0
Max Allow Headway ( MAH ), s		0.0		0.0				3.2
Queue Clearance Time ( g <sub>s</sub> ), s								35.7
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0				3.0
Phase Call Probability								1.00
Max Out Probability								0.00

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2					7	4	14
Adjusted Flow Rate ( $v$ ), veh/h		678	212	164	730					19	953	73
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln		1710	1305	678	1710					1495	1628	760
Queue Service Time ( $g_s$ ), s		30.6	9.0	24.7	34.8					1.0	33.7	8.6
Cycle Queue Clearance Time ( $g_c$ ), s		30.6	9.0	55.3	34.8					1.0	33.7	8.6
Green Ratio ( $g/C$ )		0.61	0.61	0.61	0.61					0.32	0.32	0.32
Capacity ( $c$ ), veh/h		1045	798	301	1045					481	1049	245
Volume-to-Capacity Ratio ( $X$ )		0.649	0.266	0.545	0.698					0.039	0.909	0.298
Back of Queue ( $Q$ ), ft/ln ( 50 th percentile)		299.5	66.8	113.9	341.9					9.4	333.1	39.8
Back of Queue ( $Q$ ), veh/ln ( 50 th percentile)		12.0	2.7	4.6	13.7					0.4	13.3	1.6
Queue Storage Ratio ( $RQ$ ) ( 50 th percentile)		0.00	0.33	1.14	0.00					0.08	0.00	0.00
Uniform Delay ( $d_1$ ), s/veh		15.0	10.8	32.9	15.8					27.9	39.0	30.5
Incremental Delay ( $d_2$ ), s/veh		3.1	0.8	6.9	3.9					0.0	1.3	0.3
Initial Queue Delay ( $d_3$ ), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay ( $d$ ), s/veh		18.1	11.6	39.8	19.7					27.9	40.3	30.8
Level of Service (LOS)		B	B	D	B					C	D	C
Approach Delay, s/veh / LOS	16.6	B		23.4		C		0.0			39.4	D
Intersection Delay, s/veh / LOS	27.2						C					

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.66	B		2.08	B		1.96	B		1.96	B	
Bicycle LOS Score / LOS	1.96	B		1.96	B					1.35	A	

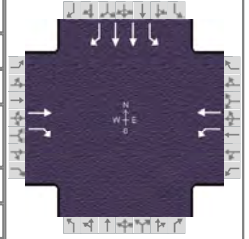
# HCS7 Signalized Intersection Results Summary

## General Information

Agency	otc inc	Analysis Date	8/25/2021
Analyst	jto	Time Period	Future PLUS pm peak hour
Jurisdiction	LADOT	Analysis Year	2024
Urban Street	Second Street	File Name	1 PM PLUS FUTURE.xus
Intersection	Spring Street		
Project Description	Future PLUS pm peak hour		

## Intersection Information

Duration, h	0.25
Area Type	CBD
PHF	1.00
Analysis Period	1 > 7:00



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h		678	212	166	735					19	953	73

## Signal Information

Cycle, s	120.0	Reference Phase	2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		7.0		6.0				9.0
Phase Duration, s		77.3		77.3				42.7
Change Period, ( Y+R <sub>c</sub> ), s		4.0		4.0				4.0
Max Allow Headway ( MAH ), s		0.0		0.0				3.2
Queue Clearance Time ( g <sub>s</sub> ), s								35.7
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0				3.0
Phase Call Probability								1.00
Max Out Probability								0.00

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2					7	4	14
Adjusted Flow Rate ( $v$ ), veh/h		678	212	166	735					19	953	73
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln		1710	1305	678	1710					1495	1628	760
Queue Service Time ( $g_s$ ), s		30.6	9.0	25.1	35.2					1.0	33.7	8.6
Cycle Queue Clearance Time ( $g_c$ ), s		30.6	9.0	55.7	35.2					1.0	33.7	8.6
Green Ratio ( $g/C$ )		0.61	0.61	0.61	0.61					0.32	0.32	0.32
Capacity ( $c$ ), veh/h		1045	798	301	1045					481	1049	245
Volume-to-Capacity Ratio ( $X$ )		0.649	0.266	0.551	0.703					0.039	0.909	0.298
Back of Queue ( $Q$ ), ft/ln ( 50 th percentile)		299.5	66.8	115.8	346.2					9.4	333.1	39.8
Back of Queue ( $Q$ ), veh/ln ( 50 th percentile)		12.0	2.7	4.6	13.8					0.4	13.3	1.6
Queue Storage Ratio ( $RQ$ ) ( 50 th percentile)		0.00	0.33	1.16	0.00					0.08	0.00	0.00
Uniform Delay ( $d_1$ ), s/veh		15.0	10.8	33.0	15.9					27.9	39.0	30.5
Incremental Delay ( $d_2$ ), s/veh		3.1	0.8	7.1	4.0					0.0	1.3	0.3
Initial Queue Delay ( $d_3$ ), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay ( $d$ ), s/veh		18.1	11.6	40.1	19.9					27.9	40.3	30.8
Level of Service (LOS)		B	B	D	B					C	D	C
Approach Delay, s/veh / LOS	16.6	B		23.6		C		0.0			39.4	D
Intersection Delay, s/veh / LOS	27.2						C					

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.66	B		2.08	B		1.96	B		1.96	B	
Bicycle LOS Score / LOS	1.96	B		1.97	B					1.35	A	

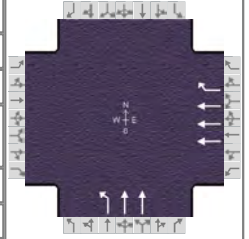
# HCS7 Signalized Intersection Results Summary

## General Information

Agency	otc inc	Duration, h	0.25
Analyst	jto	Analysis Date	8/25/2021
Jurisdiction	LADOT	Time Period	existing am peak hour
Urban Street	Third Street	Analysis Year	2021
Intersection	Main Street	File Name	2 AM FUTURE.xus
Project Description	Future am peak hour		

## Intersection Information

Area Type	CBD
PHF	1.00
Analysis Period	1 > 7:00



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h					1891	223	221	946				

## Signal Information

Cycle, s	120.0	Reference Phase	2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				2		4		
Case Number				7.0		10.0		
Phase Duration, s				77.6		42.4		
Change Period, ( Y+R <sub>c</sub> ), s				4.0		4.0		
Max Allow Headway ( MAH ), s				0.0		3.1		
Queue Clearance Time ( g <sub>s</sub> ), s						35.4		
Green Extension Time ( g <sub>e</sub> ), s				0.0		3.0		
Phase Call Probability						1.00		
Max Out Probability						0.00		

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement					2	12	7	4				
Adjusted Flow Rate ( v ), veh/h					1891	223	221	946				
Adjusted Saturation Flow Rate ( s ), veh/h/ln					1553	1397	1578	1628				
Queue Service Time ( g <sub>s</sub> ), s					31.7	8.8	13.3	33.4				
Cycle Queue Clearance Time ( g <sub>c</sub> ), s					31.7	8.8	13.3	33.4				
Green Ratio ( g/C )					0.61	0.61	0.32	0.32				
Capacity ( c ), veh/h					2857	857	505	1042				
Volume-to-Capacity Ratio ( X )					0.662	0.260	0.438	0.908				
Back of Queue ( Q ), ft/ln ( 50 th percentile)					267.2	69.1	126.5	331				
Back of Queue ( Q ), veh/ln ( 50 th percentile)					10.7	2.8	5.1	13.2				
Queue Storage Ratio ( RQ ) ( 50 th percentile)					0.00	0.58	0.74	0.00				
Uniform Delay ( d <sub>1</sub> ), s/veh					15.1	10.7	32.3	39.1				
Incremental Delay ( d <sub>2</sub> ), s/veh					1.2	0.7	0.2	1.3				
Initial Queue Delay ( d <sub>3</sub> ), s/veh					0.0	0.0	0.0	0.0				
Control Delay ( d ), s/veh					16.3	11.4	32.5	40.4				
Level of Service ( LOS )					B	B	C	D				
Approach Delay, s/veh / LOS	0.0			15.8	B		38.9	D		0.0		
Intersection Delay, s/veh / LOS	24.0						C					

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.96		B	1.66		B	2.16		B	1.96		B
Bicycle LOS Score / LOS				1.65		B	1.45		A			

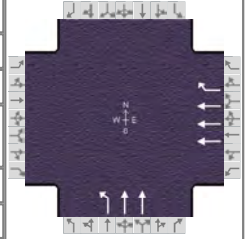
# HCS7 Signalized Intersection Results Summary

## General Information

Agency	otc inc	Analysis Date	8/25/2021
Analyst	jto	Time Period	Future PLUS am peak hour
Jurisdiction	LADOT	Analysis Year	2024
Urban Street	Third Street	File Name	2 AM FUTURE PLUS.xus
Intersection	Main Street		
Project Description	Future PLUS am peak hour		

## Intersection Information








Duration, h	0.25
Area Type	CBD
PHF	1.00
Analysis Period	1 > 7:00



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h					1895	223	225	946				

## Signal Information

Cycle, s	120.0	Reference Phase	2											
Offset, s	0	Reference Point	End	Green	73.6	38.4	0.0	0.0	0.0	0.0	1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				2		4		
Case Number				7.0		10.0		
Phase Duration, s				77.6		42.4		
Change Period, ( Y+R <sub>c</sub> ), s				4.0		4.0		
Max Allow Headway ( MAH ), s				0.0		3.1		
Queue Clearance Time ( g <sub>s</sub> ), s						35.4		
Green Extension Time ( g <sub>e</sub> ), s				0.0		3.0		
Phase Call Probability						1.00		
Max Out Probability						0.00		

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement					2	12	7	4				
Adjusted Flow Rate ( v ), veh/h					1895	223	225	946				
Adjusted Saturation Flow Rate ( s ), veh/h/ln					1553	1397	1578	1628				
Queue Service Time ( g <sub>s</sub> ), s					31.8	8.8	13.6	33.4				
Cycle Queue Clearance Time ( g <sub>c</sub> ), s					31.8	8.8	13.6	33.4				
Green Ratio ( g/C )					0.61	0.61	0.32	0.32				
Capacity ( c ), veh/h					2857	857	505	1042				
Volume-to-Capacity Ratio ( X )					0.663	0.260	0.446	0.908				
Back of Queue ( Q ), ft/ln ( 50 th percentile)					268.3	69.1	129.2	331				
Back of Queue ( Q ), veh/ln ( 50 th percentile)					10.7	2.8	5.2	13.2				
Queue Storage Ratio ( RQ ) ( 50 th percentile)					0.00	0.58	0.76	0.00				
Uniform Delay ( d <sub>1</sub> ), s/veh					15.1	10.7	32.4	39.1				
Incremental Delay ( d <sub>2</sub> ), s/veh					1.2	0.7	0.2	1.3				
Initial Queue Delay ( d <sub>3</sub> ), s/veh					0.0	0.0	0.0	0.0				
Control Delay ( d ), s/veh					16.4	11.4	32.6	40.4				
Level of Service ( LOS )					B	B	C	D				
Approach Delay, s/veh / LOS	0.0			15.8	B		38.9	D		0.0		
Intersection Delay, s/veh / LOS	24.1						C					

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.96		B	1.66		B	2.16		B	1.96		B
Bicycle LOS Score / LOS				1.65		B	1.45		A			



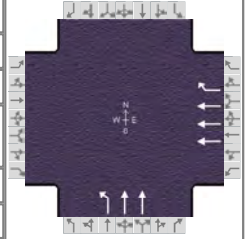
# HCS7 Signalized Intersection Results Summary

## General Information

Agency	otc inc	Duration, h	0.25
Analyst	jto	Analysis Date	8/25/2021
Jurisdiction	LADOT	Time Period	future pm peak hour
Urban Street	Third Street	Analysis Year	2024
Intersection	Main Street	File Name	2 PM FUTURE.xus
Project Description	Future pm peak hour		

## Intersection Information








Area Type	CBD
PHF	1.00
Analysis Period	1> 7:00



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h					1498	434	263	1540				

## Signal Information

Cycle, s	120.0	Reference Phase	2											
Offset, s	0	Reference Point	End	Green	51.2	60.8	0.0	0.0	0.0	0.0				
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0				

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				2		4		
Case Number				7.0		10.0		
Phase Duration, s				55.2		64.8		
Change Period, ( Y+R <sub>c</sub> ), s				4.0		4.0		
Max Allow Headway ( MAH ), s				0.0		3.1		
Queue Clearance Time ( g <sub>s</sub> ), s						55.1		
Green Extension Time ( g <sub>e</sub> ), s				0.0		5.7		
Phase Call Probability						1.00		
Max Out Probability						0.00		

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement					2	12	7	4				
Adjusted Flow Rate ( v ), veh/h					1498	434	263	1540				
Adjusted Saturation Flow Rate ( s ), veh/h/ln					1553	1397	1563	1628				
Queue Service Time ( g <sub>s</sub> ), s					32.6	31.0	12.0	53.1				
Cycle Queue Clearance Time ( g <sub>c</sub> ), s					32.6	31.0	12.0	53.1				
Green Ratio ( g/C )					0.43	0.43	0.51	0.51				
Capacity ( c ), veh/h					1987	596	792	1650				
Volume-to-Capacity Ratio ( X )					0.754	0.728	0.332	0.933				
Back of Queue ( Q ), ft/ln ( 50 th percentile)					307.2	283.8	105.9	506.1				
Back of Queue ( Q ), veh/ln ( 50 th percentile)					12.3	11.4	4.2	20.2				
Queue Storage Ratio ( RQ ) ( 50 th percentile)					0.00	2.37	0.62	0.00				
Uniform Delay ( d <sub>1</sub> ), s/veh					29.1	28.6	17.5	27.7				
Incremental Delay ( d <sub>2</sub> ), s/veh					2.7	7.6	0.1	3.4				
Initial Queue Delay ( d <sub>3</sub> ), s/veh					0.0	0.0	0.0	0.0				
Control Delay ( d ), s/veh					31.8	36.2	17.6	31.1				
Level of Service ( LOS )					C	D	B	C				
Approach Delay, s/veh / LOS	0.0			32.8	C		29.1	C		0.0		
Intersection Delay, s/veh / LOS				31.0				C				

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.96		B	1.69		B	2.16		B	1.96		B
Bicycle LOS Score / LOS				1.55		B	1.98		B			

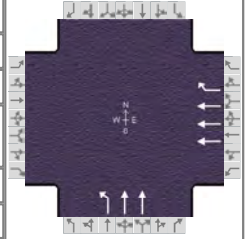
# HCS7 Signalized Intersection Results Summary

## General Information

Agency	otc inc	Analysis Date	8/25/2021
Analyst	jto	Time Period	future PLUS pm peak hour
Jurisdiction	LADOT	Analysis Year	2024
Urban Street	Third Street	File Name	2 PM PLUS FUTURE.xus
Intersection	Main Street		
Project Description	Future PLUS pm peak hour		

## Intersection Information






Duration, h	0.25
Area Type	CBD
PHF	1.00
Analysis Period	1 > 7:00



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h					1514	434	280	1540				

## Signal Information

Cycle, s	120.0	Reference Phase	2											
Offset, s	0	Reference Point	End	Green	51.1	60.9	0.0	0.0	0.0	0.0				
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0				

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				2		4		
Case Number				7.0		10.0		
Phase Duration, s				55.1		64.9		
Change Period, ( Y+R <sub>c</sub> ), s				4.0		4.0		
Max Allow Headway ( MAH ), s				0.0		3.1		
Queue Clearance Time ( g <sub>s</sub> ), s						55.1		
Green Extension Time ( g <sub>e</sub> ), s				0.0		5.8		
Phase Call Probability						1.00		
Max Out Probability						0.00		

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement					2	12	7	4				
Adjusted Flow Rate ( v ), veh/h					1514	434	280	1540				
Adjusted Saturation Flow Rate ( s ), veh/h/ln					1553	1397	1563	1628				
Queue Service Time ( g <sub>s</sub> ), s					33.2	31.0	12.9	53.1				
Cycle Queue Clearance Time ( g <sub>c</sub> ), s					33.2	31.0	12.9	53.1				
Green Ratio ( g/C )					0.43	0.43	0.51	0.51				
Capacity ( c ), veh/h					1985	595	793	1651				
Volume-to-Capacity Ratio ( X )					0.763	0.729	0.353	0.933				
Back of Queue ( Q ), ft/ln ( 50 th percentile)					312.3	283.9	114.1	503.6				
Back of Queue ( Q ), veh/ln ( 50 th percentile)					12.5	11.4	4.6	20.1				
Queue Storage Ratio ( RQ ) ( 50 th percentile)					0.00	2.37	0.67	0.00				
Uniform Delay ( d <sub>1</sub> ), s/veh					29.3	28.7	17.8	27.7				
Incremental Delay ( d <sub>2</sub> ), s/veh					2.8	7.6	0.1	3.0				
Initial Queue Delay ( d <sub>3</sub> ), s/veh					0.0	0.0	0.0	0.0				
Control Delay ( d ), s/veh					32.1	36.3	17.9	30.6				
Level of Service ( LOS )					C	D	B	C				
Approach Delay, s/veh / LOS	0.0			33.0	C		28.7	C		0.0		
Intersection Delay, s/veh / LOS				30.9				C				

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.96		B	1.69		B	2.16		B	1.96		B
Bicycle LOS Score / LOS				1.56		B	1.99		B			

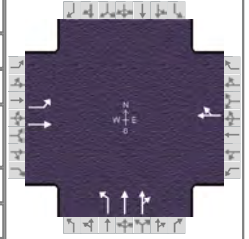
# HCS7 Signalized Intersection Results Summary

## General Information

Agency	otc inc	Duration, h	0.25
Analyst	jto	Analysis Date	8/25/2021
Jurisdiction	LADOT	Time Period	Future am peak hour
Urban Street	Second Street	Analysis Year	2024
Intersection	Main Street	File Name	3 AM FUTURE.xus
Project Description	Future am peak hour		

## Intersection Information

Area Type	CBD
PHF	1.00
Analysis Period	1 > 7:00



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	72	559			501	37	184	861	156			

## Signal Information

Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		
Case Number		6.0		8.0		10.0		
Phase Duration, s		74.5		74.5		45.5		
Change Period, ( Y+R <sub>c</sub> ), s		4.0		4.0		4.0		
Max Allow Headway ( MAH ), s		0.0		0.0		3.2		
Queue Clearance Time ( g <sub>s</sub> ), s						38.7		
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0		2.9		
Phase Call Probability						1.00		
Max Out Probability						0.00		

## Movement Group Results

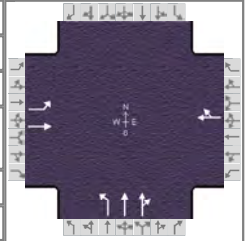
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12	7	4	14			
Adjusted Flow Rate ( v ), veh/h	72	559			538		184	544	473			
Adjusted Saturation Flow Rate ( s ), veh/h/ln	774	1710			1678		1269	1710	1484			
Queue Service Time ( g <sub>s</sub> ), s	7.5	24.1			23.4		13.3	36.7	36.7			
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	30.9	24.1			23.4		13.3	36.7	36.7			
Green Ratio ( g/C )	0.59	0.59			0.59		0.35	0.35	0.35			
Capacity ( c ), veh/h	364	1004			986		439	592	513			
Volume-to-Capacity Ratio ( X )	0.198	0.557			0.546		0.419	0.920	0.920			
Back of Queue ( Q ), ft/ln ( 50 th percentile)	37.1	236.8			226		101.3	384	334.6			
Back of Queue ( Q ), veh/ln ( 50 th percentile)	1.5	9.5			9.0		4.1	15.4	13.4			
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.25	0.00			0.00		0.84	0.00	0.00			
Uniform Delay ( d <sub>1</sub> ), s/veh	24.4	15.2			15.0		30.0	37.6	37.7			
Incremental Delay ( d <sub>2</sub> ), s/veh	1.2	2.2			2.2		0.2	2.6	3.0			
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0			0.0		0.0	0.0	0.0			
Control Delay ( d ), s/veh	25.6	17.4			17.2		30.3	40.3	40.7			
Level of Service ( LOS )	C	B			B		C	D	D			
Approach Delay, s/veh / LOS	18.3	B		17.2	B		38.9	D		0.0		
Intersection Delay, s/veh / LOS	28.5						C					

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.89	B		1.67	B		1.74	B		1.96	B	
Bicycle LOS Score / LOS	1.53	B		1.38	A		1.48	A				

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	otc inc			Duration, h	0.25
Analyst	jto	Analysis Date	8/25/2021	Area Type	CBD
Jurisdiction	LADOT	Time Period	Future PLUS am peak hour	PHF	1.00
Urban Street	Second Street	Analysis Year	2024	Analysis Period	1 > 7:00
Intersection	Main Street	File Name	3 AM PLUS FUTURE.xus		
Project Description	Future PLUS am peak hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	85	562			501	37	184	861	156			

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	70.5	41.5	0.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
				Red	0.0	0.0	0.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		
Case Number		6.0		8.0		10.0		
Phase Duration, s		74.5		74.5		45.5		
Change Period, ( Y+R <sub>c</sub> ), s		4.0		4.0		4.0		
Max Allow Headway ( MAH ), s		0.0		0.0		3.2		
Queue Clearance Time ( g <sub>s</sub> ), s						38.7		
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0		2.9		
Phase Call Probability						1.00		
Max Out Probability						0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12	7	4	14			
Adjusted Flow Rate ( v ), veh/h	85	562			538		184	544	473			
Adjusted Saturation Flow Rate ( s ), veh/h/ln	774	1710			1678		1269	1710	1484			
Queue Service Time ( g <sub>s</sub> ), s	9.0	24.2			23.4		13.3	36.7	36.7			
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	32.4	24.2			23.4		13.3	36.7	36.7			
Green Ratio ( g/C )	0.59	0.59			0.59		0.35	0.35	0.35			
Capacity ( c ), veh/h	364	1004			986		439	592	513			
Volume-to-Capacity Ratio ( X )	0.234	0.560			0.546		0.419	0.920	0.920			
Back of Queue ( Q ), ft/ln ( 50 th percentile)	44.7	238.6			226		101.3	384	334.6			
Back of Queue ( Q ), veh/ln ( 50 th percentile)	1.8	9.5			9.0		4.1	15.4	13.4			
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.30	0.00			0.00		0.84	0.00	0.00			
Uniform Delay ( d <sub>1</sub> ), s/veh	24.9	15.2			15.0		30.0	37.6	37.7			
Incremental Delay ( d <sub>2</sub> ), s/veh	1.5	2.3			2.2		0.2	2.6	3.0			
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0			0.0		0.0	0.0	0.0			
Control Delay ( d ), s/veh	26.4	17.5			17.2		30.3	40.3	40.7			
Level of Service ( LOS )	C	B			B		C	D	D			
Approach Delay, s/veh / LOS	18.6	B		17.2	B		38.9	D		0.0		
Intersection Delay, s/veh / LOS	28.5						C					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.89	B		1.67	B		1.74	B		1.96	B	
Bicycle LOS Score / LOS	1.56	B		1.38	A		1.48	A				

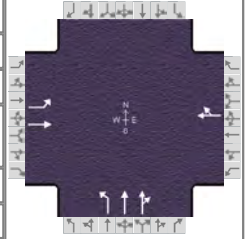
# HCS7 Signalized Intersection Results Summary

## General Information

Agency	otc inc	Duration, h	0.25
Analyst	jto	Analysis Date	8/25/2021
Jurisdiction	LADOT	Time Period	Future pm peak hour
Urban Street	Second Street	Analysis Year	2024
Intersection	Main Street	File Name	3 PM FUTURE.xus
Project Description	Future pm peak hour		

## Intersection Information




Area Type	CBD
PHF	1.00
Analysis Period	1 > 7:00



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	104	620			673	52	195	1419	111			

## Signal Information

Cycle, s	120.0	Reference Phase	2					
Offset, s	0	Reference Point	End					
Uncoordinated	No	Simult. Gap E/W	On					
Force Mode	Fixed	Simult. Gap N/S	On					
Green	56.0	56.0	0.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		
Case Number		6.0		8.0		10.0		
Phase Duration, s		60.0		60.0		60.0		
Change Period, ( Y+R <sub>c</sub> ), s		4.0		4.0		4.0		
Max Allow Headway ( MAH ), s		0.0		0.0		3.1		
Queue Clearance Time ( g <sub>s</sub> ), s						57.0		
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0		0.0		
Phase Call Probability						1.00		
Max Out Probability						1.00		

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12	7	4	14			
Adjusted Flow Rate ( v ), veh/h	104	620			725		195	778	752			
Adjusted Saturation Flow Rate ( s ), veh/h/ln	654	1710			1672		1297	1710	1627			
Queue Service Time ( g <sub>s</sub> ), s	7.0	36.4			49.0		11.3	53.4	55.0			
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	56.0	36.4			49.0		11.3	53.4	55.0			
Green Ratio ( g/C )	0.47	0.47			0.47		0.47	0.47	0.47			
Capacity ( c ), veh/h	98	798			780		605	798	759			
Volume-to-Capacity Ratio ( X )	1.059	0.777			0.929		0.322	0.975	0.990			
Back of Queue ( Q ), ft/ln ( 50 th percentile)	147.5	397.1			571.9		84.6	664.5	671.3			
Back of Queue ( Q ), veh/ln ( 50 th percentile)	5.9	15.9			22.9		3.4	26.6	26.9			
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.98	0.00			0.00		0.70	0.00	0.00			
Uniform Delay ( d <sub>1</sub> ), s/veh	58.6	26.8			30.1		20.1	31.3	31.7			
Incremental Delay ( d <sub>2</sub> ), s/veh	107.6	7.3			19.0		0.1	25.6	30.1			
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0			0.0		0.0	0.0	0.0			
Control Delay ( d ), s/veh	166.2	34.1			49.1		20.2	56.9	61.9			
Level of Service ( LOS )	F	C			D		C	E	E			
Approach Delay, s/veh / LOS	53.1	D		49.1	D		54.9	D		0.0		
Intersection Delay, s/veh / LOS	53.2						D					

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.91	B		1.69	B		1.74	B		1.96	B	
Bicycle LOS Score / LOS	1.68	B		1.68	B		1.91	B				

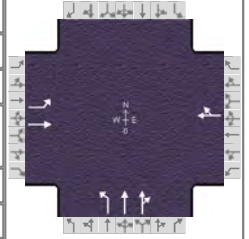
# HCS7 Signalized Intersection Results Summary

## General Information

Agency	otc inc	Duration, h	0.25
Analyst	jto	Analysis Date	8/25/2021
Jurisdiction	LADOT	Time Period	Future PLUS pm peak hour
Urban Street	Second Street	Analysis Year	2024
Intersection	Main Street	File Name	3 PM PLUS FUTURE.xus
Project Description	Future PLUS pm peak hour		

## Intersection Information

Area Type	CBD
PHF	1.00
Analysis Period	1 > 7:00



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	109	621			673	52	195	1419	111			

## Signal Information

Cycle, s	120.0	Reference Phase	2													
Offset, s	0	Reference Point	End		Green	56.0	56.0	0.0	0.0	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On		Yellow	4.0	4.0	0.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On		Red	0.0	0.0	0.0	0.0	0.0	0.0					

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		
Case Number		6.0		8.0		10.0		
Phase Duration, s		60.0		60.0		60.0		
Change Period, ( Y+R <sub>c</sub> ), s		4.0		4.0		4.0		
Max Allow Headway ( MAH ), s		0.0		0.0		3.1		
Queue Clearance Time ( g <sub>s</sub> ), s						57.0		
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0		0.0		
Phase Call Probability						1.00		
Max Out Probability						1.00		

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12	7	4	14			
Adjusted Flow Rate ( v ), veh/h	109	621			725		195	778	752			
Adjusted Saturation Flow Rate ( s ), veh/h/ln	654	1710			1672		1297	1710	1627			
Queue Service Time ( g <sub>s</sub> ), s	7.0	36.5			49.0		11.3	53.4	55.0			
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	56.0	36.5			49.0		11.3	53.4	55.0			
Green Ratio ( g/C )	0.47	0.47			0.47		0.47	0.47	0.47			
Capacity ( c ), veh/h	98	798			780		605	798	759			
Volume-to-Capacity Ratio ( X )	1.110	0.778			0.929		0.322	0.975	0.990			
Back of Queue ( Q ), ft/ln ( 50 th percentile)	158.4	398.3			571.9		84.6	664.5	671.3			
Back of Queue ( Q ), veh/ln ( 50 th percentile)	6.3	15.9			22.9		3.4	26.6	26.9			
Queue Storage Ratio ( RQ ) ( 50 th percentile)	1.06	0.00			0.00		0.70	0.00	0.00			
Uniform Delay ( d <sub>1</sub> ), s/veh	58.6	26.8			30.1		20.1	31.3	31.7			
Incremental Delay ( d <sub>2</sub> ), s/veh	123.4	7.4			19.0		0.1	25.6	30.1			
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0			0.0		0.0	0.0	0.0			
Control Delay ( d ), s/veh	182.1	34.2			49.1		20.2	56.9	61.9			
Level of Service ( LOS )	F	C			D		C	E	E			
Approach Delay, s/veh / LOS	56.3	E		49.1	D		54.9	D		0.0		
Intersection Delay, s/veh / LOS	53.9						D					

## Multimodal Results

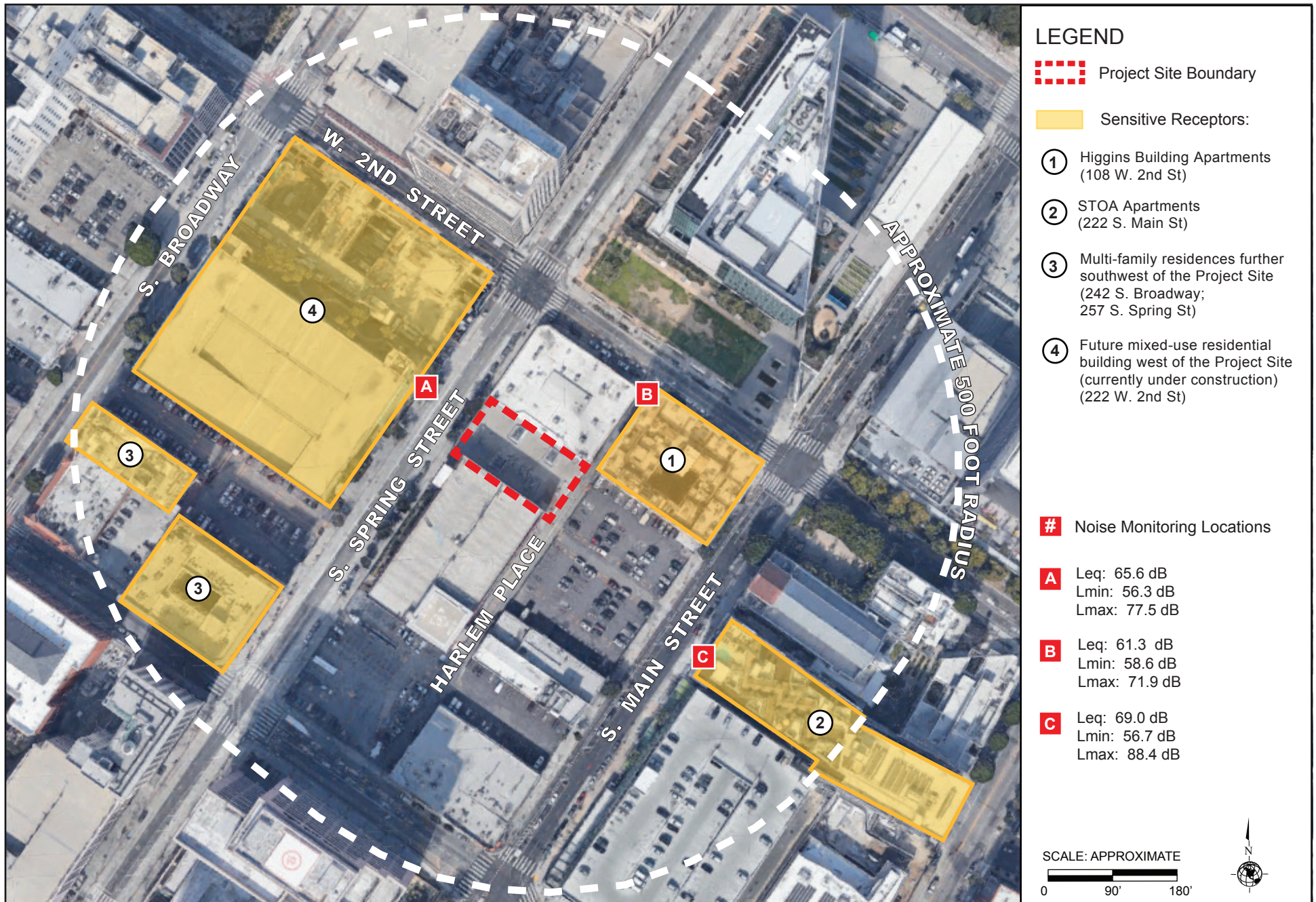
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.91	B		1.69	B		1.74	B		1.96	B	
Bicycle LOS Score / LOS	1.69	B		1.68	B		1.91	B				



## **ATTACHMENT 3**

### **Noise Monitoring Data and Calculations Worksheets**

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Source: Google Earth, Aerial View, 2021.



**Summary**

**File Name on Meter** 831\_Data.042.s  
**Serial Number** 0010304  
**Model** SoundAdvisor™ Model 831C  
**Firmware Version** 04.5.1R0  
**User** Ryan Morrison  
**Job Description** 216 Spring Street Project  
**Location A:** On the west side of Spring Street  
**Noise Sources:** Vehicle traffic, pedestrian traffic, construction, buses

**Measurement**

**Description**  
**Latitude** GPS Not Synchronized  
**Longitude** GPS Not Synchronized  
**Elevation** GPS Not Synchronized  
**Start** 2021-06-11 14:07:42  
**Stop** 2021-06-11 14:22:42  
**Duration** 00:15:00.0  
**Run Time** 00:15:00.0  
**Pause** 00:00:00.0  
  
**Pre-Calibration** 2021-02-04 10:56:30  
**Post-Calibration** None  
**Calibration Deviation** ---


**Overall Settings**

**RMS Weight** A Weighting  
**Peak Weight** A Weighting  
**Detector** Slow  
**Preamplifier** PRM831  
**Microphone Correction** Off  
**Integration Method** Linear  
**Gain** 0.0 dB  
**Overload** 144.7 dB  
  

	A	C	Z
<b>Under Range Peak</b>	<b>66.4</b>	67.4	69.4 dB
<b>Under Range Limit</b>	<b>25.7</b>	26.4	37.4 dB
<b>Noise Floor</b>	16.6	17.2	25.0 dB

**Results**

**LAeq** 65.6  
**LAE** 95.1  
**EA** 359.763  $\mu\text{Pa}^2\text{h}$   
**LApeak (max)** 2021-06-11 14:21:48 101.7 dB  
**LASmax** 2021-06-11 14:21:48 77.5 dB  
**LASmin** 2021-06-11 14:18:47 56.3 dB  
**SEA** -99.94 dB  
**LAFTM5** 70.2 dB  
  

<b>LAS &gt; 65.0 dB (Exceedance Counts / Duration)</b>	28	435.2 s
<b>LAS &gt; 85.0 dB (Exceedance Counts / Duration)</b>	0	0.0 s
<b>LApeak &gt; 135.0 dB (Exceedance Counts / Duration)</b>	0	0.0 s
<b>LApeak &gt; 137.0 dB (Exceedance Counts / Duration)</b>	0	0.0 s
<b>LApeak &gt; 140.0 dB (Exceedance Counts / Duration)</b>	0	0.0 s

Community Noise	Ldn	LDay 07:00-22:00	Lden	LDay 07:00-19:00
	65.6	65.6	65.6	65.6
<b>LCeq</b>	77.3 dB			
<b>LAeq</b>	65.6 dB			
<b>LCeq - LAeq</b>	11.7 dB			
<b>LAeq</b>	67.8 dB			
<b>LAeq</b>	65.6 dB			
<b>LAeq - LAeq</b>	2.2 dB			

Leq  
 LS(max)  
 LF(max)  
 LI(max)  
 LS(min)  
 LF(min)  
 LI(min)  
 LPeak(max)

A		
	dB	Time Stamp
	65.6	
	77.5	2021/06/11 14:21:48
	84.3	2021/06/11 14:21:48
	87.5	2021/06/11 14:21:48
	56.3	2021/06/11 14:18:47
	55.8	2021/06/11 14:18:37
	56.1	2021/06/11 14:18:47
	101.7	2021/06/11 14:21:48

Overload Count 0  
 Overload Duration 0.0 s

#### Statistics

LAI5.00	70.4 dB
LAI10.00	68.4 dB
LAI33.30	65.0 dB
LAI50.00	63.5 dB
LAI66.60	62.4 dB
LAI90.00	59.3 dB

## Summary

**File Name on Meter** 831\_Data.043.s  
**Serial Number** 0010304  
**Model** SoundAdvisor™ Model 831C  
**Firmware Version** 04.5.1R0  
**User** Ryan Morrison  
**Job Description** 216 Spring Street Project  
**Location B:** On the south side of 2nd Street  
**Noise Sources:** Vehicle traffic, pedestrian traffic



## Measurement

**Description**  
**Latitude** GPS Not Synchronized  
**Longitude** GPS Not Synchronized  
**Elevation** GPS Not Synchronized  
**Start** 2021-06-11 14:26:33  
**Stop** 2021-06-11 14:41:33  
**Duration** 00:15:00.0  
**Run Time** 00:15:00.0  
**Pause** 00:00:00.0  
  
**Pre-Calibration** 2021-02-04 10:56:30  
**Post-Calibration** None  
**Calibration Deviation** ---

## Overall Settings

**RMS Weight** A Weighting  
**Peak Weight** A Weighting  
**Detector** Slow  
**Preamplifier** PRM831  
**Microphone Correction** Off  
**Integration Method** Linear  
**Gain** 0.0 dB  
**Overload** 144.7 dB  
  

	A	C	Z
<b>Under Range Peak</b>	<b>66.4</b>	67.4	69.4 dB
<b>Under Range Limit</b>	<b>25.7</b>	26.4	37.4 dB
<b>Noise Floor</b>	16.6	17.2	25.0 dB

## Results

**LAeq** 61.3  
**LAE** 90.9  
**EA** 135.247  $\mu\text{Pa}^2\text{h}$   
**LApeak (max)** 2021-06-11 14:30:53 93.2 dB  
**LASmax** 2021-06-11 14:30:53 71.9 dB  
**LASmin** 2021-06-11 14:33:56 58.6 dB  
**SEA** -99.94 dB  
**LAFTM5** 64.9 dB  
  

<b>LAS &gt; 65.0 dB (Exceedance Counts / Duration)</b>	9	56.0 s
<b>LAS &gt; 85.0 dB (Exceedance Counts / Duration)</b>	0	0.0 s
<b>LApeak &gt; 135.0 dB (Exceedance Counts / Duration)</b>	0	0.0 s
<b>LApeak &gt; 137.0 dB (Exceedance Counts / Duration)</b>	0	0.0 s
<b>LApeak &gt; 140.0 dB (Exceedance Counts / Duration)</b>	0	0.0 s

Community Noise	Ldn	LDay 07:00-22:00	Lden	LDay 07:00-19:00
	61.3	61.3	61.3	61.3
<b>LCeq</b>	74.8 dB			
<b>LAeq</b>	61.3 dB			
<b>LCeq - LAeq</b>	13.5 dB			
<b>LAeq</b>	63.0 dB			
<b>LAeq</b>	61.3 dB			
<b>LAeq - LAeq</b>	1.7 dB			



Leq  
 LS(max)  
 LF(max)  
 LI(max)  
 LS(min)  
 LF(min)  
 LI(min)  
 LPeak(max)

A	
dB	Time Stamp
61.3	
71.9	2021/06/11 14:30:53
78.0	2021/06/11 14:30:53
80.5	2021/06/11 14:30:53
58.6	2021/06/11 14:33:56
58.0	2021/06/11 14:33:53
58.4	2021/06/11 14:33:54
93.2	2021/06/11 14:30:53

Overload Count 0  
 Overload Duration 0.0 s

#### Statistics

LAI5.00	64.3 dB
LAI10.00	63.1 dB
LAI33.30	61.0 dB
LAI50.00	60.4 dB
LAI66.60	60.1 dB
LAI90.00	59.5 dB

**Summary**

**File Name on Meter** 831\_Data.044.s  
**Serial Number** 0010304  
**Model** SoundAdvisor™ Model 831C  
**Firmware Version** 04.5.1R0  
**User** Ryan Morrison  
**Job Description** 216 Spring Street Project  
**Location C:** On the east side of Main Street  
**Noise Sources:** Vehicle traffic, pedestrian traffic

**Measurement**

**Description**  
**Latitude** GPS Not Synchronized  
**Longitude** GPS Not Synchronized  
**Elevation** GPS Not Synchronized  
**Start** 2021-06-11 14:59:59  
**Stop** 2021-06-11 15:14:59  
**Duration** 00:15:00.0  
**Run Time** 00:15:00.0  
**Pause** 00:00:00.0  
  
**Pre-Calibration** 2021-02-04 10:56:30  
**Post-Calibration** None  
**Calibration Deviation** ---


**Overall Settings**

**RMS Weight** A Weighting  
**Peak Weight** A Weighting  
**Detector** Slow  
**Preamplifier** PRM831  
**Microphone Correction** Off  
**Integration Method** Linear  
**Gain** 0.0 dB  
**Overload** 144.7 dB  
  

	A	C	Z
<b>Under Range Peak</b>	<b>66.4</b>	67.4	69.4 dB
<b>Under Range Limit</b>	<b>25.7</b>	26.4	37.4 dB
<b>Noise Floor</b>	16.6	17.2	25.0 dB

**Results**

**LAeq** 69.0  
**LAE** 98.6  
**EA** 802.196  $\mu\text{Pa}^2\text{h}$   
**LApeak (max)** 2021-06-11 15:06:29 101.4 dB  
**LASmax** 2021-06-11 15:04:40 88.4 dB  
**LASmin** 2021-06-11 15:11:28 56.7 dB  
**SEA** -99.94 dB  
**LAFTM5** 75.7 dB  
  

<b>LAS &gt; 65.0 dB (Exceedance Counts / Duration)</b>	32	572.2 s
<b>LAS &gt; 85.0 dB (Exceedance Counts / Duration)</b>	1	3.7 s
<b>LApeak &gt; 135.0 dB (Exceedance Counts / Duration)</b>	0	0.0 s
<b>LApeak &gt; 137.0 dB (Exceedance Counts / Duration)</b>	0	0.0 s
<b>LApeak &gt; 140.0 dB (Exceedance Counts / Duration)</b>	0	0.0 s

Community Noise	Ldn	LDay 07:00-22:00	Lden	LDay 07:00-19:00
	69.0	69.0	69.0	69.0
<b>LCeq</b>	78.9 dB			
<b>LAeq</b>	69.0 dB			
<b>LCeq - LAeq</b>	9.9 dB			
<b>LAeq</b>	72.8 dB			
<b>LAeq</b>	69.0 dB			
<b>LAeq - LAeq</b>	3.8 dB			

Leq  
 LS(max)  
 LF(max)  
 LI(max)  
 LS(min)  
 LF(min)  
 LI(min)  
 LPeak(max)

A		
	dB	Time Stamp
	69.0	
	88.4	2021/06/11 15:04:40
	91.9	2021/06/11 15:04:40
	92.5	2021/06/11 15:04:40
	56.7	2021/06/11 15:11:28
	55.8	2021/06/11 15:11:40
	56.5	2021/06/11 15:11:27
	101.4	2021/06/11 15:06:29

Overload Count 0  
 Overload Duration 0.0 s

#### Statistics

LAI5.00	73.0 dB
LAI10.00	71.3 dB
LAI33.30	68.0 dB
LAI50.00	65.6 dB
LAI66.60	63.2 dB
LAI90.00	59.0 dB

Report date: 6/14/21  
 Project: 216 Spring Street  
 Phase: Demolition

RECEPTOR #1																			
		Ambient/Baseline (dBA)																	
Description	Land Use	Daytime																	
Residential immediately NE of Project Site	Residential	61.3																	
Equipment							Without Attenuation		With Attenuation										
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding	Calculated (dBA)		Estimated Shielding	Calculated (dBA)								
								(dBA)	*Lmax		Leq	(dBA)	*Lmax	Leq					
							Concrete/Industrial Saw	No	20	90	90	20	80	0	85.9	78.9	15	70.9	63.9
							Dozer	No	40	85	82	20	80	0	80.9	76.9	15	65.9	61.9
							Construction Noise Level (dBA Leq)		81.1	Results		66.1							
							Noise Level Above Ambient		19.8	Noise Level Above Ambient		4.8							

RECEPTOR #2												
		Ambient/Baseline (dBA)										
Description	Land Use	Daytime										
Residential east of P.S.; 222 S. Main Street	Residential	69										
Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage (%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding	Calculated (dBA)		Estimated Shielding	Calculated (dBA)	
							(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq
							Concrete/Industrial Saw	No	20	90	90	260
Dozer	No	40	85	82	260	340	10	58.3	54.4	15	43.3	39.4
						Construction Noise Level (dBA Leq)		58.5	Results		43.5	
						Noise Level Above Ambient		-10.5	Noise Level Above Ambient		-25.5	

RECEPTOR #3																			
		Ambient/Baseline (dBA)																	
Description	Land Use	Daytime																	
Residential west of P.S.; 242 S. Broadway	Residential	65.6																	
Equipment							Without Attenuation			With Attenuation									
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA)		Estimated Shielding (dBA)	Calculated (dBA)								
								*Lmax	Leq		*Lmax	Leq							
							Concrete/Industrial Saw	No	20	90	90	320	380	10	62.4	55.4	15	47.4	40.4
							Dozer	No	40	85	82	320	380	10	57.4	53.4	15	42.4	38.4
						Construction Noise Level (dBA Leq)		57.5		Results		42.5							
						Noise Level Above Ambient		-8.1		Noise Level Above Ambient		-23.1							

RECEPTOR #4												
		Ambient/Baseline (dBA)										
Description	Land Use	Daytime										
Future mixed-use residential; 222 W. 2nd Street.	Residential	65.6										
Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding	Calculated (dBA)		Estimated Shielding	Calculated (dBA)	
							(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq
Concrete/Industrial Saw	No	20	90	90	100	160	0	79.9	72.9	15	64.9	57.9
Dozer	No	40	85	82	100	160	0	74.9	70.9	15	59.9	55.9
							Construction Noise Level (dBA Leq)		75.0	Results		60.0
							Noise Level Above Ambient		9.4	Noise Level Above Ambient		-5.6

**Notes:**

1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.
2. An attenuation factor was applied for sensitive receptors where buildings separate the Project Site and the associated sensitive receptor.
3. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.

Source: Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 6/14/21  
Project: 216 Spring Street  
Phase: Grading

RECEPTOR #1													
	Ambient/Baseline (dBA)												
Description	Land Use	Daytime											
Residential immediately west and east of Project Site	Residential	61.3											
Equipment							Without Attenuation			With Attenuation			
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding	Calculated (dBA)		Estimated Shielding	Calculated (dBA)		
							(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq	
							0	80.9	76.9	15	65.9	61.9	
Grader	No	40	85	85	20	80	0	80.9	76.9	15	65.9	61.9	
Tractor/Backhoe	No	40	85	82	20	80	0	80.9	76.9	15	65.9	61.9	
							Construction Noise Level (dBA Leq)		79.9	Results			64.9
							Noise Level Above Ambient		18.6	Noise Level Above Ambient			3.6

RECEPTOR #2													
		Ambient/Baseline (dBA)											
Description		Land Use	Daytime										
Residential further east and west fronting W. 28th Street		Residential	69										
Equipment							Without Attenuation			With Attenuation			
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA)		Estimated Shielding (dBA)	Calculated (dBA)		
								*Lmax	Leq		*Lmax	Leq	
							Grader	No	40	85	85	260	340
Tractor/Backhoe	No	40	85	82	260	340	10	58.3	54.4	15	43.3	39.4	
							Construction Noise Level (dBA Leq)		57.4	Results			42.4
							Noise Level Above Ambient		-11.6	Noise Level Above Ambient			-26.6

RECEPTOR #3																			
	Ambient/Baseline (dBA)																		
Description	Land Use	Daytime																	
Residential south of Project Site, fronting 28th Street	Residential	65.6																	
Equipment							Without Attenuation			With Attenuation									
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding	Calculated (dBA)		Estimated Shielding	Calculated (dBA)								
								(dBA)	*Lmax		Leq	(dBA)	*Lmax	Leq					
							Grader	No	40	85	85	320	380	10	57.4	53.4	15	42.4	38.4
							Tractor/Backhoe	No	40	85	82	320	380	10	57.4	53.4	15	42.4	38.4
							Construction Noise Level (dBA Leq)		56.4	Results		41.4							
							Noise Level Above Ambient		-9.2	Noise Level Above Ambient		-24.2							

RECEPTOR #4														
	Ambient/Baseline (dBA)													
Description	Land Use	Daytime												
Residential north of Project Site, fronting 27th Street	Residential	65.6												
Equipment														
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Without Attenuation			With Attenuation				
							Estimated Shielding	Calculated (dBA)		Estimated Shielding	Calculated (dBA)			
								(dBA)	*Lmax		Leq	(dBA)	*Lmax	Leq
									0		74.9		70.9	15
Grader	No	40	85	85	100	160	0	74.9	70.9	15	59.9	55.9		
Tractor/Backhoe	No	40	85	82	100	160	0	74.9	70.9	15	59.9	55.9		
							Construction Noise Level (dBA Leq)		73.9	Results			58.9	
							Noise Level Above Ambient		8.3	Noise Level Above Ambient			-6.7	

**Notes:**

1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.
2. An attenuation factor was applied for sensitive receptors where buildings separate the Project Site and the associated sensitive receptor.
3. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.

Source: Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 6/14/21  
 Project: 216 Spring Street  
 Phase: Building Construction

RECEPTOR #1												
		Ambient/Baseline (dBA)										
Description	Land Use	Daytime										
Residential immediately west and east of Project Site	Residential	61.3										
Equipment							Without Mitigation			With Mitigation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding	Calculated (dBA)		Estimated Shielding	Calculated (dBA)	
								(dBA)	*Lmax		Leq	(dBA)
							Roller	No	20	85	80	20
Generator	No	50	82	81	20	80	0	76.9	73.9	15	61.9	58.9
							Construction Noise Level (dBA Leq)			Results		
							Noise Level Above Ambient			Noise Level Above Ambient		
							75.1			60.1		
							13.8			-1.2		

RECEPTOR #2												
		Ambient/Baseline (dBA)										
Description	Land Use	Daytime										
Residential further east and west fronting W. 28th Street	Residential	69										
Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Calculated (dBA)			Calculated (dBA)		
							Estimated Shielding (dBA)	Leq		Estimated Shielding (dBA)	Leq	
								*Lmax	Leq		*Lmax	Leq
Roller	No	20	85	80	260	340	10	53.3	46.4	15	38.3	31.4
Generator	No	50	82	81	260	340	10	54.3	51.3	15	39.3	36.3
							Construction Noise Level (dBA Leq)			Results		
							Noise Level Above Ambient			Noise Level Above Ambient		
							52.5			37.5		
							-16.5			-31.5		

RECEPTOR #3												
		Ambient/Baseline (dBA)										
Description	Land Use	Daytime										
Residential south of Project Site, fronting 28th Street	Residential	65.6										
Equipment												
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project	Receptor Distance to Centerline of	Without Attenuation			With Attenuation		
							Estimated Shielding (dBA)	Calculated (dBA)		Estimated Shielding (dBA)	Calculated (dBA)	
								*Lmax	Leq		*Lmax	Leq
Roller	No	20	85	80	320	380	10	52.4	45.4	15	37.4	30.4
Generator	No	50	82	81	320	380	10	53.4	50.4	15	38.4	35.4
							Construction Noise Level (dBA Leq)			Results		
							Noise Level Above Ambient			Noise Level Above Ambient		
							51.6			36.6		
							-14.0			-29.0		

RECEPTOR #4													
		Ambient/Baseline (dBA)											
Description		Land Use	Daytime										
Residential north of Project Site, fronting 27th Street		Residential	65.6										
Equipment							Without Attenuation			With Attenuation			
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project	Receptor Distance to Centerline of	Estimated Shielding	Calculated (dBA)		Estimated Shielding	Calculated (dBA)		
							(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq	
							0	69.9	62.9	15	54.9	47.9	
Roller	No	20	85	80	100	160	0	69.9	62.9	15	54.9	47.9	
Generator	No	50	82	81	100	160	0	70.9	67.9	15	55.9	52.9	
							Construction Noise Level (dBA Leq)		69.1	Results			54.1
							Noise Level Above Ambient		3.5	Noise Level Above Ambient			-11.5

**Notes:**

1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.
2. An attenuation factor was applied for sensitive receptors where buildings separate the Project Site and the associated sensitive receptor.
3. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.

Source: Roadway Construction Noise Model (RCNM), Version 1.1



Report date: 6/14/21  
 Project: 216 Spring Street  
 Phase: Architectural Coating

RECEPTOR #1												
	Ambient/Baseline (dBA)											
Description	Land Use	Daytime										
Residential immediately west and east of Project Site	Residential	61.3										
Equipment												
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Without Attenuation		With Attenuation			
							Estimated Shielding	Calculated (dBA)		Estimated Shielding	Calculated (dBA)	
							(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq
Air Compressor	No	50	80	78	20	80	0	73.9	70.9	15	58.9	55.9
Air Compressor	No	50	80	78	20	80	0	73.9	70.9	15	58.9	55.9
							Construction Noise Level (dBA Leq)			Results		
							Noise Level Above Ambient			Noise Level Above Ambient		
							12.6			-2.4		

RECEPTOR #2												
	Ambient/Baseline (dBA)											
Description	Land Use	Daytime										
Residential further east and west fronting W. 28th Street	Residential	69										
Equipment												
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Without Attenuation			With Attenuation		
							Estimated Shielding (dBA)	Calculated (dBA)		Estimated Shielding (dBA)	Calculated (dBA)	
Air Compressor	No	50	80	78	260	340	10	51.3	48.3	15	36.3	33.3
Air Compressor	No	50	80	78	260	340	10	51.3	48.3	15	36.3	33.3
							Construction Noise Level (dBA Leq)			Results		
							Noise Level Above Ambient			Noise Level Above Ambient		
							-17.7			-32.7		

RECEPTOR #3												
		Ambient/Baseline (dBA)										
Description	Land Use		Daytime									
Residential south of Project Site, fronting 28th Street	Residential		65.6									
Equipment												
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Without Attenuation			With Attenuation		
							Estimated Shielding	Calculated (dBA)		Estimated Shielding	Calculated (dBA)	
							(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq
Air Compressor	No	50	80	78	320	380	10	50.4	47.4	15	35.4	32.4
Air Compressor	No	50	80	78	320	380	10	50.4	47.4	15	35.4	32.4
							Construction Noise Level (dBA Leq)			Results		
							Noise Level Above Ambient			Noise Level Above Ambient		
							-15.2			-30.2		

RECEPTOR #4												
	Ambient/Baseline (dBA)											
Description	Land Use	Daytime										
Residential north of Project Site, fronting 27th Street	Residential	65.6										
Equipment												
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Without Attenuation			With Attenuation		
							Estimated Shielding (dBA)	Calculated (dBA)		Estimated Shielding (dBA)	Calculated (dBA)	
								*Lmax	Leq		*Lmax	Leq
Air Compressor	No	50	80	78	100	160	0	67.9	64.9	15	52.9	49.9
Air Compressor	No	50	80	78	100	160	0	67.9	64.9	15	52.9	49.9
							Construction Noise Level (dBA Leq)			Results		
							Noise Level Above Ambient			Noise Level Above Ambient		
							67.9			52.9		
							2.3			-12.7		

**Notes:**

1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.
2. An attenuation factor was applied for sensitive receptors where buildings separate the Project Site and the associated sensitive receptor.
3. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.

Source: Roadway Construction Noise Model (RCNM), Version 1.1

**Construction Noise Impact Summary With Project Design Features**

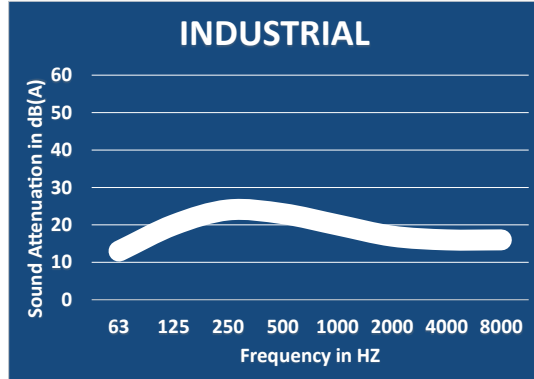
<b><u>Address</u></b>	<b>Ambient Noise (dBA Leq)</b>	<b>Noise Level Impact (dBA Leq) by Phase</b>				<b>Threshold (dBA Leq)**</b>	<b>Construction Noise Above Threshold</b>
		<b><u>Demolition</u></b>	<b><u>Grading</u></b>	<b><u>Building Construction</u></b>	<b><u>Architectural Coating</u></b>		
RECEPTOR #1 Residential immediately NE of Project Site	61.3	66.1	64.9	60.1	58.9	66.3	0.0
RECEPTOR #2 Residential east of P.S.; 222 S. Main Street	69.0	43.5	42.4	37.5	36.3	74.0	0.0
RECEPTOR #3 Residential west of P.S.; 242 S. Broadway	65.6	42.5	41.4	36.6	35.4	70.6	0.0
RECEPTOR #4 Future mixed-use residential; 222 W. 2nd Street.	65.6	60.0	58.9	54.1	52.9	70.6	0.0

\*\* Significance criteria is based on a 5- dBA noise increase above ambient threshold .

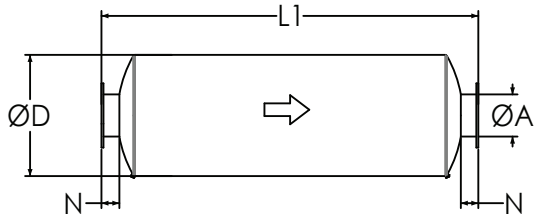
# Industrial Grade Silencers

## Model NTIN-C (Cylindrical), 15-20 dBA

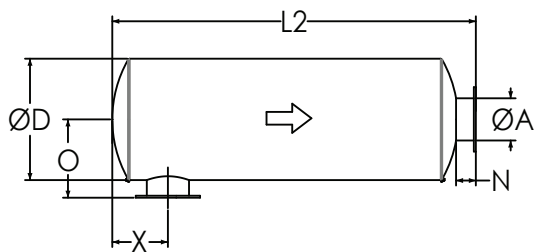
### TYPICAL ATTENUATION CURVE



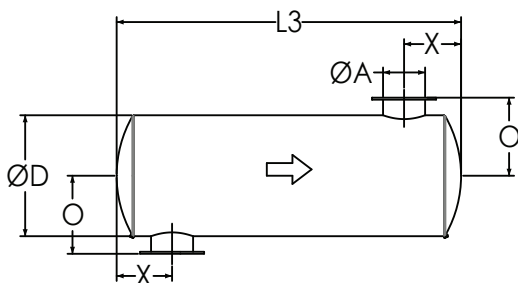
### TYPICAL CONFIGURATIONS



**END IN END OUT (EI-EO)**



**SIDE IN END OUT (SI-EO)**



**SIDE IN SIDE OUT (SI-SO)**

Nett Technologies' Industrial Grade Silencers are designed to achieve maximum performance with the least amount of backpressure.

The silencers are Reactive Silencers and are typically used for reciprocating or positive displacement engines where noise level regulations are low.

### FEATURES & BENEFITS

- Over 25 years of excellence in manufacturing noise and emission control solutions
- Compact modular designs providing ease of installations, less weight and less foot-print
- Responsive lead time for both standard and custom designs to meet your needs
- Customized engineered systems solutions to meet challenging integration and engine requirements

Contact Nett Technologies with your projects design requirements and specifications for optimized noise control solutions.

### OPTIONS

- Versatile connections including ANSI pattern flanges, NPT, slip-on, engine flange, schedule 40 and others
- Aluminized Steel, Stainless Steel 304 or 316 construction
- Horizontal or vertical mounting brackets and lifting lugs

### ACCESSORIES

- Hardware Kits
- Flexible connectors and expansion joints
- Elbows
- Thimbles
- Raincaps
- Thermal insulation: integrated or with thermal insulation blankets
- Please see our accessories catalog for a complete listing

### PRODUCT DIMENSIONS (in)

Model*	A	D	L1	L2	L3	X**	X	N	O
	Outlet	Dia	EI-EO	SI-EO	SI-SO	Min	Max	Nipple	O
NTIN-C1	1	4	20	18	16	3	7	2	4
NTIN-C1.5	1.5	6	22	20	18	3	8	2	5
NTIN-C2	2	6	22	19	16	3	8	3	6
NTIN-C2.5	2.5	6	24	21	18	4	9	3	6
NTIN-C3	3	8	26	23	20	5	10	3	7
NTIN-C3.5	3.5	9	28	25	22	5	11	3	8
NTIN-C4	4	10	32	29	26	5	12	3	8
NTIN-C5	5	12	36	33	30	6	14	3	9
NTIN-C6	6	14	40	36	32	7	16	4	11
NTIN-C8	8	16	50	46	42	8	21	4	12
NTIN-C10	10	20	52	48	44	11	21	4	14
NTIN-C12	12	24	62	58	54	12	26	4	16
NTIN-C14	14	30	74	69	64	15	31	5	20
NTIN-C16	16	36	82	77	72	18	35	5	23
NTIN-C18	18	40	94	89	84	18	42	5	25
NTIN-C20	20	40	110	105	100	19	52	5	25
NTIN-C22	22	48	118	113	108	22	56	5	29
NTIN-C24	24	48	130	125	120	24	62	5	29

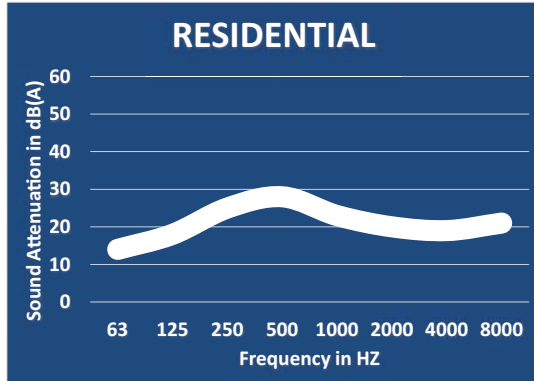
\* Other models and custom designs are available upon request. Dimensions subject to change without notice. All silencers are equipped with drain ports on inlet side. The silencer is all welded construction and coated with high heat black paint for maximum durability.

\*\* Standard inlet/outlet position.

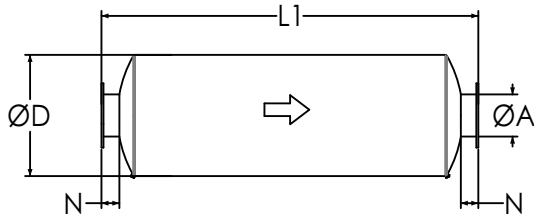
# Residential Grade Silencers

## Model NTRS-C (Cylindrical), 20-25 dBA

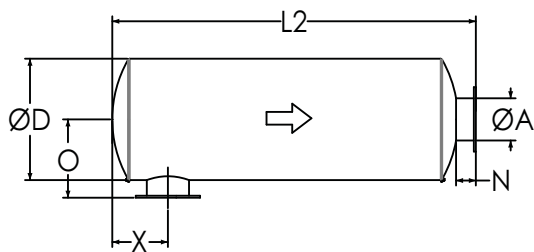
### TYPICAL ATTENUATION CURVE



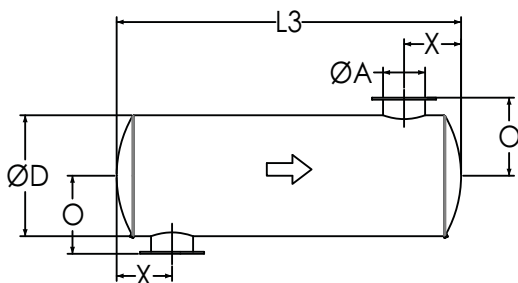
### TYPICAL CONFIGURATIONS



**END IN END OUT (EI-EO)**



**SIDE IN END OUT (SI-EO)**



**SIDE IN SIDE OUT (SI-SO)**

Nett Technologies' Residential Grade Silencers are designed to achieve maximum performance with the least amount of backpressure. The silencers are Reactive Silencers and are typically used for reciprocating or positive displacement engines where noise level regulations are medium-low.

### FEATURES & BENEFITS

- Over 25 years of excellence in manufacturing noise and emission control solutions
- Compact modular designs providing ease of installations, less weight and less foot-print
- Responsive lead time for both standard and custom designs to meet your needs
- Customized engineered systems solutions to meet challenging integration and engine requirements

Contact Nett Technologies with your projects design requirements and specifications for optimized noise control solutions.

### OPTIONS

- Versatile connections including ANSI pattern flanges, NPT, slip-on, engine flange, schedule 40 and others
- Aluminized Steel, Stainless Steel 304 or 316 construction
- Horizontal or vertical mounting brackets and lifting lugs

### ACCESSORIES

- Hardware Kits
- Flexible connectors and expansion joints
- Elbows
- Thimbles
- Raincaps
- Thermal insulation: integrated or with thermal insulation blankets
- Please see our accessories catalog for a complete listing

### PRODUCT DIMENSIONS (in)

Model*	A	D	L1	L2	L3	X**	X	N	O
	Outlet	Dia	EI-EO	SI-EO	SI-SO	Min	Max	Nipple	O
NTRS-C1	1	4	20	18	16	3	10	2	4
NTRS-C1.5	1.5	6	28	26	24	3	12	2	5
NTRS-C2	2	6	28	25	22	4	12	3	6
NTRS-C2.5	2.5	6	32	29	26	4	14	3	6
NTRS-C3	3	6	34	31	28	5	15	3	6
NTRS-C3.5	3.5	9	36	33	30	5	16	3	8
NTRS-C4	4	10	40	37	34	5	17	3	8
NTRS-C5	5	12	42	39	36	6	18	3	9
NTRS-C6	6	14	44	40	36	7	19	4	11
NTRS-C8	8	16	56	52	48	9	24	4	12
NTRS-C10	10	20	58	54	50	11	24	4	14
NTRS-C12	12	24	70	66	62	13	31	4	16
NTRS-C14	14	30	80	75	70	17	35	5	20
NTRS-C16	16	36	90	85	80	17	40	5	23
NTRS-C18	18	40	102	97	92	18	47	5	25
NTRS-C20	20	42	108	103	98	21	50	5	26
NTRS-C22	22	48	116	111	106	23	54	5	29
NTRS-C24	24	48	130	125	120	26	61	5	29

\* Other models and custom designs are available upon request. Dimensions subject to change without notice. All silencers are equipped with drain ports on inlet side. The silencer is all welded construction and coated with high heat black paint for maximum durability.

\*\* Standard inlet/outlet position.



# Acoustical Surfaces, Inc.

**SOUNDPROOFING, ACOUSTICS, NOISE & VIBRATION CONTROL SPECIALISTS**

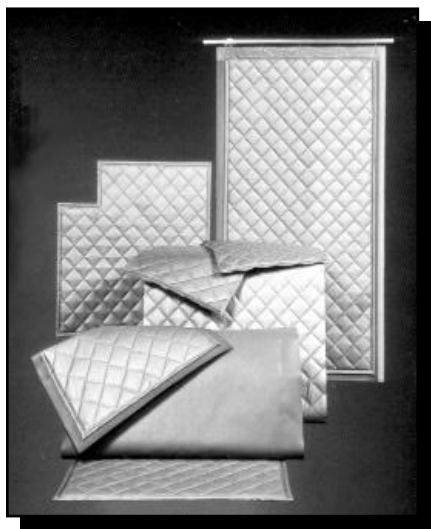
123 Columbia Court North • Suite 201 • Chaska, MN 55318

(952) 448-5300 • Fax (952) 448-2613 • (800) 448-0121

Email: [sales@acousticalsurfaces.com](mailto:sales@acousticalsurfaces.com)

Visit our Website: [www.acousticalsurfaces.com](http://www.acousticalsurfaces.com)

**We Identify and S.T.O.P. Your Noise Problems**



## QUILTED CURTAIN S.T.O.P.

**Absorptive/Noise Barrier Quilted Curtains**

- **For Unusual Conditions**
- **Cost Effective**
- **Water & Chemical Resistant**
- **Exterior Applications**

**MATERIAL:** Foam or fiberglass core, faced with quilted aluminized fabric.

**PATTERN:** Quilted pattern.

**FEATURES:** Effective and durable absorber with mass loaded vinyl barrier option.

**APPLICATIONS:** Effective solution to a wide range of noise control problems. Machinery and work area enclosures.

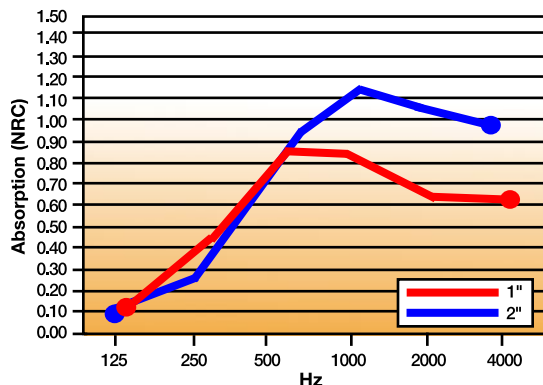
**THICKNESS:** 1" & 2".

**NOM SIZES:** BSC-25 Curtain (Quilting on both sides) standard: 48" wide and Lengths up to 25'.  
BBC-13 Curtain (Quilting on one side) standard: 54" wide and Lengths up to 25'. Custom sizes also available.

**COLOR:** Silver (Other colors available upon request).

**FLAMMABILITY:** ASTM E-84, Class A. Flame Spread: 23, Smoke Developed: 30.

**INSTALLATION:** Hook and loop fasteners, grommet hangers, curtain support hardware.



CURTAIN S.T.O.P. Sound Transmission Loss - ASTM E90								/a/
Frequency	125Hz	250Hz	500Hz	1KHz	2KHz	4KHz	STC	/b/
BSC-25 w/ 1 lb. Barrier	12	10	27	40	44	43	29	
BSC-25 w/ 2 lb. Barrier	19	22	28	40	56	61	33	
BBC-13 w/ 1 lb. Barrier	11	10	24	30	35	35	27	
BBC-13 w/ 2 lb. Barrier	19	22	28	40	56	61	33	

CURTAIN S.T.O.P. Sound Absorption Coefficients							
Frequency	125Hz	250Hz	500Hz	1KHz	2KHz	4KHz	NRC
1" Fiberglass	.12	.47	.85	.84	.64	.62	.70
2" Fiberglass	.19	.99	.96	.80	.57	.33	.85

/a/ Sound transmission loss is the decibel reduction achieved at different frequencies. Construction noise occurs throughout the frequency spectrum. An example of high frequency noise is the whining sound from a concrete saw or jackhammering, low frequency noise can be usually attributed to equipment such as the humming of a generator.

/b/ Sound Transmission Class (STC) is the integer rating of how well a material attenuates airborne sound. It is however a rough idea of sound reduction versus the transmission loss calculated at different frequencies.

- Soundproofing Products • Sonex™ Ceiling & Wall Panels • Sound Control Curtains • Equipment Enclosures • Acoustical Baffles & Banners • Solid Wood & Veneer Acoustical Ceiling & Wall Systems
- Professional Audio Acoustics • Vibration & Damping Control • Fire Retardant Acoustics • Hearing Protection • Moisture & Impact Resistant Products • Floor Impact Noise Reduction
- Sound Absorbers • Noise Barriers • Fabric Wrapped Wall Panels • Acoustical Foam (Egg Crate) • Acoustical Sealants & Adhesives • Outdoor Noise Control • Assistive Listening Devices
- OSHA, FDA, ADA Compliance • On-Site Acoustical Analysis • Acoustical Design & Consulting • Large Inventory • Fast Shipment • No Project too Large or Small • Major Credit Cards Accepted



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Email: [sales@acousticalsurfaces.com](mailto:sales@acousticalsurfaces.com)

Visit our Website: [www.acousticalsurfaces.com](http://www.acousticalsurfaces.com)

**We Identify and S.T.O.P. Your Noise Problems**



## Echo Barrier™

**The Industry's First Reusable, Indoor/  
Outdoor Noise Barrier/Absorber**

- Superior acoustic performance
- Industrial durability
- Simple and quick installation system
- Lightweight for easy handling
- Unique roll-up design for compact storage and transportation
- Double or triple up for noise 'hot spots'
- Ability to add branding or messages
- Range of accessories available
- Weatherproof – absorbs sound but not water
- Fire retardant
- 1 person can do the job of 2 or 3 people



Why is it all too often we see construction sites with fencing but no regard for sound issues created from the construction that is taking place? This is due to the fact that there has not been an efficient means of treating this type of noise that was cost effective **until now**.

Echo Barrier temporary fencing is a reusable, outdoor noise barrier. Designed to fit on all types of temporary fencing. Echo Barrier absorbs sound while remaining quick to install, light to carry and tough to last.

**BENEFITS:** Echo Barrier can help reduce noise complaints, enhance your company reputation, extend site operating hours, reduce project timescales & costs, and improve working conditions.

**APPLICATIONS:** Echo Barrier works great for construction & demolition sites; rail maintenance & replacement; music, sports and other public events; road construction; utility/maintenance sites; loading and unloading areas; outdoor gun ranges.

**DIMENSIONS:** 6.56' × 4.49'.

**WEIGHT:** 13 lbs.

**ACOUSTIC PERFORMANCE:** 10-20dB noise reduction (greater if barrier is doubled up).

**INSTALLATION:** The Echo Barrier is easily installed using our quick hook system and specially designed elastic ties.

Echo Barrier Transmission Loss Field Data							
	125Hz	250Hz	500Hz	1KHz	2KHz	4KHz	8KHz
Single Layer	6	12	16	23	28	30	30
Double Layer	7	19	24	28	32	31	32

• Soundproofing Products • Sonex™ Ceiling & Wall Panels • Sound Control Curtains • Equipment Enclosures • Acoustical Baffles & Banners • Solid Wood & Veneer Acoustical Ceiling & Wall Systems  
 • Professional Audio Acoustics • Vibration & Damping Control • Fire Retardant Acoustics • Hearing Protection • Moisture & Impact Resistant Products • Floor Impact Noise Reduction  
 • Sound Absorbers • Noise Barriers • Fabric Wrapped Wall Panels • Acoustical Foam (Egg Crate) • Acoustical Sealants & Adhesives • Outdoor Noise Control • Assistive Listening Devices  
 • OSHA, FDA, ADA Compliance • On-Site Acoustical Analysis • Acoustical Design & Consulting • Large Inventory • Fast Shipment • No Project too Large or Small • Major Credit Cards Accepted



## **ATTACHMENT 4**

Air Quality Modeling Worksheets

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## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****216 Spring Street - Existing Conditions****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	14.00	1000sqft	0.29	14,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	12			<b>Operational Year</b>	2021
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	691.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Existing 14,000 sf commercial office building on 0.29-acre site.

Construction Phase - IGNORE CONSTRUCTION EMISSIONS FOR EXISTING CONDITIONS SCENARIO.

Vehicle Trips - Trip rates adjusted based on Transportation Assessment (September 2021).

Energy Use - Assumes historical Title 24 for existing conditions scenario.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	100.00	10.00
tblLandUse	LotAcreage	0.32	0.29
tblVehicleTrips	CC_TL	8.40	8.08
tblVehicleTrips	CC_TTP	48.00	100.00

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	ST_TR	2.21	6.43
tblVehicleTrips	SU_TR	0.70	6.43
tblVehicleTrips	WD_TR	9.74	6.43

**2.0 Emissions Summary**

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### EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

### Unmitigated Construction

### Mitigated Construction

[illegible]

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	0.3129	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.0600e-003	3.0600e-003	1.0000e-005		3.2700e-003
Energy	5.1500e-003	0.0468	0.0393	2.8000e-004		3.5600e-003	3.5600e-003		3.5600e-003	3.5600e-003		56.1354	56.1354	1.0800e-003	1.0300e-003	56.4690
Mobile	0.2826	0.3495	2.7960	5.8600e-003	0.5579	5.9200e-003	0.5639	0.1487	5.5500e-003	0.1542		596.8094	596.8094	0.0388	0.0261	605.5612
<b>Total</b>	<b>0.6006</b>	<b>0.3963</b>	<b>2.8367</b>	<b>6.1400e-003</b>	<b>0.5579</b>	<b>9.4900e-003</b>	<b>0.5674</b>	<b>0.1487</b>	<b>9.1200e-003</b>	<b>0.1578</b>		<b>652.9478</b>	<b>652.9478</b>	<b>0.0398</b>	<b>0.0272</b>	<b>662.0334</b>

**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	0.3129	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.0600e-003	3.0600e-003	1.0000e-005		3.2700e-003
Energy	5.1500e-003	0.0468	0.0393	2.8000e-004		3.5600e-003	3.5600e-003		3.5600e-003	3.5600e-003		56.1354	56.1354	1.0800e-003	1.0300e-003	56.4690
Mobile	0.2826	0.3495	2.7960	5.8600e-003	0.5579	5.9200e-003	0.5639	0.1487	5.5500e-003	0.1542		596.8094	596.8094	0.0388	0.0261	605.5612
<b>Total</b>	<b>0.6006</b>	<b>0.3963</b>	<b>2.8367</b>	<b>6.1400e-003</b>	<b>0.5579</b>	<b>9.4900e-003</b>	<b>0.5674</b>	<b>0.1487</b>	<b>9.1200e-003</b>	<b>0.1578</b>		<b>652.9478</b>	<b>652.9478</b>	<b>0.0398</b>	<b>0.0272</b>	<b>662.0334</b>



## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	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	IGNORE Building Construction	Building Construction	10/22/2021	11/4/2021	5	10	
2	IGNORE Architectural Coating	Architectural Coating	11/5/2021	11/18/2021	5	10	

**Acres of Grading (Site Preparation Phase): 0****Acres of Grading (Grading Phase): 0****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 21,000; Non-Residential Outdoor: 7,000; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
IGNORE Building Construction	Cranes	1	4.00	231	0.29
IGNORE Building Construction	Forklifts	2	6.00	89	0.20
IGNORE Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
IGNORE 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
IGNORE Building Construction	5	4.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

IGNORE Architectural Coatings	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
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**3.1 Mitigation Measures Construction****3.2 IGNORE Building Construction - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
<b>Total</b>	<b>0.7750</b>	<b>7.9850</b>	<b>7.2637</b>	<b>0.0114</b>		<b>0.4475</b>	<b>0.4475</b>		<b>0.4117</b>	<b>0.4117</b>		<b>1,103.2158</b>	<b>1,103.2158</b>	<b>0.3568</b>		<b>1,112.1358</b>

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 IGNORE Building Construction - 2021****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	0.0000
Vendor	5.1200e-003	0.1104	0.0365	3.9000e-004	0.0128	1.7700e-003	0.0146	3.6900e-003	1.7000e-003	5.3800e-003		42.2633	42.2633	1.4400e-003	6.1200e-003	44.1245
Worker	0.0149	0.0110	0.1666	4.2000e-004	0.0447	2.9000e-004	0.0450	0.0119	2.6000e-004	0.0121		42.2179	42.2179	1.1900e-003	1.0600e-003	42.5650
<b>Total</b>	<b>0.0200</b>	<b>0.1214</b>	<b>0.2031</b>	<b>8.1000e-004</b>	<b>0.0575</b>	<b>2.0600e-003</b>	<b>0.0596</b>	<b>0.0156</b>	<b>1.9600e-003</b>	<b>0.0175</b>		<b>84.4812</b>	<b>84.4812</b>	<b>2.6300e-003</b>	<b>7.1800e-003</b>	<b>86.6894</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
<b>Total</b>	<b>0.7750</b>	<b>7.9850</b>	<b>7.2637</b>	<b>0.0114</b>		<b>0.4475</b>	<b>0.4475</b>		<b>0.4117</b>	<b>0.4117</b>	<b>0.0000</b>	<b>1,103.2158</b>	<b>1,103.2158</b>	<b>0.3568</b>		<b>1,112.1358</b>

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 IGNORE Building Construction - 2021****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	0.0000
Vendor	5.1200e-003	0.1104	0.0365	3.9000e-004	0.0128	1.7700e-003	0.0146	3.6900e-003	1.7000e-003	5.3800e-003		42.2633	42.2633	1.4400e-003	6.1200e-003	44.1245
Worker	0.0149	0.0110	0.1666	4.2000e-004	0.0447	2.9000e-004	0.0450	0.0119	2.6000e-004	0.0121		42.2179	42.2179	1.1900e-003	1.0600e-003	42.5650
<b>Total</b>	<b>0.0200</b>	<b>0.1214</b>	<b>0.2031</b>	<b>8.1000e-004</b>	<b>0.0575</b>	<b>2.0600e-003</b>	<b>0.0596</b>	<b>0.0156</b>	<b>1.9600e-003</b>	<b>0.0175</b>		<b>84.4812</b>	<b>84.4812</b>	<b>2.6300e-003</b>	<b>7.1800e-003</b>	<b>86.6894</b>

**3.3 IGNORE Architectural Coating - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.9780					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>13.1969</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 IGNORE Architectural Coating - 2021****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	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
Worker	3.7300e-003	2.7500e-003	0.0417	1.0000e-004	0.0112	7.0000e-005	0.0113	2.9600e-003	7.0000e-005	3.0300e-003		10.5545	10.5545	3.0000e-004	2.7000e-004	10.6412
<b>Total</b>	<b>3.7300e-003</b>	<b>2.7500e-003</b>	<b>0.0417</b>	<b>1.0000e-004</b>	<b>0.0112</b>	<b>7.0000e-005</b>	<b>0.0113</b>	<b>2.9600e-003</b>	<b>7.0000e-005</b>	<b>3.0300e-003</b>		<b>10.5545</b>	<b>10.5545</b>	<b>3.0000e-004</b>	<b>2.7000e-004</b>	<b>10.6412</b>

**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	12.9780					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>13.1969</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 IGNORE Architectural Coating - 2021****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	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
Worker	3.7300e-003	2.7500e-003	0.0417	1.0000e-004	0.0112	7.0000e-005	0.0113	2.9600e-003	7.0000e-005	3.0300e-003		10.5545	10.5545	3.0000e-004	2.7000e-004	10.6412
<b>Total</b>	<b>3.7300e-003</b>	<b>2.7500e-003</b>	<b>0.0417</b>	<b>1.0000e-004</b>	<b>0.0112</b>	<b>7.0000e-005</b>	<b>0.0113</b>	<b>2.9600e-003</b>	<b>7.0000e-005</b>	<b>3.0300e-003</b>		<b>10.5545</b>	<b>10.5545</b>	<b>3.0000e-004</b>	<b>2.7000e-004</b>	<b>10.6412</b>



## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	0.2826	0.3495	2.7960	5.8600e-003	0.5579	5.9200e-003	0.5639	0.1487	5.5500e-003	0.1542		596.8094	596.8094	0.0388	0.0261	605.5612
Unmitigated	0.2826	0.3495	2.7960	5.8600e-003	0.5579	5.9200e-003	0.5639	0.1487	5.5500e-003	0.1542		596.8094	596.8094	0.0388	0.0261	605.5612

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	90.02	90.02	90.02	264,760	264,760
Total	90.02	90.02	90.02	264,760	264,760

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	0.00	8.08	0.00	0.00	100.00	0.00	100	0	0

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.543593	0.059173	0.184074	0.132247	0.023864	0.006129	0.012170	0.009151	0.000841	0.000521	0.023543	0.000746	0.003947

216 Spring Street - Existing Conditions - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****5.0 Energy Detail**

Historical Energy Use: Y

**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	5.1500e-003	0.0468	0.0393	2.8000e-004		3.5600e-003	3.5600e-003		3.5600e-003	3.5600e-003		56.1354	56.1354	1.0800e-003	1.0300e-003	56.4690
NaturalGas Unmitigated	5.1500e-003	0.0468	0.0393	2.8000e-004		3.5600e-003	3.5600e-003		3.5600e-003	3.5600e-003		56.1354	56.1354	1.0800e-003	1.0300e-003	56.4690

**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	477.151	5.1500e-003	0.0468	0.0393	2.8000e-004		3.5600e-003	3.5600e-003		3.5600e-003	3.5600e-003		56.1354	56.1354	1.0800e-003	1.0300e-003	56.4690
<b>Total</b>		<b>5.1500e-003</b>	<b>0.0468</b>	<b>0.0393</b>	<b>2.8000e-004</b>		<b>3.5600e-003</b>	<b>3.5600e-003</b>		<b>3.5600e-003</b>	<b>3.5600e-003</b>		<b>56.1354</b>	<b>56.1354</b>	<b>1.0800e-003</b>	<b>1.0300e-003</b>	<b>56.4690</b>

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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					
General Office Building	0.477151	5.1500e-003	0.0468	0.0393	2.8000e-004		3.5600e-003	3.5600e-003		3.5600e-003	3.5600e-003		56.1354	56.1354	1.0800e-003	1.0300e-003	56.4690
<b>Total</b>		<b>5.1500e-003</b>	<b>0.0468</b>	<b>0.0393</b>	<b>2.8000e-004</b>		<b>3.5600e-003</b>	<b>3.5600e-003</b>		<b>3.5600e-003</b>	<b>3.5600e-003</b>		<b>56.1354</b>	<b>56.1354</b>	<b>1.0800e-003</b>	<b>1.0300e-003</b>	<b>56.4690</b>

**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	0.3129	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.0600e-003	3.0600e-003	1.0000e-005		3.2700e-003
Unmitigated	0.3129	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.0600e-003	3.0600e-003	1.0000e-005		3.2700e-003

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	0.0356					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2772					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3000e-004	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.0600e-003	3.0600e-003	1.0000e-005		3.2700e-003
<b>Total</b>	<b>0.3129</b>	<b>1.0000e-005</b>	<b>1.4300e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>3.0600e-003</b>	<b>3.0600e-003</b>	<b>1.0000e-005</b>		<b>3.2700e-003</b>

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	0.0356					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2772					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3000e-004	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.0600e-003	3.0600e-003	1.0000e-005		3.2700e-003
<b>Total</b>	<b>0.3129</b>	<b>1.0000e-005</b>	<b>1.4300e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>3.0600e-003</b>	<b>3.0600e-003</b>	<b>1.0000e-005</b>		<b>3.2700e-003</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**

216 Spring Street - Existing Conditions - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****8.0 Waste Detail**

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**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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

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**Fire Pumps and Emergency Generators**

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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216 Spring Street - Existing Conditions - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****216 Spring Street - Existing Conditions**

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	14.00	1000sqft	0.29	14,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	12			<b>Operational Year</b>	2021
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	691.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Existing 14,000 sf commercial office building on 0.29-acre site.

Construction Phase - IGNORE CONSTRUCTION EMISSIONS FOR EXISTING CONDITIONS SCENARIO.

Vehicle Trips - Trip rates adjusted based on Transportation Assessment (September 2021).

Energy Use - Assumes historical Title 24 for existing conditions scenario.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	100.00	10.00
tblLandUse	LotAcreage	0.32	0.29
tblVehicleTrips	CC_TL	8.40	8.08
tblVehicleTrips	CC_TTP	48.00	100.00

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	ST_TR	2.21	6.43
tblVehicleTrips	SU_TR	0.70	6.43
tblVehicleTrips	WD_TR	9.74	6.43

**2.0 Emissions Summary**

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	13.2008	8.1121	7.4518	0.0122	0.0575	0.4496	0.5071	0.0156	0.4137	0.4292	0.0000	1,185.2427	1,185.2427	0.3595	7.2600e-003	1,196.3925
Maximum	13.2008	8.1121	7.4518	0.0122	0.0575	0.4496	0.5071	0.0156	0.4137	0.4292	0.0000	1,185.2427	1,185.2427	0.3595	7.2600e-003	1,196.3925

### **Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	13.2008	8.1121	7.4518	0.0122	0.0575	0.4496	0.5071	0.0156	0.4137	0.4292	0.0000	1,185.2427	1,185.2427	0.3595	7.2600e-003	1,196.3925
Maximum	13.2008	8.1121	7.4518	0.0122	0.0575	0.4496	0.5071	0.0156	0.4137	0.4292	0.0000	1,185.2427	1,185.2427	0.3595	7.2600e-003	1,196.3925

[illegible]

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	0.3129	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.0600e-003	3.0600e-003	1.0000e-005		3.2700e-003
Energy	5.1500e-003	0.0468	0.0393	2.8000e-004		3.5600e-003	3.5600e-003		3.5600e-003	3.5600e-003		56.1354	56.1354	1.0800e-003	1.0300e-003	56.4690
Mobile	0.2722	0.3741	2.6922	5.5800e-003	0.5579	5.9200e-003	0.5639	0.1487	5.5500e-003	0.1542		568.9208	568.9208	0.0400	0.0272	578.0253
<b>Total</b>	<b>0.5903</b>	<b>0.4209</b>	<b>2.7329</b>	<b>5.8600e-003</b>	<b>0.5579</b>	<b>9.4900e-003</b>	<b>0.5674</b>	<b>0.1487</b>	<b>9.1200e-003</b>	<b>0.1578</b>		<b>625.0593</b>	<b>625.0593</b>	<b>0.0411</b>	<b>0.0282</b>	<b>634.4975</b>

**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	0.3129	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.0600e-003	3.0600e-003	1.0000e-005		3.2700e-003
Energy	5.1500e-003	0.0468	0.0393	2.8000e-004		3.5600e-003	3.5600e-003		3.5600e-003	3.5600e-003		56.1354	56.1354	1.0800e-003	1.0300e-003	56.4690
Mobile	0.2722	0.3741	2.6922	5.5800e-003	0.5579	5.9200e-003	0.5639	0.1487	5.5500e-003	0.1542		568.9208	568.9208	0.0400	0.0272	578.0253
<b>Total</b>	<b>0.5903</b>	<b>0.4209</b>	<b>2.7329</b>	<b>5.8600e-003</b>	<b>0.5579</b>	<b>9.4900e-003</b>	<b>0.5674</b>	<b>0.1487</b>	<b>9.1200e-003</b>	<b>0.1578</b>		<b>625.0593</b>	<b>625.0593</b>	<b>0.0411</b>	<b>0.0282</b>	<b>634.4975</b>

216 Spring Street - Existing Conditions - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	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	IGNORE Building Construction	Building Construction	10/22/2021	11/4/2021	5	10	
2	IGNORE Architectural Coating	Architectural Coating	11/5/2021	11/18/2021	5	10	

**Acres of Grading (Site Preparation Phase): 0****Acres of Grading (Grading Phase): 0****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 21,000; Non-Residential Outdoor: 7,000; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
IGNORE Building Construction	Cranes	1	4.00	231	0.29
IGNORE Building Construction	Forklifts	2	6.00	89	0.20
IGNORE Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
IGNORE 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
IGNORE Building Construction	5	4.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

216 Spring Street - Existing Conditions - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

IGNORE Architectural Coatings	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
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**3.1 Mitigation Measures Construction****3.2 IGNORE Building Construction - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
<b>Total</b>	<b>0.7750</b>	<b>7.9850</b>	<b>7.2637</b>	<b>0.0114</b>		<b>0.4475</b>	<b>0.4475</b>		<b>0.4117</b>	<b>0.4117</b>		<b>1,103.2158</b>	<b>1,103.2158</b>	<b>0.3568</b>		<b>1,112.1358</b>



## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 IGNORE Building Construction - 2021****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	0.0000
Vendor	5.0700e-003	0.1151	0.0377	3.9000e-004	0.0128	1.7800e-003	0.0146	3.6900e-003	1.7000e-003	5.3900e-003		42.2692	42.2692	1.4400e-003	6.1300e-003	44.1321
Worker	0.0156	0.0121	0.1505	3.9000e-004	0.0447	2.9000e-004	0.0450	0.0119	2.6000e-004	0.0121		39.7577	39.7577	1.2100e-003	1.1300e-003	40.1246
<b>Total</b>	<b>0.0207</b>	<b>0.1271</b>	<b>0.1881</b>	<b>7.8000e-004</b>	<b>0.0575</b>	<b>2.0700e-003</b>	<b>0.0596</b>	<b>0.0156</b>	<b>1.9600e-003</b>	<b>0.0175</b>		<b>82.0269</b>	<b>82.0269</b>	<b>2.6500e-003</b>	<b>7.2600e-003</b>	<b>84.2567</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
<b>Total</b>	<b>0.7750</b>	<b>7.9850</b>	<b>7.2637</b>	<b>0.0114</b>		<b>0.4475</b>	<b>0.4475</b>		<b>0.4117</b>	<b>0.4117</b>	<b>0.0000</b>	<b>1,103.2158</b>	<b>1,103.2158</b>	<b>0.3568</b>		<b>1,112.1358</b>

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 IGNORE Building Construction - 2021****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	0.0000
Vendor	5.0700e-003	0.1151	0.0377	3.9000e-004	0.0128	1.7800e-003	0.0146	3.6900e-003	1.7000e-003	5.3900e-003		42.2692	42.2692	1.4400e-003	6.1300e-003	44.1321
Worker	0.0156	0.0121	0.1505	3.9000e-004	0.0447	2.9000e-004	0.0450	0.0119	2.6000e-004	0.0121		39.7577	39.7577	1.2100e-003	1.1300e-003	40.1246
<b>Total</b>	<b>0.0207</b>	<b>0.1271</b>	<b>0.1881</b>	<b>7.8000e-004</b>	<b>0.0575</b>	<b>2.0700e-003</b>	<b>0.0596</b>	<b>0.0156</b>	<b>1.9600e-003</b>	<b>0.0175</b>		<b>82.0269</b>	<b>82.0269</b>	<b>2.6500e-003</b>	<b>7.2600e-003</b>	<b>84.2567</b>

**3.3 IGNORE Architectural Coating - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.9780					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>13.1969</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 IGNORE Architectural Coating - 2021****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	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
Worker	3.9100e-003	3.0100e-003	0.0376	1.0000e-004	0.0112	7.0000e-005	0.0113	2.9600e-003	7.0000e-005	3.0300e-003		9.9394	9.9394	3.0000e-004	2.8000e-004	10.0312
<b>Total</b>	<b>3.9100e-003</b>	<b>3.0100e-003</b>	<b>0.0376</b>	<b>1.0000e-004</b>	<b>0.0112</b>	<b>7.0000e-005</b>	<b>0.0113</b>	<b>2.9600e-003</b>	<b>7.0000e-005</b>	<b>3.0300e-003</b>		<b>9.9394</b>	<b>9.9394</b>	<b>3.0000e-004</b>	<b>2.8000e-004</b>	<b>10.0312</b>

**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	12.9780					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>13.1969</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 IGNORE Architectural Coating - 2021****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	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
Worker	3.9100e-003	3.0100e-003	0.0376	1.0000e-004	0.0112	7.0000e-005	0.0113	2.9600e-003	7.0000e-005	3.0300e-003		9.9394	9.9394	3.0000e-004	2.8000e-004	10.0312
<b>Total</b>	<b>3.9100e-003</b>	<b>3.0100e-003</b>	<b>0.0376</b>	<b>1.0000e-004</b>	<b>0.0112</b>	<b>7.0000e-005</b>	<b>0.0113</b>	<b>2.9600e-003</b>	<b>7.0000e-005</b>	<b>3.0300e-003</b>		<b>9.9394</b>	<b>9.9394</b>	<b>3.0000e-004</b>	<b>2.8000e-004</b>	<b>10.0312</b>

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	0.2722	0.3741	2.6922	5.5800e-003	0.5579	5.9200e-003	0.5639	0.1487	5.5500e-003	0.1542		568.9208	568.9208	0.0400	0.0272	578.0253
Unmitigated	0.2722	0.3741	2.6922	5.5800e-003	0.5579	5.9200e-003	0.5639	0.1487	5.5500e-003	0.1542		568.9208	568.9208	0.0400	0.0272	578.0253

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	90.02	90.02	90.02	264,760	264,760
Total	90.02	90.02	90.02	264,760	264,760

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	0.00	8.08	0.00	0.00	100.00	0.00	100	0	0

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.543593	0.059173	0.184074	0.132247	0.023864	0.006129	0.012170	0.009151	0.000841	0.000521	0.023543	0.000746	0.003947

216 Spring Street - Existing Conditions - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****5.0 Energy Detail**

Historical Energy Use: Y

**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	5.1500e-003	0.0468	0.0393	2.8000e-004		3.5600e-003	3.5600e-003		3.5600e-003	3.5600e-003		56.1354	56.1354	1.0800e-003	1.0300e-003	56.4690
NaturalGas Unmitigated	5.1500e-003	0.0468	0.0393	2.8000e-004		3.5600e-003	3.5600e-003		3.5600e-003	3.5600e-003		56.1354	56.1354	1.0800e-003	1.0300e-003	56.4690

**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	477.151	5.1500e-003	0.0468	0.0393	2.8000e-004		3.5600e-003	3.5600e-003		3.5600e-003	3.5600e-003		56.1354	56.1354	1.0800e-003	1.0300e-003	56.4690
<b>Total</b>		<b>5.1500e-003</b>	<b>0.0468</b>	<b>0.0393</b>	<b>2.8000e-004</b>		<b>3.5600e-003</b>	<b>3.5600e-003</b>		<b>3.5600e-003</b>	<b>3.5600e-003</b>		<b>56.1354</b>	<b>56.1354</b>	<b>1.0800e-003</b>	<b>1.0300e-003</b>	<b>56.4690</b>



216 Spring Street - Existing Conditions - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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					
General Office Building	0.477151	5.1500e-003	0.0468	0.0393	2.8000e-004		3.5600e-003	3.5600e-003		3.5600e-003	3.5600e-003		56.1354	56.1354	1.0800e-003	1.0300e-003	56.4690
<b>Total</b>		<b>5.1500e-003</b>	<b>0.0468</b>	<b>0.0393</b>	<b>2.8000e-004</b>		<b>3.5600e-003</b>	<b>3.5600e-003</b>		<b>3.5600e-003</b>	<b>3.5600e-003</b>		<b>56.1354</b>	<b>56.1354</b>	<b>1.0800e-003</b>	<b>1.0300e-003</b>	<b>56.4690</b>

**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	0.3129	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.0600e-003	3.0600e-003	1.0000e-005		3.2700e-003
Unmitigated	0.3129	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.0600e-003	3.0600e-003	1.0000e-005		3.2700e-003

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	0.0356					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2772					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3000e-004	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.0600e-003	3.0600e-003	1.0000e-005		3.2700e-003
<b>Total</b>	<b>0.3129</b>	<b>1.0000e-005</b>	<b>1.4300e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>3.0600e-003</b>	<b>3.0600e-003</b>	<b>1.0000e-005</b>		<b>3.2700e-003</b>

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	0.0356					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2772					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3000e-004	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.0600e-003	3.0600e-003	1.0000e-005		3.2700e-003
<b>Total</b>	<b>0.3129</b>	<b>1.0000e-005</b>	<b>1.4300e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>3.0600e-003</b>	<b>3.0600e-003</b>	<b>1.0000e-005</b>		<b>3.2700e-003</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**

216 Spring Street - Existing Conditions - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****8.0 Waste Detail**

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**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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

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**Fire Pumps and Emergency Generators**

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****216 Spring Street - Proposed 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
Apartments High Rise	120.00	Dwelling Unit	0.50	100,525.00	343
Regional Shopping Center	1.03	1000sqft	0.00	1,033.00	0
Quality Restaurant	1.99	1000sqft	0.00	1,992.00	0
Enclosed Parking with Elevator	69.00	Space	0.00	27,600.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	12			<b>Operational Year</b>	2024
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	691.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Project Data per June 2021 Site Plans.

Construction Phase - Assumes approximate 24-month construction schedule.

Off-road Equipment - Construction equipment use on worst-case day.

Off-road Equipment - Equipment use on worst-case day.

Off-road Equipment - Equipment use on worst-case day.

Grading - Estimates approx. 15,000 cy soil export for 3-level subterranean parking structure.

Demolition - Demolish existing 14,000 sf office building.

Trips and VMT - Assume 14-cy haul truck capacity and average 30-mile trip to disposal site.

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Vehicle Trips - Trip rates adjusted based on Transportation Assessment (September 2021).

Woodstoves - No woodstoves or fireplaces proposed.

Stationary Sources - Emergency Generators and Fire Pumps -

Sequestration - Minimum 30 trees required per LAMC.

Construction Off-road Equipment Mitigation -

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	88.00
tblConstructionPhase	NumDays	100.00	346.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	2.00	66.00
tblConstructionPhase	PhaseEndDate	12/20/2022	7/2/2024
tblConstructionPhase	PhaseEndDate	12/6/2022	2/28/2024
tblConstructionPhase	PhaseEndDate	7/14/2022	8/1/2022
tblConstructionPhase	PhaseEndDate	7/19/2022	11/1/2022
tblConstructionPhase	PhaseStartDate	12/14/2022	3/1/2024
tblConstructionPhase	PhaseStartDate	7/20/2022	11/2/2022
tblConstructionPhase	PhaseStartDate	7/16/2022	8/2/2022
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	102.00	0.00
tblFireplaces	NumberNoFireplace	12.00	0.00
tblFireplaces	NumberWood	6.00	0.00
tblGrading	MaterialExported	0.00	15,000.00
tblLandUse	LandUseSquareFeet	120,000.00	100,525.00



## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblLandUse	LotAcreage	1.94	0.50
tblLandUse	LotAcreage	0.02	0.00
tblLandUse	LotAcreage	0.05	0.00
tblLandUse	LotAcreage	0.62	0.00
tblOffRoadEquipment	LoadFactor	0.42	0.42
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.31	0.31
tblOffRoadEquipment	OffRoadEquipmentType		Concrete/Industrial Saws
tblOffRoadEquipment	OffRoadEquipmentType		Cement and Mortar Mixers
tblOffRoadEquipment	OffRoadEquipmentType		Generator Sets
tblOffRoadEquipment	OffRoadEquipmentType		Pavers
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	5.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblSequestration	NumberOfNewTrees	0.00	30.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.50
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	12.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripNumber	1,875.00	2,143.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TTP	69.00	0.00

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblVehicleTrips	CC_TTP	64.70	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	12.00	0.00
tblVehicleTrips	CW_TTP	16.30	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	18.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	6.75
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	44.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	38.00	0.00
tblVehicleTrips	PR_TP	54.00	0.00
tblVehicleTrips	ST_TR	4.53	3.56
tblVehicleTrips	ST_TR	90.04	0.00
tblVehicleTrips	ST_TR	46.12	0.00

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblVehicleTrips	SU_TR	3.59	3.56
tblVehicleTrips	SU_TR	71.97	0.00
tblVehicleTrips	SU_TR	21.10	0.00
tblVehicleTrips	WD_TR	4.45	3.56
tblVehicleTrips	WD_TR	83.84	0.00
tblVehicleTrips	WD_TR	37.75	0.00
tblWoodstoves	NumberCatalytic	6.00	0.00
tblWoodstoves	NumberNoncatalytic	6.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

**2.0 Emissions Summary**

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## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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					
2022	1.8177	23.5920	19.8870	0.0534	6.3345	0.8105	7.1450	2.8444	0.7600	3.6044	0.0000	5,538.879 8	5,538.879 8	0.7348	0.5088	5,708.875 3
2023	1.6744	13.8198	19.4852	0.0389	1.2219	0.6479	1.8698	0.3267	0.6076	0.9343	0.0000	3,811.841 6	3,811.841 6	0.6523	0.0735	3,850.039 2
2024	8.5860	12.9603	19.2150	0.0386	1.2219	0.5773	1.7991	0.3267	0.5412	0.8679	0.0000	3,778.482 9	3,778.482 9	0.6480	0.0713	3,815.915 8
Maximum	8.5860	23.5920	19.8870	0.0534	6.3345	0.8105	7.1450	2.8444	0.7600	3.6044	0.0000	5,538.879 8	5,538.879 8	0.7348	0.5088	5,708.875 3

**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					
2022	1.8177	23.5920	19.8870	0.0534	3.3988	0.8105	4.2093	1.4295	0.7600	2.1895	0.0000	5,538.879 8	5,538.879 8	0.7348	0.5088	5,708.875 3
2023	1.6744	13.8198	19.4852	0.0389	1.2219	0.6479	1.8698	0.3267	0.6076	0.9343	0.0000	3,811.841 6	3,811.841 6	0.6523	0.0735	3,850.039 2
2024	8.5860	12.9603	19.2150	0.0386	1.2219	0.5773	1.7991	0.3267	0.5412	0.8679	0.0000	3,778.482 9	3,778.482 9	0.6480	0.0713	3,815.915 8
Maximum	8.5860	23.5920	19.8870	0.0534	3.3988	0.8105	4.2093	1.4295	0.7600	2.1895	0.0000	5,538.879 8	5,538.879 8	0.7348	0.5088	5,708.875 3

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	33.44	0.00	27.15	40.45	0.00	26.17	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	2.5404	0.1141	9.9033	5.2000e-004		0.0549	0.0549		0.0549	0.0549	0.0000	17.8420	17.8420	0.0172	0.0000	18.2707
Energy	0.0518	0.4496	0.2426	2.8200e-003		0.0358	0.0358		0.0358	0.0358		564.5094	564.5094	0.0108	0.0104	567.8640
Mobile	1.0818	1.0461	9.7566	0.0213	2.2116	0.0153	2.2269	0.5894	0.0142	0.6036		2,165.8263	2,165.8263	0.1424	0.0943	2,197.4898
Stationary	0.8204	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
Total	4.4944	5.2792	21.9947	0.0285	2.2116	0.2266	2.4382	0.5894	0.2256	0.8149	0.0000	3,167.9348	3,167.9348	0.2292	0.1047	3,204.8528

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	lb/day										lb/day					
Area	2.5404	0.1141	9.9033	5.2000e-004		0.0549	0.0549		0.0549	0.0549	0.0000	17.8420	17.8420	0.0172	0.0000	18.2707
Energy	0.0518	0.4496	0.2426	2.8200e-003		0.0358	0.0358		0.0358	0.0358		564.5094	564.5094	0.0108	0.0104	567.8640
Mobile	1.0818	1.0461	9.7566	0.0213	2.2116	0.0153	2.2269	0.5894	0.0142	0.6036		2,165.8263	2,165.8263	0.1424	0.0943	2,197.4898
Stationary	0.8204	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
<b>Total</b>	<b>4.4944</b>	<b>5.2792</b>	<b>21.9947</b>	<b>0.0285</b>	<b>2.2116</b>	<b>0.2266</b>	<b>2.4382</b>	<b>0.5894</b>	<b>0.2256</b>	<b>0.8149</b>	<b>0.0000</b>	<b>3,167.9348</b>	<b>3,167.9348</b>	<b>0.2292</b>	<b>0.1047</b>	<b>3,204.8528</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

**3.0 Construction Detail****Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2022	8/1/2022	5	22	
2	Grading	Grading	8/2/2022	11/1/2022	5	66	
3	Building Construction	Building Construction	11/2/2022	2/28/2024	5	346	
4	Architectural Coating	Architectural Coating	3/1/2024	7/2/2024	5	88	



216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****Acres of Grading (Site Preparation Phase): 0****Acres of Grading (Grading Phase): 49.5****Acres of Paving: 0****Residential Indoor: 203,563; Residential Outdoor: 67,854; Non-Residential Indoor: 4,538; Non-Residential Outdoor: 1,513; Striped Parking Area: 1,656 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	5	6.00	78	0.48
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Graders	1	6.00	187	0.41
Building Construction	Cement and Mortar Mixers	1	8.00	9	0.56
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Pavers	1	8.00	130	0.42
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	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	7.00	97	0.37
Building Construction	Rollers	1	8.00	80	0.38
Architectural Coating	Aerial Lifts	2	8.00	63	0.31

**Trips and VMT**

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

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	64.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Grading	5	13.00	0.00	2,143.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	99.00	18.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	7	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

**3.2 Demolition - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6264	0.0000	0.6264	0.0948	0.0000	0.0948			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
<b>Total</b>	<b>0.7094</b>	<b>6.4138</b>	<b>7.4693</b>	<b>0.0120</b>	<b>0.6264</b>	<b>0.3375</b>	<b>0.9639</b>	<b>0.0948</b>	<b>0.3225</b>	<b>0.4174</b>		<b>1,147.9025</b>	<b>1,147.9025</b>	<b>0.2119</b>		<b>1,153.2001</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 Demolition - 2022****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	0.0168	0.6530	0.1421	2.6000e-003	0.0763	5.6700e-003	0.0820	0.0209	5.4300e-003	0.0263		285.3464	285.3464	0.0154	0.0453	299.2323
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
Worker	0.0344	0.0242	0.3812	1.0100e-003	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		102.2532	102.2532	2.6700e-003	2.4500e-003	103.0491
<b>Total</b>	<b>0.0513</b>	<b>0.6772</b>	<b>0.5233</b>	<b>3.6100e-003</b>	<b>0.1881</b>	<b>6.3400e-003</b>	<b>0.1944</b>	<b>0.0506</b>	<b>6.0400e-003</b>	<b>0.0566</b>		<b>387.5996</b>	<b>387.5996</b>	<b>0.0181</b>	<b>0.0478</b>	<b>402.2813</b>

**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					0.2819	0.0000	0.2819	0.0427	0.0000	0.0427			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001
<b>Total</b>	<b>0.7094</b>	<b>6.4138</b>	<b>7.4693</b>	<b>0.0120</b>	<b>0.2819</b>	<b>0.3375</b>	<b>0.6194</b>	<b>0.0427</b>	<b>0.3225</b>	<b>0.3652</b>	<b>0.0000</b>	<b>1,147.9025</b>	<b>1,147.9025</b>	<b>0.2119</b>		<b>1,153.2001</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 Demolition - 2022****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	0.0168	0.6530	0.1421	2.6000e-003	0.0763	5.6700e-003	0.0820	0.0209	5.4300e-003	0.0263		285.3464	285.3464	0.0154	0.0453	299.2323
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
Worker	0.0344	0.0242	0.3812	1.0100e-003	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		102.2532	102.2532	2.6700e-003	2.4500e-003	103.0491
<b>Total</b>	<b>0.0513</b>	<b>0.6772</b>	<b>0.5233</b>	<b>3.6100e-003</b>	<b>0.1881</b>	<b>6.3400e-003</b>	<b>0.1944</b>	<b>0.0506</b>	<b>6.0400e-003</b>	<b>0.0566</b>		<b>387.5996</b>	<b>387.5996</b>	<b>0.0181</b>	<b>0.0478</b>	<b>402.2813</b>

**3.3 Grading - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3376	0.0000	5.3376	2.5724	0.0000	2.5724			0.0000			0.0000
Off-Road	1.5850	16.2720	11.5589	0.0231		0.7463	0.7463		0.6986	0.6986		2,221.0685	2,221.0685	0.5590		2,235.0432
<b>Total</b>	<b>1.5850</b>	<b>16.2720</b>	<b>11.5589</b>	<b>0.0231</b>	<b>5.3376</b>	<b>0.7463</b>	<b>6.0840</b>	<b>2.5724</b>	<b>0.6986</b>	<b>3.2711</b>		<b>2,221.0685</b>	<b>2,221.0685</b>	<b>0.5590</b>		<b>2,235.0432</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 Grading - 2022****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	0.1879	7.2885	1.5858	0.0290	0.8516	0.0633	0.9149	0.2334	0.0606	0.2940		3,184.8820	3,184.8820	0.1724	0.5056	3,339.8683
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
Worker	0.0448	0.0315	0.4955	1.3200e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		132.9292	132.9292	3.4800e-003	3.1800e-003	133.9638
<b>Total</b>	<b>0.2326</b>	<b>7.3200</b>	<b>2.0814</b>	<b>0.0304</b>	<b>0.9969</b>	<b>0.0642</b>	<b>1.0611</b>	<b>0.2719</b>	<b>0.0614</b>	<b>0.3333</b>		<b>3,317.8112</b>	<b>3,317.8112</b>	<b>0.1758</b>	<b>0.5088</b>	<b>3,473.8321</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4019	0.0000	2.4019	1.1576	0.0000	1.1576			0.0000			0.0000
Off-Road	1.5850	16.2720	11.5589	0.0231		0.7463	0.7463		0.6986	0.6986	0.0000	2,221.0685	2,221.0685	0.5590		2,235.0432
<b>Total</b>	<b>1.5850</b>	<b>16.2720</b>	<b>11.5589</b>	<b>0.0231</b>	<b>2.4019</b>	<b>0.7463</b>	<b>3.1483</b>	<b>1.1576</b>	<b>0.6986</b>	<b>1.8562</b>	<b>0.0000</b>	<b>2,221.0685</b>	<b>2,221.0685</b>	<b>0.5590</b>		<b>2,235.0432</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 Grading - 2022****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	0.1879	7.2885	1.5858	0.0290	0.8516	0.0633	0.9149	0.2334	0.0606	0.2940		3,184.8820	3,184.8820	0.1724	0.5056	3,339.8683
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
Worker	0.0448	0.0315	0.4955	1.3200e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		132.9292	132.9292	3.4800e-003	3.1800e-003	133.9638
<b>Total</b>	<b>0.2326</b>	<b>7.3200</b>	<b>2.0814</b>	<b>0.0304</b>	<b>0.9969</b>	<b>0.0642</b>	<b>1.0611</b>	<b>0.2719</b>	<b>0.0614</b>	<b>0.3333</b>		<b>3,317.8112</b>	<b>3,317.8112</b>	<b>0.1758</b>	<b>0.5088</b>	<b>3,473.8321</b>

**3.4 Building Construction - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4439	14.1022	15.8262	0.0259		0.7300	0.7300		0.6845	0.6845		2,478.6561	2,478.6561	0.6187		2,494.1224
<b>Total</b>	<b>1.4439</b>	<b>14.1022</b>	<b>15.8262</b>	<b>0.0259</b>		<b>0.7300</b>	<b>0.7300</b>		<b>0.6845</b>	<b>0.6845</b>		<b>2,478.6561</b>	<b>2,478.6561</b>	<b>0.6187</b>		<b>2,494.1224</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2022****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	0.0000
Vendor	0.0328	0.8376	0.2872	3.4400e-003	0.1153	8.7600e-003	0.1240	0.0332	8.3800e-003	0.0416		370.2048	370.2048	0.0124	0.0537	386.5092
Worker	0.3409	0.2398	3.7736	0.0100	1.1066	6.6000e-003	1.1132	0.2935	6.0800e-003	0.2996		1,012.3070	1,012.3070	0.0265	0.0242	1,020.1859
<b>Total</b>	<b>0.3737</b>	<b>1.0773</b>	<b>4.0607</b>	<b>0.0135</b>	<b>1.2219</b>	<b>0.0154</b>	<b>1.2372</b>	<b>0.3267</b>	<b>0.0145</b>	<b>0.3411</b>		<b>1,382.5118</b>	<b>1,382.5118</b>	<b>0.0389</b>	<b>0.0779</b>	<b>1,406.6951</b>

**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	1.4439	14.1022	15.8262	0.0259		0.7300	0.7300		0.6845	0.6845	0.0000	2,478.6561	2,478.6561	0.6187		2,494.1224
<b>Total</b>	<b>1.4439</b>	<b>14.1022</b>	<b>15.8262</b>	<b>0.0259</b>		<b>0.7300</b>	<b>0.7300</b>		<b>0.6845</b>	<b>0.6845</b>	<b>0.0000</b>	<b>2,478.6561</b>	<b>2,478.6561</b>	<b>0.6187</b>		<b>2,494.1224</b>



## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2022****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	0.0000
Vendor	0.0328	0.8376	0.2872	3.4400e-003	0.1153	8.7600e-003	0.1240	0.0332	8.3800e-003	0.0416		370.2048	370.2048	0.0124	0.0537	386.5092
Worker	0.3409	0.2398	3.7736	0.0100	1.1066	6.6000e-003	1.1132	0.2935	6.0800e-003	0.2996		1,012.3070	1,012.3070	0.0265	0.0242	1,020.1859
<b>Total</b>	<b>0.3737</b>	<b>1.0773</b>	<b>4.0607</b>	<b>0.0135</b>	<b>1.2219</b>	<b>0.0154</b>	<b>1.2372</b>	<b>0.3267</b>	<b>0.0145</b>	<b>0.3411</b>		<b>1,382.5118</b>	<b>1,382.5118</b>	<b>0.0389</b>	<b>0.0779</b>	<b>1,406.6951</b>

**3.4 Building Construction - 2023****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	1.3385	12.9543	15.7552	0.0259		0.6379	0.6379		0.5983	0.5983		2,479.2893	2,479.2893	0.6167		2,494.7059
<b>Total</b>	<b>1.3385</b>	<b>12.9543</b>	<b>15.7552</b>	<b>0.0259</b>		<b>0.6379</b>	<b>0.6379</b>		<b>0.5983</b>	<b>0.5983</b>		<b>2,479.2893</b>	<b>2,479.2893</b>	<b>0.6167</b>		<b>2,494.7059</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2023****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	0.0000
Vendor	0.0199	0.6534	0.2572	3.2800e-003	0.1153	3.8000e-003	0.1191	0.0332	3.6400e-003	0.0368		352.8557	352.8557	0.0119	0.0511	368.3748
Worker	0.3161	0.2121	3.4728	9.6900e-003	1.1066	6.2100e-003	1.1128	0.2935	5.7200e-003	0.2992		979.6966	979.6966	0.0238	0.0224	986.9585
<b>Total</b>	<b>0.3360</b>	<b>0.8655</b>	<b>3.7300</b>	<b>0.0130</b>	<b>1.2219</b>	<b>0.0100</b>	<b>1.2319</b>	<b>0.3267</b>	<b>9.3600e-003</b>	<b>0.3360</b>		<b>1,332.5523</b>	<b>1,332.5523</b>	<b>0.0356</b>	<b>0.0735</b>	<b>1,355.3333</b>

**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	1.3385	12.9543	15.7552	0.0259		0.6379	0.6379		0.5983	0.5983	0.0000	2,479.2893	2,479.2893	0.6167		2,494.7059
<b>Total</b>	<b>1.3385</b>	<b>12.9543</b>	<b>15.7552</b>	<b>0.0259</b>		<b>0.6379</b>	<b>0.6379</b>		<b>0.5983</b>	<b>0.5983</b>	<b>0.0000</b>	<b>2,479.2893</b>	<b>2,479.2893</b>	<b>0.6167</b>		<b>2,494.7059</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2023****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	0.0000
Vendor	0.0199	0.6534	0.2572	3.2800e-003	0.1153	3.8000e-003	0.1191	0.0332	3.6400e-003	0.0368		352.8557	352.8557	0.0119	0.0511	368.3748
Worker	0.3161	0.2121	3.4728	9.6900e-003	1.1066	6.2100e-003	1.1128	0.2935	5.7200e-003	0.2992		979.6966	979.6966	0.0238	0.0224	986.9585
<b>Total</b>	<b>0.3360</b>	<b>0.8655</b>	<b>3.7300</b>	<b>0.0130</b>	<b>1.2219</b>	<b>0.0100</b>	<b>1.2319</b>	<b>0.3267</b>	<b>9.3600e-003</b>	<b>0.3360</b>		<b>1,332.5523</b>	<b>1,332.5523</b>	<b>0.0356</b>	<b>0.0735</b>	<b>1,355.3333</b>

**3.4 Building Construction - 2024****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	1.2643	12.1145	15.7278	0.0259		0.5675	0.5675		0.5321	0.5321		2,479.6468	2,479.6468	0.6146		2,495.0115
<b>Total</b>	<b>1.2643</b>	<b>12.1145</b>	<b>15.7278</b>	<b>0.0259</b>		<b>0.5675</b>	<b>0.5675</b>		<b>0.5321</b>	<b>0.5321</b>		<b>2,479.6468</b>	<b>2,479.6468</b>	<b>0.6146</b>		<b>2,495.0115</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2024****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	0.0000
Vendor	0.0194	0.6564	0.2530	3.2300e-003	0.1153	3.8100e-003	0.1191	0.0332	3.6500e-003	0.0368		347.7795	347.7795	0.0119	0.0504	363.1018
Worker	0.2950	0.1895	3.2342	9.4100e-003	1.1066	5.9400e-003	1.1125	0.2935	5.4700e-003	0.2989		951.0566	951.0566	0.0215	0.0208	957.8025
<b>Total</b>	<b>0.3144</b>	<b>0.8459</b>	<b>3.4872</b>	<b>0.0126</b>	<b>1.2219</b>	<b>9.7500e-003</b>	<b>1.2316</b>	<b>0.3267</b>	<b>9.1200e-003</b>	<b>0.3358</b>		<b>1,298.8361</b>	<b>1,298.8361</b>	<b>0.0334</b>	<b>0.0713</b>	<b>1,320.9043</b>

**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	1.2643	12.1145	15.7278	0.0259		0.5675	0.5675		0.5321	0.5321	0.0000	2,479.6468	2,479.6468	0.6146		2,495.0115
<b>Total</b>	<b>1.2643</b>	<b>12.1145</b>	<b>15.7278</b>	<b>0.0259</b>		<b>0.5675</b>	<b>0.5675</b>		<b>0.5321</b>	<b>0.5321</b>	<b>0.0000</b>	<b>2,479.6468</b>	<b>2,479.6468</b>	<b>0.6146</b>		<b>2,495.0115</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2024****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	0.0000
Vendor	0.0194	0.6564	0.2530	3.2300e-003	0.1153	3.8100e-003	0.1191	0.0332	3.6500e-003	0.0368		347.7795	347.7795	0.0119	0.0504	363.1018
Worker	0.2950	0.1895	3.2342	9.4100e-003	1.1066	5.9400e-003	1.1125	0.2935	5.4700e-003	0.2989		951.0566	951.0566	0.0215	0.0208	957.8025
<b>Total</b>	<b>0.3144</b>	<b>0.8459</b>	<b>3.4872</b>	<b>0.0126</b>	<b>1.2219</b>	<b>9.7500e-003</b>	<b>1.2316</b>	<b>0.3267</b>	<b>9.1200e-003</b>	<b>0.3358</b>		<b>1,298.8361</b>	<b>1,298.8361</b>	<b>0.0334</b>	<b>0.0713</b>	<b>1,320.9043</b>

**3.5 Architectural Coating - 2024****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	7.5538					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.9726	7.1405	11.2235	0.0182		0.3227	0.3227		0.3213	0.3213		1,730.5915	1,730.5915	0.1838		1,735.1869
<b>Total</b>	<b>8.5264</b>	<b>7.1405</b>	<b>11.2235</b>	<b>0.0182</b>		<b>0.3227</b>	<b>0.3227</b>		<b>0.3213</b>	<b>0.3213</b>		<b>1,730.5915</b>	<b>1,730.5915</b>	<b>0.1838</b>		<b>1,735.1869</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.5 Architectural Coating - 2024****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	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
Worker	0.0596	0.0383	0.6534	1.9000e-003	0.2236	1.2000e-003	0.2248	0.0593	1.1100e-003	0.0604		192.1326	192.1326	4.3500e-003	4.2100e-003	193.4955
<b>Total</b>	<b>0.0596</b>	<b>0.0383</b>	<b>0.6534</b>	<b>1.9000e-003</b>	<b>0.2236</b>	<b>1.2000e-003</b>	<b>0.2248</b>	<b>0.0593</b>	<b>1.1100e-003</b>	<b>0.0604</b>		<b>192.1326</b>	<b>192.1326</b>	<b>4.3500e-003</b>	<b>4.2100e-003</b>	<b>193.4955</b>

**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	7.5538					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.9726	7.1405	11.2235	0.0182		0.3227	0.3227		0.3213	0.3213	0.0000	1,730.5915	1,730.5915	0.1838		1,735.1869
<b>Total</b>	<b>8.5264</b>	<b>7.1405</b>	<b>11.2235</b>	<b>0.0182</b>		<b>0.3227</b>	<b>0.3227</b>		<b>0.3213</b>	<b>0.3213</b>	<b>0.0000</b>	<b>1,730.5915</b>	<b>1,730.5915</b>	<b>0.1838</b>		<b>1,735.1869</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.5 Architectural Coating - 2024****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	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
Worker	0.0596	0.0383	0.6534	1.9000e-003	0.2236	1.2000e-003	0.2248	0.0593	1.1100e-003	0.0604		192.1326	192.1326	4.3500e-003	4.2100e-003	193.4955
<b>Total</b>	<b>0.0596</b>	<b>0.0383</b>	<b>0.6534</b>	<b>1.9000e-003</b>	<b>0.2236</b>	<b>1.2000e-003</b>	<b>0.2248</b>	<b>0.0593</b>	<b>1.1100e-003</b>	<b>0.0604</b>		<b>192.1326</b>	<b>192.1326</b>	<b>4.3500e-003</b>	<b>4.2100e-003</b>	<b>193.4955</b>

**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**



## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.0818	1.0461	9.7566	0.0213	2.2116	0.0153	2.2269	0.5894	0.0142	0.6036		2,165.8263	2,165.8263	0.1424	0.0943	2,197.4898
Unmitigated	1.0818	1.0461	9.7566	0.0213	2.2116	0.0153	2.2269	0.5894	0.0142	0.6036		2,165.8263	2,165.8263	0.1424	0.0943	2,197.4898

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	427.20	427.20	427.20	1,049,630	1,049,630
Enclosed Parking with Elevator	0.00	0.00	0.00		
Quality Restaurant	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Total	427.20	427.20	427.20	1,049,630	1,049,630

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	6.75	0.00	0.00	100.00	0.00	0.00	100	0	0
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Quality Restaurant	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Regional Shopping Center	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Enclosed Parking with Elevator	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Quality Restaurant	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Regional Shopping Center	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0518	0.4496	0.2426	2.8200e-003		0.0358	0.0358		0.0358	0.0358		564.5094	564.5094	0.0108	0.0104	567.8640
NaturalGas Unmitigated	0.0518	0.4496	0.2426	2.8200e-003		0.0358	0.0358		0.0358	0.0358		564.5094	564.5094	0.0108	0.0104	567.8640

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	3536.68	0.0381	0.3259	0.1387	2.0800e-003		0.0264	0.0264		0.0264	0.0264		416.0803	416.0803	7.9700e-003	7.6300e-003	418.5529
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
Quality Restaurant	1257.03	0.0136	0.1232	0.1035	7.4000e-004		9.3700e-003	9.3700e-003		9.3700e-003	9.3700e-003		147.8863	147.8863	2.8300e-003	2.7100e-003	148.7652
Regional Shopping Center	4.61312	5.0000e-005	4.5000e-004	3.8000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.5427	0.5427	1.0000e-005	1.0000e-005	0.5460
<b>Total</b>		<b>0.0518</b>	<b>0.4496</b>	<b>0.2426</b>	<b>2.8200e-003</b>		<b>0.0358</b>	<b>0.0358</b>		<b>0.0358</b>	<b>0.0358</b>		<b>564.5094</b>	<b>564.5094</b>	<b>0.0108</b>	<b>0.0104</b>	<b>567.8640</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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					
Apartments High Rise	3.53668	0.0381	0.3259	0.1387	2.0800e-003		0.0264	0.0264		0.0264	0.0264		416.0803	416.0803	7.9700e-003	7.6300e-003	418.5529
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
Quality Restaurant	1.25703	0.0136	0.1232	0.1035	7.4000e-004		9.3700e-003	9.3700e-003		9.3700e-003	9.3700e-003		147.8863	147.8863	2.8300e-003	2.7100e-003	148.7652
Regional Shopping Center	0.00461312	5.0000e-005	4.5000e-004	3.8000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.5427	0.5427	1.0000e-005	1.0000e-005	0.5460
<b>Total</b>		<b>0.0518</b>	<b>0.4496</b>	<b>0.2426</b>	<b>2.8200e-003</b>		<b>0.0358</b>	<b>0.0358</b>		<b>0.0358</b>	<b>0.0358</b>		<b>564.5094</b>	<b>564.5094</b>	<b>0.0108</b>	<b>0.0104</b>	<b>567.8640</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

No Hearths Installed

Use Low VOC Cleaning Supplies

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.5404	0.1141	9.9033	5.2000e-004		0.0549	0.0549		0.0549	0.0549	0.0000	17.8420	17.8420	0.0172	0.0000	18.2707
Unmitigated	2.5404	0.1141	9.9033	5.2000e-004		0.0549	0.0549		0.0549	0.0549	0.0000	17.8420	17.8420	0.0172	0.0000	18.2707

**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	0.1821					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0601					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2982	0.1141	9.9033	5.2000e-004		0.0549	0.0549		0.0549	0.0549		17.8420	17.8420	0.0172		18.2707
<b>Total</b>	<b>2.5404</b>	<b>0.1141</b>	<b>9.9033</b>	<b>5.2000e-004</b>		<b>0.0549</b>	<b>0.0549</b>		<b>0.0549</b>	<b>0.0549</b>	<b>0.0000</b>	<b>17.8420</b>	<b>17.8420</b>	<b>0.0172</b>	<b>0.0000</b>	<b>18.2707</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	0.1821					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0601					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2982	0.1141	9.9033	5.2000e-004		0.0549	0.0549		0.0549	0.0549		17.8420	17.8420	0.0172		18.2707
<b>Total</b>	<b>2.5404</b>	<b>0.1141</b>	<b>9.9033</b>	<b>5.2000e-004</b>		<b>0.0549</b>	<b>0.0549</b>		<b>0.0549</b>	<b>0.0549</b>	<b>0.0000</b>	<b>17.8420</b>	<b>17.8420</b>	<b>0.0172</b>	<b>0.0000</b>	<b>18.2707</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

**8.0 Waste Detail****8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment****Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0.5	12	1000	0.73	Diesel

**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**10.1 Stationary Sources****Unmitigated/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
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (750 - 9999 HP)	0.8204	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
<b>Total</b>	<b>0.8204</b>	<b>3.6694</b>	<b>2.0922</b>	<b>3.9400e-003</b>		<b>0.1207</b>	<b>0.1207</b>		<b>0.1207</b>	<b>0.1207</b>		<b>419.7571</b>	<b>419.7571</b>	<b>0.0589</b>		<b>421.2283</b>



216 Spring Street - Proposed Project - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**11.0 Vegetation**

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## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****216 Spring Street - Proposed 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
Apartments High Rise	120.00	Dwelling Unit	0.50	100,525.00	343
Regional Shopping Center	1.03	1000sqft	0.00	1,033.00	0
Quality Restaurant	1.99	1000sqft	0.00	1,992.00	0
Enclosed Parking with Elevator	69.00	Space	0.00	27,600.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	12			<b>Operational Year</b>	2024
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	691.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Project Data per June 2021 Site Plans.

Construction Phase - Assumes approximate 24-month construction schedule.

Off-road Equipment - Construction equipment use on worst-case day.

Off-road Equipment - Equipment use on worst-case day.

Off-road Equipment - Equipment use on worst-case day.

Grading - Estimates approx. 15,000 cy soil export for 3-level subterranean parking structure.

Demolition - Demolish existing 14,000 sf office building.

Trips and VMT - Assume 14-cy haul truck capacity and average 30-mile trip to disposal site.

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Vehicle Trips - Trip rates adjusted based on Transportation Assessment (September 2021).

Woodstoves - No woodstoves or fireplaces proposed.

Stationary Sources - Emergency Generators and Fire Pumps -

Sequestration - Minimum 30 trees required per LAMC.

Construction Off-road Equipment Mitigation -

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	88.00
tblConstructionPhase	NumDays	100.00	346.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	2.00	66.00
tblConstructionPhase	PhaseEndDate	12/20/2022	7/2/2024
tblConstructionPhase	PhaseEndDate	12/6/2022	2/28/2024
tblConstructionPhase	PhaseEndDate	7/14/2022	8/1/2022
tblConstructionPhase	PhaseEndDate	7/19/2022	11/1/2022
tblConstructionPhase	PhaseStartDate	12/14/2022	3/1/2024
tblConstructionPhase	PhaseStartDate	7/20/2022	11/2/2022
tblConstructionPhase	PhaseStartDate	7/16/2022	8/2/2022
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	102.00	0.00
tblFireplaces	NumberNoFireplace	12.00	0.00
tblFireplaces	NumberWood	6.00	0.00
tblGrading	MaterialExported	0.00	15,000.00
tblLandUse	LandUseSquareFeet	120,000.00	100,525.00

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblLandUse	LotAcreage	1.94	0.50
tblLandUse	LotAcreage	0.02	0.00
tblLandUse	LotAcreage	0.05	0.00
tblLandUse	LotAcreage	0.62	0.00
tblOffRoadEquipment	LoadFactor	0.42	0.42
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.31	0.31
tblOffRoadEquipment	OffRoadEquipmentType		Concrete/Industrial Saws
tblOffRoadEquipment	OffRoadEquipmentType		Cement and Mortar Mixers
tblOffRoadEquipment	OffRoadEquipmentType		Generator Sets
tblOffRoadEquipment	OffRoadEquipmentType		Pavers
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	5.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblSequestration	NumberOfNewTrees	0.00	30.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.50
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	12.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripNumber	1,875.00	2,143.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TTP	69.00	0.00

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblVehicleTrips	CC_TTP	64.70	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	12.00	0.00
tblVehicleTrips	CW_TTP	16.30	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	18.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	6.75
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	44.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	38.00	0.00
tblVehicleTrips	PR_TP	54.00	0.00
tblVehicleTrips	ST_TR	4.53	3.56
tblVehicleTrips	ST_TR	90.04	0.00
tblVehicleTrips	ST_TR	46.12	0.00

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblVehicleTrips	SU_TR	3.59	3.56
tblVehicleTrips	SU_TR	71.97	0.00
tblVehicleTrips	SU_TR	21.10	0.00
tblVehicleTrips	WD_TR	4.45	3.56
tblVehicleTrips	WD_TR	83.84	0.00
tblVehicleTrips	WD_TR	37.75	0.00
tblWoodstoves	NumberCatalytic	6.00	0.00
tblWoodstoves	NumberNoncatalytic	6.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

**2.0 Emissions Summary**

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## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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					
2022	1.8347	23.9113	19.5350	0.0534	6.3345	0.8106	7.1451	2.8444	0.7601	3.6044	0.0000	5,531.943 9	5,531.943 9	0.7347	0.5091	5,702.034 4
2023	1.6911	13.8721	19.1635	0.0384	1.2219	0.6479	1.8698	0.3267	0.6076	0.9343	0.0000	3,755.627 2	3,755.627 2	0.6525	0.0750	3,794.277 1
2024	8.5895	13.0106	18.9171	0.0380	1.2219	0.5773	1.7991	0.3267	0.5412	0.8679	0.0000	3,723.967 6	3,723.967 6	0.6482	0.0727	3,761.821 1
Maximum	8.5895	23.9113	19.5350	0.0534	6.3345	0.8106	7.1451	2.8444	0.7601	3.6044	0.0000	5,531.943 9	5,531.943 9	0.7347	0.5091	5,702.034 4

**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					
2022	1.8347	23.9113	19.5350	0.0534	3.3988	0.8106	4.2094	1.4295	0.7601	2.1896	0.0000	5,531.943 9	5,531.943 9	0.7347	0.5091	5,702.034 4
2023	1.6911	13.8721	19.1635	0.0384	1.2219	0.6479	1.8698	0.3267	0.6076	0.9343	0.0000	3,755.627 2	3,755.627 2	0.6525	0.0750	3,794.277 1
2024	8.5895	13.0106	18.9171	0.0380	1.2219	0.5773	1.7991	0.3267	0.5412	0.8679	0.0000	3,723.967 6	3,723.967 6	0.6482	0.0727	3,761.821 1
Maximum	8.5895	23.9113	19.5350	0.0534	3.3988	0.8106	4.2094	1.4295	0.7601	2.1896	0.0000	5,531.943 9	5,531.943 9	0.7347	0.5091	5,702.034 4



## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	33.44	0.00	27.15	40.45	0.00	26.17	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	2.5404	0.1141	9.9033	5.2000e-004		0.0549	0.0549		0.0549	0.0549	0.0000	17.8420	17.8420	0.0172	0.0000	18.2707
Energy	0.0518	0.4496	0.2426	2.8200e-003		0.0358	0.0358		0.0358	0.0358		564.5094	564.5094	0.0108	0.0104	567.8640
Mobile	1.0357	1.1241	9.5261	0.0203	2.2116	0.0153	2.2269	0.5894	0.0142	0.6036		2,066.6234	2,066.6234	0.1476	0.0981	2,099.5490
Stationary	0.8204	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
<b>Total</b>	<b>4.4483</b>	<b>5.3572</b>	<b>21.7642</b>	<b>0.0276</b>	<b>2.2116</b>	<b>0.2266</b>	<b>2.4382</b>	<b>0.5894</b>	<b>0.2256</b>	<b>0.8149</b>	<b>0.0000</b>	<b>3,068.7319</b>	<b>3,068.7319</b>	<b>0.2344</b>	<b>0.1085</b>	<b>3,106.9120</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	lb/day										lb/day					
Area	2.5404	0.1141	9.9033	5.2000e-004		0.0549	0.0549		0.0549	0.0549	0.0000	17.8420	17.8420	0.0172	0.0000	18.2707
Energy	0.0518	0.4496	0.2426	2.8200e-003		0.0358	0.0358		0.0358	0.0358		564.5094	564.5094	0.0108	0.0104	567.8640
Mobile	1.0357	1.1241	9.5261	0.0203	2.2116	0.0153	2.2269	0.5894	0.0142	0.6036		2,066.6234	2,066.6234	0.1476	0.0981	2,099.5490
Stationary	0.8204	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
<b>Total</b>	<b>4.4483</b>	<b>5.3572</b>	<b>21.7642</b>	<b>0.0276</b>	<b>2.2116</b>	<b>0.2266</b>	<b>2.4382</b>	<b>0.5894</b>	<b>0.2256</b>	<b>0.8149</b>	<b>0.0000</b>	<b>3,068.7319</b>	<b>3,068.7319</b>	<b>0.2344</b>	<b>0.1085</b>	<b>3,106.9120</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

**3.0 Construction Detail****Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2022	8/1/2022	5	22	
2	Grading	Grading	8/2/2022	11/1/2022	5	66	
3	Building Construction	Building Construction	11/2/2022	2/28/2024	5	346	
4	Architectural Coating	Architectural Coating	3/1/2024	7/2/2024	5	88	

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****Acres of Grading (Site Preparation Phase): 0****Acres of Grading (Grading Phase): 49.5****Acres of Paving: 0****Residential Indoor: 203,563; Residential Outdoor: 67,854; Non-Residential Indoor: 4,538; Non-Residential Outdoor: 1,513; Striped Parking Area: 1,656 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	5	6.00	78	0.48
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Graders	1	6.00	187	0.41
Building Construction	Cement and Mortar Mixers	1	8.00	9	0.56
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Pavers	1	8.00	130	0.42
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	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	7.00	97	0.37
Building Construction	Rollers	1	8.00	80	0.38
Architectural Coating	Aerial Lifts	2	8.00	63	0.31

**Trips and VMT**

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

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	64.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Grading	5	13.00	0.00	2,143.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	99.00	18.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	7	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

**3.2 Demolition - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6264	0.0000	0.6264	0.0948	0.0000	0.0948			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
<b>Total</b>	<b>0.7094</b>	<b>6.4138</b>	<b>7.4693</b>	<b>0.0120</b>	<b>0.6264</b>	<b>0.3375</b>	<b>0.9639</b>	<b>0.0948</b>	<b>0.3225</b>	<b>0.4174</b>		<b>1,147.9025</b>	<b>1,147.9025</b>	<b>0.2119</b>		<b>1,153.2001</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 Demolition - 2022****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	0.0165	0.6814	0.1441	2.6000e-003	0.0763	5.6800e-003	0.0820	0.0209	5.4300e-003	0.0263		285.4175	285.4175	0.0154	0.0453	299.3066
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
Worker	0.0362	0.0265	0.3446	9.5000e-004	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		96.3077	96.3077	2.7000e-003	2.6000e-003	97.1489
<b>Total</b>	<b>0.0527</b>	<b>0.7079</b>	<b>0.4887</b>	<b>3.5500e-003</b>	<b>0.1881</b>	<b>6.3500e-003</b>	<b>0.1944</b>	<b>0.0506</b>	<b>6.0400e-003</b>	<b>0.0566</b>		<b>381.7252</b>	<b>381.7252</b>	<b>0.0181</b>	<b>0.0479</b>	<b>396.4555</b>

**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					0.2819	0.0000	0.2819	0.0427	0.0000	0.0427			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001
<b>Total</b>	<b>0.7094</b>	<b>6.4138</b>	<b>7.4693</b>	<b>0.0120</b>	<b>0.2819</b>	<b>0.3375</b>	<b>0.6194</b>	<b>0.0427</b>	<b>0.3225</b>	<b>0.3652</b>	<b>0.0000</b>	<b>1,147.9025</b>	<b>1,147.9025</b>	<b>0.2119</b>		<b>1,153.2001</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 Demolition - 2022****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	0.0165	0.6814	0.1441	2.6000e-003	0.0763	5.6800e-003	0.0820	0.0209	5.4300e-003	0.0263		285.4175	285.4175	0.0154	0.0453	299.3066
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
Worker	0.0362	0.0265	0.3446	9.5000e-004	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		96.3077	96.3077	2.7000e-003	2.6000e-003	97.1489
<b>Total</b>	<b>0.0527</b>	<b>0.7079</b>	<b>0.4887</b>	<b>3.5500e-003</b>	<b>0.1881</b>	<b>6.3500e-003</b>	<b>0.1944</b>	<b>0.0506</b>	<b>6.0400e-003</b>	<b>0.0566</b>		<b>381.7252</b>	<b>381.7252</b>	<b>0.0181</b>	<b>0.0479</b>	<b>396.4555</b>

**3.3 Grading - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3376	0.0000	5.3376	2.5724	0.0000	2.5724			0.0000			0.0000
Off-Road	1.5850	16.2720	11.5589	0.0231		0.7463	0.7463		0.6986	0.6986		2,221.0685	2,221.0685	0.5590		2,235.0432
<b>Total</b>	<b>1.5850</b>	<b>16.2720</b>	<b>11.5589</b>	<b>0.0231</b>	<b>5.3376</b>	<b>0.7463</b>	<b>6.0840</b>	<b>2.5724</b>	<b>0.6986</b>	<b>3.2711</b>		<b>2,221.0685</b>	<b>2,221.0685</b>	<b>0.5590</b>		<b>2,235.0432</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 Grading - 2022****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	0.1841	7.6049	1.6082	0.0290	0.8516	0.0634	0.9150	0.2334	0.0607	0.2940		3,185.675 3	3,185.675 3	0.1722	0.5058	3,340.697 7
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
Worker	0.0471	0.0344	0.4480	1.2400e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		125.2000	125.2000	3.5200e-003	3.3700e-003	126.2936
<b>Total</b>	<b>0.2312</b>	<b>7.6393</b>	<b>2.0561</b>	<b>0.0303</b>	<b>0.9969</b>	<b>0.0643</b>	<b>1.0612</b>	<b>0.2719</b>	<b>0.0615</b>	<b>0.3334</b>		<b>3,310.875 3</b>	<b>3,310.875 3</b>	<b>0.1757</b>	<b>0.5091</b>	<b>3,466.991 2</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4019	0.0000	2.4019	1.1576	0.0000	1.1576			0.0000			0.0000
Off-Road	1.5850	16.2720	11.5589	0.0231		0.7463	0.7463		0.6986	0.6986	0.0000	2,221.068 5	2,221.068 5	0.5590		2,235.043 2
<b>Total</b>	<b>1.5850</b>	<b>16.2720</b>	<b>11.5589</b>	<b>0.0231</b>	<b>2.4019</b>	<b>0.7463</b>	<b>3.1483</b>	<b>1.1576</b>	<b>0.6986</b>	<b>1.8562</b>	<b>0.0000</b>	<b>2,221.068 5</b>	<b>2,221.068 5</b>	<b>0.5590</b>		<b>2,235.043 2</b>



## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 Grading - 2022****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	0.1841	7.6049	1.6082	0.0290	0.8516	0.0634	0.9150	0.2334	0.0607	0.2940		3,185.675 3	3,185.675 3	0.1722	0.5058	3,340.697 7
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
Worker	0.0471	0.0344	0.4480	1.2400e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		125.2000	125.2000	3.5200e-003	3.3700e-003	126.2936
<b>Total</b>	<b>0.2312</b>	<b>7.6393</b>	<b>2.0561</b>	<b>0.0303</b>	<b>0.9969</b>	<b>0.0643</b>	<b>1.0612</b>	<b>0.2719</b>	<b>0.0615</b>	<b>0.3334</b>		<b>3,310.875 3</b>	<b>3,310.875 3</b>	<b>0.1757</b>	<b>0.5091</b>	<b>3,466.991 2</b>

**3.4 Building Construction - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4439	14.1022	15.8262	0.0259		0.7300	0.7300		0.6845	0.6845		2,478.656 1	2,478.656 1	0.6187		2,494.122 4
<b>Total</b>	<b>1.4439</b>	<b>14.1022</b>	<b>15.8262</b>	<b>0.0259</b>		<b>0.7300</b>	<b>0.7300</b>		<b>0.6845</b>	<b>0.6845</b>		<b>2,478.656 1</b>	<b>2,478.656 1</b>	<b>0.6187</b>		<b>2,494.122 4</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2022****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	0.0000
Vendor	0.0322	0.8741	0.2975	3.4400e-003	0.1153	8.7900e-003	0.1241	0.0332	8.4100e-003	0.0416		370.3902	370.3902	0.0124	0.0537	386.7143
Worker	0.3586	0.2623	3.4113	9.4300e-003	1.1066	6.6000e-003	1.1132	0.2935	6.0800e-003	0.2996		953.4462	953.4462	0.0268	0.0257	961.7740
<b>Total</b>	<b>0.3908</b>	<b>1.1364</b>	<b>3.7088</b>	<b>0.0129</b>	<b>1.2219</b>	<b>0.0154</b>	<b>1.2372</b>	<b>0.3267</b>	<b>0.0145</b>	<b>0.3411</b>		<b>1,323.8364</b>	<b>1,323.8364</b>	<b>0.0391</b>	<b>0.0794</b>	<b>1,348.4883</b>

**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	1.4439	14.1022	15.8262	0.0259		0.7300	0.7300		0.6845	0.6845	0.0000	2,478.6561	2,478.6561	0.6187		2,494.1224
<b>Total</b>	<b>1.4439</b>	<b>14.1022</b>	<b>15.8262</b>	<b>0.0259</b>		<b>0.7300</b>	<b>0.7300</b>		<b>0.6845</b>	<b>0.6845</b>	<b>0.0000</b>	<b>2,478.6561</b>	<b>2,478.6561</b>	<b>0.6187</b>		<b>2,494.1224</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2022****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	0.0000
Vendor	0.0322	0.8741	0.2975	3.4400e-003	0.1153	8.7900e-003	0.1241	0.0332	8.4100e-003	0.0416		370.3902	370.3902	0.0124	0.0537	386.7143
Worker	0.3586	0.2623	3.4113	9.4300e-003	1.1066	6.6000e-003	1.1132	0.2935	6.0800e-003	0.2996		953.4462	953.4462	0.0268	0.0257	961.7740
<b>Total</b>	<b>0.3908</b>	<b>1.1364</b>	<b>3.7088</b>	<b>0.0129</b>	<b>1.2219</b>	<b>0.0154</b>	<b>1.2372</b>	<b>0.3267</b>	<b>0.0145</b>	<b>0.3411</b>		<b>1,323.8364</b>	<b>1,323.8364</b>	<b>0.0391</b>	<b>0.0794</b>	<b>1,348.4883</b>

**3.4 Building Construction - 2023****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	1.3385	12.9543	15.7552	0.0259		0.6379	0.6379		0.5983	0.5983		2,479.2893	2,479.2893	0.6167		2,494.7059
<b>Total</b>	<b>1.3385</b>	<b>12.9543</b>	<b>15.7552</b>	<b>0.0259</b>		<b>0.6379</b>	<b>0.6379</b>		<b>0.5983</b>	<b>0.5983</b>		<b>2,479.2893</b>	<b>2,479.2893</b>	<b>0.6167</b>		<b>2,494.7059</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2023****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	0.0000
Vendor	0.0191	0.6858	0.2655	3.2800e-003	0.1153	3.8200e-003	0.1191	0.0332	3.6600e-003	0.0368		353.4936	353.4936	0.0118	0.0512	369.0521
Worker	0.3336	0.2320	3.1428	9.1300e-003	1.1066	6.2100e-003	1.1128	0.2935	5.7200e-003	0.2992		922.8443	922.8443	0.0241	0.0237	930.5191
<b>Total</b>	<b>0.3527</b>	<b>0.9178</b>	<b>3.4083</b>	<b>0.0124</b>	<b>1.2219</b>	<b>0.0100</b>	<b>1.2319</b>	<b>0.3267</b>	<b>9.3800e-003</b>	<b>0.3360</b>		<b>1,276.3379</b>	<b>1,276.3379</b>	<b>0.0359</b>	<b>0.0750</b>	<b>1,299.5713</b>

**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	1.3385	12.9543	15.7552	0.0259		0.6379	0.6379		0.5983	0.5983	0.0000	2,479.2893	2,479.2893	0.6167		2,494.7059
<b>Total</b>	<b>1.3385</b>	<b>12.9543</b>	<b>15.7552</b>	<b>0.0259</b>		<b>0.6379</b>	<b>0.6379</b>		<b>0.5983</b>	<b>0.5983</b>	<b>0.0000</b>	<b>2,479.2893</b>	<b>2,479.2893</b>	<b>0.6167</b>		<b>2,494.7059</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2023****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	0.0000
Vendor	0.0191	0.6858	0.2655	3.2800e-003	0.1153	3.8200e-003	0.1191	0.0332	3.6600e-003	0.0368		353.4936	353.4936	0.0118	0.0512	369.0521
Worker	0.3336	0.2320	3.1428	9.1300e-003	1.1066	6.2100e-003	1.1128	0.2935	5.7200e-003	0.2992		922.8443	922.8443	0.0241	0.0237	930.5191
<b>Total</b>	<b>0.3527</b>	<b>0.9178</b>	<b>3.4083</b>	<b>0.0124</b>	<b>1.2219</b>	<b>0.0100</b>	<b>1.2319</b>	<b>0.3267</b>	<b>9.3800e-003</b>	<b>0.3360</b>		<b>1,276.3379</b>	<b>1,276.3379</b>	<b>0.0359</b>	<b>0.0750</b>	<b>1,299.5713</b>

**3.4 Building Construction - 2024****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	1.2643	12.1145	15.7278	0.0259		0.5675	0.5675		0.5321	0.5321		2,479.6468	2,479.6468	0.6146		2,495.0115
<b>Total</b>	<b>1.2643</b>	<b>12.1145</b>	<b>15.7278</b>	<b>0.0259</b>		<b>0.5675</b>	<b>0.5675</b>		<b>0.5321</b>	<b>0.5321</b>		<b>2,479.6468</b>	<b>2,479.6468</b>	<b>0.6146</b>		<b>2,495.0115</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2024****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	0.0000
Vendor	0.0186	0.6889	0.2612	3.2300e-003	0.1153	3.8300e-003	0.1191	0.0332	3.6700e-003	0.0369		348.4186	348.4186	0.0118	0.0506	363.7793
Worker	0.3123	0.2071	2.9282	8.8600e-003	1.1066	5.9400e-003	1.1125	0.2935	5.4700e-003	0.2989		895.9022	895.9022	0.0218	0.0221	903.0304
<b>Total</b>	<b>0.3309</b>	<b>0.8961</b>	<b>3.1894</b>	<b>0.0121</b>	<b>1.2219</b>	<b>9.7700e-003</b>	<b>1.2316</b>	<b>0.3267</b>	<b>9.1400e-003</b>	<b>0.3358</b>		<b>1,244.3208</b>	<b>1,244.3208</b>	<b>0.0336</b>	<b>0.0727</b>	<b>1,266.8096</b>

**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	1.2643	12.1145	15.7278	0.0259		0.5675	0.5675		0.5321	0.5321	0.0000	2,479.6468	2,479.6468	0.6146		2,495.0115
<b>Total</b>	<b>1.2643</b>	<b>12.1145</b>	<b>15.7278</b>	<b>0.0259</b>		<b>0.5675</b>	<b>0.5675</b>		<b>0.5321</b>	<b>0.5321</b>	<b>0.0000</b>	<b>2,479.6468</b>	<b>2,479.6468</b>	<b>0.6146</b>		<b>2,495.0115</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2024****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	0.0000
Vendor	0.0186	0.6889	0.2612	3.2300e-003	0.1153	3.8300e-003	0.1191	0.0332	3.6700e-003	0.0369		348.4186	348.4186	0.0118	0.0506	363.7793
Worker	0.3123	0.2071	2.9282	8.8600e-003	1.1066	5.9400e-003	1.1125	0.2935	5.4700e-003	0.2989		895.9022	895.9022	0.0218	0.0221	903.0304
<b>Total</b>	<b>0.3309</b>	<b>0.8961</b>	<b>3.1894</b>	<b>0.0121</b>	<b>1.2219</b>	<b>9.7700e-003</b>	<b>1.2316</b>	<b>0.3267</b>	<b>9.1400e-003</b>	<b>0.3358</b>		<b>1,244.3208</b>	<b>1,244.3208</b>	<b>0.0336</b>	<b>0.0727</b>	<b>1,266.8096</b>

**3.5 Architectural Coating - 2024****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	7.5538					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.9726	7.1405	11.2235	0.0182		0.3227	0.3227		0.3213	0.3213		1,730.5915	1,730.5915	0.1838		1,735.1869
<b>Total</b>	<b>8.5264</b>	<b>7.1405</b>	<b>11.2235</b>	<b>0.0182</b>		<b>0.3227</b>	<b>0.3227</b>		<b>0.3213</b>	<b>0.3213</b>		<b>1,730.5915</b>	<b>1,730.5915</b>	<b>0.1838</b>		<b>1,735.1869</b>



## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.5 Architectural Coating - 2024****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	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
Worker	0.0631	0.0419	0.5916	1.7900e-003	0.2236	1.2000e-003	0.2248	0.0593	1.1100e-003	0.0604		180.9903	180.9903	4.4100e-003	4.4600e-003	182.4304
<b>Total</b>	<b>0.0631</b>	<b>0.0419</b>	<b>0.5916</b>	<b>1.7900e-003</b>	<b>0.2236</b>	<b>1.2000e-003</b>	<b>0.2248</b>	<b>0.0593</b>	<b>1.1100e-003</b>	<b>0.0604</b>		<b>180.9903</b>	<b>180.9903</b>	<b>4.4100e-003</b>	<b>4.4600e-003</b>	<b>182.4304</b>

**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	7.5538					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.9726	7.1405	11.2235	0.0182		0.3227	0.3227		0.3213	0.3213	0.0000	1,730.5915	1,730.5915	0.1838		1,735.1869
<b>Total</b>	<b>8.5264</b>	<b>7.1405</b>	<b>11.2235</b>	<b>0.0182</b>		<b>0.3227</b>	<b>0.3227</b>		<b>0.3213</b>	<b>0.3213</b>	<b>0.0000</b>	<b>1,730.5915</b>	<b>1,730.5915</b>	<b>0.1838</b>		<b>1,735.1869</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.5 Architectural Coating - 2024****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	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
Worker	0.0631	0.0419	0.5916	1.7900e-003	0.2236	1.2000e-003	0.2248	0.0593	1.1100e-003	0.0604		180.9903	180.9903	4.4100e-003	4.4600e-003	182.4304
<b>Total</b>	<b>0.0631</b>	<b>0.0419</b>	<b>0.5916</b>	<b>1.7900e-003</b>	<b>0.2236</b>	<b>1.2000e-003</b>	<b>0.2248</b>	<b>0.0593</b>	<b>1.1100e-003</b>	<b>0.0604</b>		<b>180.9903</b>	<b>180.9903</b>	<b>4.4100e-003</b>	<b>4.4600e-003</b>	<b>182.4304</b>

**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.0357	1.1241	9.5261	0.0203	2.2116	0.0153	2.2269	0.5894	0.0142	0.6036		2,066.623 4	2,066.623 4	0.1476	0.0981	2,099.549 0
Unmitigated	1.0357	1.1241	9.5261	0.0203	2.2116	0.0153	2.2269	0.5894	0.0142	0.6036		2,066.623 4	2,066.623 4	0.1476	0.0981	2,099.549 0

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	427.20	427.20	427.20	1,049,630	1,049,630
Enclosed Parking with Elevator	0.00	0.00	0.00		
Quality Restaurant	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Total	427.20	427.20	427.20	1,049,630	1,049,630

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	6.75	0.00	0.00	100.00	0.00	0.00	100	0	0
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Quality Restaurant	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Regional Shopping Center	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Enclosed Parking with Elevator	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Quality Restaurant	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Regional Shopping Center	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0518	0.4496	0.2426	2.8200e-003		0.0358	0.0358		0.0358	0.0358		564.5094	564.5094	0.0108	0.0104	567.8640
NaturalGas Unmitigated	0.0518	0.4496	0.2426	2.8200e-003		0.0358	0.0358		0.0358	0.0358		564.5094	564.5094	0.0108	0.0104	567.8640

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	3536.68	0.0381	0.3259	0.1387	2.0800e-003		0.0264	0.0264		0.0264	0.0264		416.0803	416.0803	7.9700e-003	7.6300e-003	418.5529
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
Quality Restaurant	1257.03	0.0136	0.1232	0.1035	7.4000e-004		9.3700e-003	9.3700e-003		9.3700e-003	9.3700e-003		147.8863	147.8863	2.8300e-003	2.7100e-003	148.7652
Regional Shopping Center	4.61312	5.0000e-005	4.5000e-004	3.8000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.5427	0.5427	1.0000e-005	1.0000e-005	0.5460
<b>Total</b>		<b>0.0518</b>	<b>0.4496</b>	<b>0.2426</b>	<b>2.8200e-003</b>		<b>0.0358</b>	<b>0.0358</b>		<b>0.0358</b>	<b>0.0358</b>		<b>564.5094</b>	<b>564.5094</b>	<b>0.0108</b>	<b>0.0104</b>	<b>567.8640</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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					
Apartments High Rise	3.53668	0.0381	0.3259	0.1387	2.0800e-003		0.0264	0.0264		0.0264	0.0264		416.0803	416.0803	7.9700e-003	7.6300e-003	418.5529
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
Quality Restaurant	1.25703	0.0136	0.1232	0.1035	7.4000e-004		9.3700e-003	9.3700e-003		9.3700e-003	9.3700e-003		147.8863	147.8863	2.8300e-003	2.7100e-003	148.7652
Regional Shopping Center	0.00461312	5.0000e-005	4.5000e-004	3.8000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.5427	0.5427	1.0000e-005	1.0000e-005	0.5460
<b>Total</b>		<b>0.0518</b>	<b>0.4496</b>	<b>0.2426</b>	<b>2.8200e-003</b>		<b>0.0358</b>	<b>0.0358</b>		<b>0.0358</b>	<b>0.0358</b>		<b>564.5094</b>	<b>564.5094</b>	<b>0.0108</b>	<b>0.0104</b>	<b>567.8640</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

No Hearths Installed

Use Low VOC Cleaning Supplies

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.5404	0.1141	9.9033	5.2000e-004		0.0549	0.0549		0.0549	0.0549	0.0000	17.8420	17.8420	0.0172	0.0000	18.2707
Unmitigated	2.5404	0.1141	9.9033	5.2000e-004		0.0549	0.0549		0.0549	0.0549	0.0000	17.8420	17.8420	0.0172	0.0000	18.2707

**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	0.1821					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0601					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2982	0.1141	9.9033	5.2000e-004		0.0549	0.0549		0.0549	0.0549		17.8420	17.8420	0.0172		18.2707
<b>Total</b>	<b>2.5404</b>	<b>0.1141</b>	<b>9.9033</b>	<b>5.2000e-004</b>		<b>0.0549</b>	<b>0.0549</b>		<b>0.0549</b>	<b>0.0549</b>	<b>0.0000</b>	<b>17.8420</b>	<b>17.8420</b>	<b>0.0172</b>	<b>0.0000</b>	<b>18.2707</b>



## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	0.1821					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0601					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2982	0.1141	9.9033	5.2000e-004		0.0549	0.0549		0.0549	0.0549		17.8420	17.8420	0.0172		18.2707
<b>Total</b>	<b>2.5404</b>	<b>0.1141</b>	<b>9.9033</b>	<b>5.2000e-004</b>		<b>0.0549</b>	<b>0.0549</b>		<b>0.0549</b>	<b>0.0549</b>	<b>0.0000</b>	<b>17.8420</b>	<b>17.8420</b>	<b>0.0172</b>	<b>0.0000</b>	<b>18.2707</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

**8.0 Waste Detail****8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment****Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0.5	12	1000	0.73	Diesel

**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

**User Defined Equipment**

Equipment Type	Number
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**10.1 Stationary Sources****Unmitigated/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
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (750 - 9999 HP)	0.8204	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
<b>Total</b>	<b>0.8204</b>	<b>3.6694</b>	<b>2.0922</b>	<b>3.9400e-003</b>		<b>0.1207</b>	<b>0.1207</b>		<b>0.1207</b>	<b>0.1207</b>		<b>419.7571</b>	<b>419.7571</b>	<b>0.0589</b>		<b>421.2283</b>

216 Spring Street - Proposed Project - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**11.0 Vegetation**

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## **ATTACHMENT 5**

Greenhouse Gas Emissions Worksheets

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## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****216 Spring Street - Existing Conditions****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	14.00	1000sqft	0.29	14,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	12			<b>Operational Year</b>	2021
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MW hr)</b>	691.98	<b>CH4 Intensity (lb/MW hr)</b>	0.033	<b>N2O Intensity (lb/MW hr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Existing 14,000 sf commercial office building on 0.29-acre site.

Construction Phase - IGNORE CONSTRUCTION EMISSIONS FOR EXISTING CONDITIONS SCENARIO.

Vehicle Trips - Trip rates adjusted based on Transportation Assessment (September 2021).

Energy Use - Assumes historical Title 24 for existing conditions scenario.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	100.00	10.00
tblLandUse	LotAcreage	0.32	0.29
tblVehicleTrips	CC_TL	8.40	8.08
tblVehicleTrips	CC_TTP	48.00	100.00

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	ST_TR	2.21	6.43
tblVehicleTrips	SU_TR	0.70	6.43
tblVehicleTrips	WD_TR	9.74	6.43

**2.0 Emissions Summary**

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## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0700	0.0482	0.0466	8.0000e-005	3.4000e-004	2.7200e-003	3.0600e-003	9.0000e-005	2.5400e-003	2.6300e-003	0.0000	6.7013	6.7013	1.7200e-003	3.0000e-005	6.7546
Maximum	0.0700	0.0482	0.0466	8.0000e-005	3.4000e-004	2.7200e-003	3.0600e-003	9.0000e-005	2.5400e-003	2.6300e-003	0.0000	6.7013	6.7013	1.7200e-003	3.0000e-005	6.7546

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0700	0.0482	0.0466	8.0000e-005	3.4000e-004	2.7200e-003	3.0600e-003	9.0000e-005	2.5400e-003	2.6300e-003	0.0000	6.7013	6.7013	1.7200e-003	3.0000e-005	6.7545
Maximum	0.0700	0.0482	0.0466	8.0000e-005	3.4000e-004	2.7200e-003	3.0600e-003	9.0000e-005	2.5400e-003	2.6300e-003	0.0000	6.7013	6.7013	1.7200e-003	3.0000e-005	6.7545

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
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## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Highest

**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	0.0571	0.0000	1.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.5000e-004	3.5000e-004	0.0000	0.0000	3.7000e-004
Energy	9.4000e-004	8.5400e-003	7.1700e-003	5.0000e-005		6.5000e-004	6.5000e-004		6.5000e-004	6.5000e-004	0.0000	76.2626	76.2626	3.3700e-003	5.6000e-004	76.5130
Mobile	0.0487	0.0691	0.4960	1.0300e-003	0.0997	1.0800e-003	0.1008	0.0266	1.0100e-003	0.0276	0.0000	94.9628	94.9628	6.5700e-003	4.5200e-003	96.4735
Waste						0.0000	0.0000		0.0000	0.0000	2.6429	0.0000	2.6429	0.1562	0.0000	6.5478
Water						0.0000	0.0000		0.0000	0.0000	0.7894	15.4877	16.2771	0.0818	2.0000e-003	18.9198
<b>Total</b>	<b>0.1068</b>	<b>0.0776</b>	<b>0.5033</b>	<b>1.0800e-003</b>	<b>0.0997</b>	<b>1.7300e-003</b>	<b>0.1014</b>	<b>0.0266</b>	<b>1.6600e-003</b>	<b>0.0283</b>	<b>3.4324</b>	<b>186.7135</b>	<b>190.1458</b>	<b>0.2480</b>	<b>7.0800e-003</b>	<b>198.4545</b>

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	0.0571	0.0000	1.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.5000e-004	3.5000e-004	0.0000	0.0000	3.7000e-004
Energy	9.4000e-004	8.5400e-003	7.1700e-003	5.0000e-005		6.5000e-004	6.5000e-004		6.5000e-004	6.5000e-004	0.0000	76.2626	76.2626	3.3700e-003	5.6000e-004	76.5130
Mobile	0.0487	0.0691	0.4960	1.0300e-003	0.0997	1.0800e-003	0.1008	0.0266	1.0100e-003	0.0276	0.0000	94.9628	94.9628	6.5700e-003	4.5200e-003	96.4735
Waste						0.0000	0.0000		0.0000	0.0000	2.6429	0.0000	2.6429	0.1562	0.0000	6.5478
Water						0.0000	0.0000		0.0000	0.0000	0.7894	15.4877	16.2771	0.0818	2.0000e-003	18.9198
<b>Total</b>	<b>0.1068</b>	<b>0.0776</b>	<b>0.5033</b>	<b>1.0800e-003</b>	<b>0.0997</b>	<b>1.7300e-003</b>	<b>0.1014</b>	<b>0.0266</b>	<b>1.6600e-003</b>	<b>0.0283</b>	<b>3.4324</b>	<b>186.7135</b>	<b>190.1458</b>	<b>0.2480</b>	<b>7.0800e-003</b>	<b>198.4545</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

**3.0 Construction Detail****Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	IGNORE Building Construction	Building Construction	10/22/2021	11/4/2021	5	10	
2	IGNORE Architectural Coating	Architectural Coating	11/5/2021	11/18/2021	5	10	

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****Acres of Grading (Site Preparation Phase): 0****Acres of Grading (Grading Phase): 0****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 21,000; Non-Residential Outdoor: 7,000; Striped Parking Area: 0  
(Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
IGNORE Building Construction	Cranes	1	4.00	231	0.29
IGNORE Building Construction	Forklifts	2	6.00	89	0.20
IGNORE Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
IGNORE 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
IGNORE Building Construction	5	4.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
IGNORE 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**

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 IGNORE Building Construction - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.8700e-003	0.0399	0.0363	6.0000e-005		2.2400e-003	2.2400e-003		2.0600e-003	2.0600e-003	0.0000	5.0041	5.0041	1.6200e-003	0.0000	5.0446
<b>Total</b>	<b>3.8700e-003</b>	<b>0.0399</b>	<b>0.0363</b>	<b>6.0000e-005</b>		<b>2.2400e-003</b>	<b>2.2400e-003</b>		<b>2.0600e-003</b>	<b>2.0600e-003</b>	<b>0.0000</b>	<b>5.0041</b>	<b>5.0041</b>	<b>1.6200e-003</b>	<b>0.0000</b>	<b>5.0446</b>

**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	3.0000e-005	5.8000e-004	1.9000e-004	0.0000	6.0000e-005	1.0000e-005	7.0000e-005	2.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.1917	0.1917	1.0000e-005	3.0000e-005	0.2002
Worker	7.0000e-005	6.0000e-005	7.7000e-004	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1831	0.1831	1.0000e-005	1.0000e-005	0.1848
<b>Total</b>	<b>1.0000e-004</b>	<b>6.4000e-004</b>	<b>9.6000e-004</b>	<b>0.0000</b>	<b>2.8000e-004</b>	<b>1.0000e-005</b>	<b>2.9000e-004</b>	<b>8.0000e-005</b>	<b>1.0000e-005</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>0.3748</b>	<b>0.3748</b>	<b>2.0000e-005</b>	<b>4.0000e-005</b>	<b>0.3850</b>

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 IGNORE Building Construction - 2021****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	3.8700e-003	0.0399	0.0363	6.0000e-005		2.2400e-003	2.2400e-003		2.0600e-003	2.0600e-003	0.0000	5.0041	5.0041	1.6200e-003	0.0000	5.0446
<b>Total</b>	<b>3.8700e-003</b>	<b>0.0399</b>	<b>0.0363</b>	<b>6.0000e-005</b>		<b>2.2400e-003</b>	<b>2.2400e-003</b>		<b>2.0600e-003</b>	<b>2.0600e-003</b>	<b>0.0000</b>	<b>5.0041</b>	<b>5.0041</b>	<b>1.6200e-003</b>	<b>0.0000</b>	<b>5.0446</b>

**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	3.0000e-005	5.8000e-004	1.9000e-004	0.0000	6.0000e-005	1.0000e-005	7.0000e-005	2.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.1917	0.1917	1.0000e-005	3.0000e-005	0.2002
Worker	7.0000e-005	6.0000e-005	7.7000e-004	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1831	0.1831	1.0000e-005	1.0000e-005	0.1848
<b>Total</b>	<b>1.0000e-004</b>	<b>6.4000e-004</b>	<b>9.6000e-004</b>	<b>0.0000</b>	<b>2.8000e-004</b>	<b>1.0000e-005</b>	<b>2.9000e-004</b>	<b>8.0000e-005</b>	<b>1.0000e-005</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>0.3748</b>	<b>0.3748</b>	<b>2.0000e-005</b>	<b>4.0000e-005</b>	<b>0.3850</b>

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 IGNORE Architectural Coating - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0649					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e-003	7.6300e-003	9.0900e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788
<b>Total</b>	<b>0.0660</b>	<b>7.6300e-003</b>	<b>9.0900e-003</b>	<b>1.0000e-005</b>		<b>4.7000e-004</b>	<b>4.7000e-004</b>		<b>4.7000e-004</b>	<b>4.7000e-004</b>	<b>0.0000</b>	<b>1.2766</b>	<b>1.2766</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>1.2788</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	1.9000e-004	0.0000	5.0000e-005	0.0000	6.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0458	0.0458	0.0000	0.0000	0.0462
<b>Total</b>	<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.0458</b>	<b>0.0458</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0462</b>



## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 IGNORE Architectural Coating - 2021****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	0.0649					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e-003	7.6300e-003	9.0900e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788
<b>Total</b>	<b>0.0660</b>	<b>7.6300e-003</b>	<b>9.0900e-003</b>	<b>1.0000e-005</b>		<b>4.7000e-004</b>	<b>4.7000e-004</b>		<b>4.7000e-004</b>	<b>4.7000e-004</b>	<b>0.0000</b>	<b>1.2766</b>	<b>1.2766</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>1.2788</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	1.9000e-004	0.0000	5.0000e-005	0.0000	6.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0458	0.0458	0.0000	0.0000	0.0462
<b>Total</b>	<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.0458</b>	<b>0.0458</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0462</b>

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Annual

## EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

## 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	0.0487	0.0691	0.4960	1.0300e-003	0.0997	1.0800e-003	0.1008	0.0266	1.0100e-003	0.0276	0.0000	94.9628	94.9628	6.5700e-003	4.5200e-003	96.4735
Unmitigated	0.0487	0.0691	0.4960	1.0300e-003	0.0997	1.0800e-003	0.1008	0.0266	1.0100e-003	0.0276	0.0000	94.9628	94.9628	6.5700e-003	4.5200e-003	96.4735

## 4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	90.02	90.02	90.02	264,760	264,760
Total	90.02	90.02	90.02	264,760	264,760

## 4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	0.00	8.08	0.00	0.00	100.00	0.00	100	0	0

## 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.543593	0.059173	0.184074	0.132247	0.023864	0.006129	0.012170	0.009151	0.000841	0.000521	0.023543	0.000746	0.003947

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****5.0 Energy Detail**

Historical Energy Use: Y

**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	66.9688	66.9688	3.1900e-003	3.9000e-004	67.1640
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	66.9688	66.9688	3.1900e-003	3.9000e-004	67.1640
NaturalGas Mitigated	9.4000e-004	8.5400e-003	7.1700e-003	5.0000e-005		6.5000e-004	6.5000e-004		6.5000e-004	6.5000e-004	0.0000	9.2938	9.2938	1.8000e-004	1.7000e-004	9.3491
NaturalGas Unmitigated	9.4000e-004	8.5400e-003	7.1700e-003	5.0000e-005		6.5000e-004	6.5000e-004		6.5000e-004	6.5000e-004	0.0000	9.2938	9.2938	1.8000e-004	1.7000e-004	9.3491

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****5.2 Energy by Land Use - Natural Gas****Unmitigated**

	Natural Gas 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	174160	9.4000e-004	8.5400e-003	7.1700e-003	5.0000e-005		6.5000e-004	6.5000e-004		6.5000e-004	6.5000e-004	0.0000	9.2938	9.2938	1.8000e-004	1.7000e-004	9.3491
<b>Total</b>		<b>9.4000e-004</b>	<b>8.5400e-003</b>	<b>7.1700e-003</b>	<b>5.0000e-005</b>		<b>6.5000e-004</b>	<b>6.5000e-004</b>		<b>6.5000e-004</b>	<b>6.5000e-004</b>	<b>0.0000</b>	<b>9.2938</b>	<b>9.2938</b>	<b>1.8000e-004</b>	<b>1.7000e-004</b>	<b>9.3491</b>

**Mitigated**

	Natural Gas 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	174160	9.4000e-004	8.5400e-003	7.1700e-003	5.0000e-005		6.5000e-004	6.5000e-004		6.5000e-004	6.5000e-004	0.0000	9.2938	9.2938	1.8000e-004	1.7000e-004	9.3491
<b>Total</b>		<b>9.4000e-004</b>	<b>8.5400e-003</b>	<b>7.1700e-003</b>	<b>5.0000e-005</b>		<b>6.5000e-004</b>	<b>6.5000e-004</b>		<b>6.5000e-004</b>	<b>6.5000e-004</b>	<b>0.0000</b>	<b>9.2938</b>	<b>9.2938</b>	<b>1.8000e-004</b>	<b>1.7000e-004</b>	<b>9.3491</b>

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	213360	66.9688	3.1900e-003	3.9000e-004	67.1640
<b>Total</b>		<b>66.9688</b>	<b>3.1900e-003</b>	<b>3.9000e-004</b>	<b>67.1640</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	213360	66.9688	3.1900e-003	3.9000e-004	67.1640
<b>Total</b>		<b>66.9688</b>	<b>3.1900e-003</b>	<b>3.9000e-004</b>	<b>67.1640</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive 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	0.0571	0.0000	1.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.5000e-004	3.5000e-004	0.0000	0.0000	3.7000e-004
Unmitigated	0.0571	0.0000	1.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.5000e-004	3.5000e-004	0.0000	0.0000	3.7000e-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	6.4900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0506					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	1.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.5000e-004	3.5000e-004	0.0000	0.0000	3.7000e-004
<b>Total</b>	<b>0.0571</b>	<b>0.0000</b>	<b>1.8000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>3.5000e-004</b>	<b>3.5000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>3.7000e-004</b>

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	6.4900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0506					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	1.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.5000e-004	3.5000e-004	0.0000	0.0000	3.7000e-004
<b>Total</b>	<b>0.0571</b>	<b>0.0000</b>	<b>1.8000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>3.5000e-004</b>	<b>3.5000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>3.7000e-004</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**



## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	16.2771	0.0818	2.0000e-003	18.9198
Unmitigated	16.2771	0.0818	2.0000e-003	18.9198

**7.2 Water by Land Use****Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	2.48827 / 1.52507	16.2771	0.0818	2.0000e-003	18.9198
<b>Total</b>		<b>16.2771</b>	<b>0.0818</b>	<b>2.0000e-003</b>	<b>18.9198</b>

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	2.48827 / 1.52507	16.2771	0.0818	2.0000e-003	18.9198
<b>Total</b>		<b>16.2771</b>	<b>0.0818</b>	<b>2.0000e-003</b>	<b>18.9198</b>

**8.0 Waste Detail****8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.6429	0.1562	0.0000	6.5478
Unmitigated	2.6429	0.1562	0.0000	6.5478

## 216 Spring Street - Existing Conditions - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	13.02	2.6429	0.1562	0.0000	6.5478
<b>Total</b>		<b>2.6429</b>	<b>0.1562</b>	<b>0.0000</b>	<b>6.5478</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	13.02	2.6429	0.1562	0.0000	6.5478
<b>Total</b>		<b>2.6429</b>	<b>0.1562</b>	<b>0.0000</b>	<b>6.5478</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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216 Spring Street - Existing Conditions - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

10.0 Stationary Equipment

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Fire Pumps and Emergency Generators

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

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## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****216 Spring Street - Proposed 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
Apartments High Rise	120.00	Dwelling Unit	0.50	100,525.00	343
Regional Shopping Center	1.03	1000sqft	0.00	1,033.00	0
Quality Restaurant	1.99	1000sqft	0.00	1,992.00	0
Enclosed Parking with Elevator	69.00	Space	0.00	27,600.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	12			<b>Operational Year</b>	2024
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	691.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Project Data per June 2021 Site Plans.

Construction Phase - Assumes approximate 24-month construction schedule.

Off-road Equipment - Construction equipment use on worst-case day.

Off-road Equipment - Equipment use on worst-case day.

Off-road Equipment - Equipment use on worst-case day.

Grading - Estimates approx. 15,000 cy soil export for 3-level subterranean parking structure.

Demolition - Demolish existing 14,000 sf office building.

Trips and VMT - Assume 14-cy haul truck capacity and average 30-mile trip to disposal site.

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Vehicle Trips - Trip rates adjusted based on Transportation Assessment (September 2021).

Woodstoves - No woodstoves or fireplaces proposed.

Stationary Sources - Emergency Generators and Fire Pumps -

Sequestration - Minimum 30 trees required per LAMC.

Construction Off-road Equipment Mitigation -

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	88.00
tblConstructionPhase	NumDays	100.00	346.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	2.00	66.00
tblConstructionPhase	PhaseEndDate	12/20/2022	7/2/2024
tblConstructionPhase	PhaseEndDate	12/6/2022	2/28/2024
tblConstructionPhase	PhaseEndDate	7/14/2022	8/1/2022
tblConstructionPhase	PhaseEndDate	7/19/2022	11/1/2022
tblConstructionPhase	PhaseStartDate	12/14/2022	3/1/2024
tblConstructionPhase	PhaseStartDate	7/20/2022	11/2/2022
tblConstructionPhase	PhaseStartDate	7/16/2022	8/2/2022
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	102.00	0.00
tblFireplaces	NumberNoFireplace	12.00	0.00
tblFireplaces	NumberWood	6.00	0.00
tblGrading	MaterialExported	0.00	15,000.00
tblLandUse	LandUseSquareFeet	120,000.00	100,525.00

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblLandUse	LotAcreage	1.94	0.50
tblLandUse	LotAcreage	0.02	0.00
tblLandUse	LotAcreage	0.05	0.00
tblLandUse	LotAcreage	0.62	0.00
tblOffRoadEquipment	LoadFactor	0.42	0.42
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.31	0.31
tblOffRoadEquipment	OffRoadEquipmentType		Concrete/Industrial Saws
tblOffRoadEquipment	OffRoadEquipmentType		Cement and Mortar Mixers
tblOffRoadEquipment	OffRoadEquipmentType		Generator Sets
tblOffRoadEquipment	OffRoadEquipmentType		Pavers
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	5.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblSequestration	NumberOfNewTrees	0.00	30.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.50
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	12.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripNumber	1,875.00	2,143.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TTP	69.00	0.00

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblVehicleTrips	CC_TTP	64.70	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	12.00	0.00
tblVehicleTrips	CW_TTP	16.30	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	18.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	6.75
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	44.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	38.00	0.00
tblVehicleTrips	PR_TP	54.00	0.00
tblVehicleTrips	ST_TR	4.53	3.56
tblVehicleTrips	ST_TR	90.04	0.00
tblVehicleTrips	ST_TR	46.12	0.00



## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblVehicleTrips	SU_TR	3.59	3.56
tblVehicleTrips	SU_TR	71.97	0.00
tblVehicleTrips	SU_TR	21.10	0.00
tblVehicleTrips	WD_TR	4.45	3.56
tblVehicleTrips	WD_TR	83.84	0.00
tblVehicleTrips	WD_TR	37.75	0.00
tblWoodstoves	NumberCatalytic	6.00	0.00
tblWoodstoves	NumberNoncatalytic	6.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

**2.0 Emissions Summary**

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## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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					
2022	0.1071	1.1981	0.9589	2.7700e-003	0.2432	0.0466	0.2898	0.1022	0.0437	0.1460	0.0000	255.3815	255.3815	0.0371	0.0173	261.4582
2023	0.2166	1.8040	2.5021	5.0000e-003	0.1560	0.0842	0.2402	0.0418	0.0790	0.1208	0.0000	444.5381	444.5381	0.0770	8.8800e-003	449.1076
2024	0.4115	0.5959	0.9290	1.7000e-003	0.0355	0.0267	0.0621	9.4700e-003	0.0258	0.0353	0.0000	149.3074	149.3074	0.0202	1.6000e-003	150.2891
<b>Maximum</b>	<b>0.4115</b>	<b>1.8040</b>	<b>2.5021</b>	<b>5.0000e-003</b>	<b>0.2432</b>	<b>0.0842</b>	<b>0.2898</b>	<b>0.1022</b>	<b>0.0790</b>	<b>0.1460</b>	<b>0.0000</b>	<b>444.5381</b>	<b>444.5381</b>	<b>0.0770</b>	<b>0.0173</b>	<b>449.1076</b>

**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					
2022	0.1071	1.1981	0.9589	2.7700e-003	0.1426	0.0466	0.1891	0.0550	0.0437	0.0987	0.0000	255.3813	255.3813	0.0371	0.0173	261.4581
2023	0.2166	1.8040	2.5021	5.0000e-003	0.1560	0.0842	0.2402	0.0418	0.0790	0.1208	0.0000	444.5378	444.5378	0.0770	8.8800e-003	449.1072
2024	0.4115	0.5959	0.9290	1.7000e-003	0.0355	0.0267	0.0621	9.4700e-003	0.0258	0.0353	0.0000	149.3072	149.3072	0.0202	1.6000e-003	150.2890
<b>Maximum</b>	<b>0.4115</b>	<b>1.8040</b>	<b>2.5021</b>	<b>5.0000e-003</b>	<b>0.1560</b>	<b>0.0842</b>	<b>0.2402</b>	<b>0.0550</b>	<b>0.0790</b>	<b>0.1208</b>	<b>0.0000</b>	<b>444.5378</b>	<b>444.5378</b>	<b>0.0770</b>	<b>0.0173</b>	<b>449.1072</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	23.16	0.00	17.00	30.80	0.00	15.65	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-1-2022	9-30-2022	0.6342	0.6342
2	10-1-2022	12-31-2022	0.6599	0.6599
3	1-1-2023	3-31-2023	0.5002	0.5002
4	4-1-2023	6-30-2023	0.5036	0.5036
5	7-1-2023	9-30-2023	0.5091	0.5091
6	10-1-2023	12-31-2023	0.5114	0.5114
7	1-1-2024	3-31-2024	0.4824	0.4824
8	4-1-2024	6-30-2024	0.5124	0.5124
9	7-1-2024	9-30-2024	0.0113	0.0113
		Highest	0.6599	0.6599

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	0.4465	0.0143	1.2379	7.0000e-005		6.8600e-003	6.8600e-003		6.8600e-003	6.8600e-003	0.0000	2.0233	2.0233	1.9400e-003	0.0000	2.0719
Energy	9.4400e-003	0.0821	0.0443	5.2000e-004		6.5200e-003	6.5200e-003		6.5200e-003	6.5200e-003	0.0000	316.9099	316.9099	0.0125	3.0100e-003	318.1166
Mobile	0.1853	0.2068	1.7495	3.7300e-003	0.3952	2.7800e-003	0.3979	0.1055	2.5900e-003	0.1080	0.0000	344.8496	344.8496	0.0242	0.0163	350.3034
Stationary	9.8500e-003	0.0440	0.0251	5.0000e-005		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	4.5696	4.5696	6.4000e-004	0.0000	4.5856
Waste						0.0000	0.0000		0.0000	0.0000	11.7938	0.0000	11.7938	0.6970	0.0000	29.2186
Water						0.0000	0.0000		0.0000	0.0000	2.6963	52.2205	54.9168	0.2794	6.8400e-003	63.9410
<b>Total</b>	<b>0.6511</b>	<b>0.3471</b>	<b>3.0568</b>	<b>4.3700e-003</b>	<b>0.3952</b>	<b>0.0176</b>	<b>0.4128</b>	<b>0.1055</b>	<b>0.0174</b>	<b>0.1229</b>	<b>14.4901</b>	<b>720.5728</b>	<b>735.0629</b>	<b>1.0157</b>	<b>0.0261</b>	<b>768.2369</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	0.4465	0.0143	1.2379	7.0000e-005		6.8600e-003	6.8600e-003		6.8600e-003	6.8600e-003	0.0000	2.0233	2.0233	1.9400e-003	0.0000	2.0719
Energy	9.4400e-003	0.0821	0.0443	5.2000e-004		6.5200e-003	6.5200e-003		6.5200e-003	6.5200e-003	0.0000	316.9099	316.9099	0.0125	3.0100e-003	318.1166
Mobile	0.1853	0.2068	1.7495	3.7300e-003	0.3952	2.7800e-003	0.3979	0.1055	2.5900e-003	0.1080	0.0000	344.8496	344.8496	0.0242	0.0163	350.3034
Stationary	9.8500e-003	0.0440	0.0251	5.0000e-005		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	4.5696	4.5696	6.4000e-004	0.0000	4.5856
Waste						0.0000	0.0000		0.0000	0.0000	3.5381	0.0000	3.5381	0.2091	0.0000	8.7656
Water						0.0000	0.0000		0.0000	0.0000	2.1570	41.7764	43.9334	0.2235	5.4700e-003	51.1528
<b>Total</b>	<b>0.6511</b>	<b>0.3471</b>	<b>3.0568</b>	<b>4.3700e-003</b>	<b>0.3952</b>	<b>0.0176</b>	<b>0.4128</b>	<b>0.1055</b>	<b>0.0174</b>	<b>0.1229</b>	<b>5.6952</b>	<b>710.1287</b>	<b>715.8239</b>	<b>0.4719</b>	<b>0.0248</b>	<b>734.9957</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>60.70</b>	<b>1.45</b>	<b>2.62</b>	<b>53.54</b>	<b>5.25</b>	<b>4.33</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****2.3 Vegetation****Vegetation**

	CO2e
Category	MT
New Trees	21.2400
Total	21.2400

**3.0 Construction Detail****Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2022	8/1/2022	5	22	
2	Grading	Grading	8/2/2022	11/1/2022	5	66	
3	Building Construction	Building Construction	11/2/2022	2/28/2024	5	346	
4	Architectural Coating	Architectural Coating	3/1/2024	7/2/2024	5	88	

**Acres of Grading (Site Preparation Phase): 0****Acres of Grading (Grading Phase): 49.5****Acres of Paving: 0**

**Residential Indoor: 203,563; Residential Outdoor: 67,854; Non-Residential Indoor: 4,538; Non-Residential Outdoor: 1,513; Striped Parking Area: 1,656 (Architectural Coating – sqft)**

**OffRoad Equipment**

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	5	6.00	78	0.48
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Graders	1	6.00	187	0.41
Building Construction	Cement and Mortar Mixers	1	8.00	9	0.56
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Pavers	1	8.00	130	0.42
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	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	7.00	97	0.37
Building Construction	Rollers	1	8.00	80	0.38
Architectural Coating	Aerial Lifts	2	8.00	63	0.31

**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	64.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Grading	5	13.00	0.00	2,143.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	99.00	18.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	7	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction****Water Exposed Area**

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 Demolition - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.8900e-003	0.0000	6.8900e-003	1.0400e-003	0.0000	1.0400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.8000e-003	0.0706	0.0822	1.3000e-004		3.7100e-003	3.7100e-003		3.5500e-003	3.5500e-003	0.0000	11.4550	11.4550	2.1100e-003	0.0000	11.5078
<b>Total</b>	<b>7.8000e-003</b>	<b>0.0706</b>	<b>0.0822</b>	<b>1.3000e-004</b>	<b>6.8900e-003</b>	<b>3.7100e-003</b>	<b>0.0106</b>	<b>1.0400e-003</b>	<b>3.5500e-003</b>	<b>4.5900e-003</b>	<b>0.0000</b>	<b>11.4550</b>	<b>11.4550</b>	<b>2.1100e-003</b>	<b>0.0000</b>	<b>11.5078</b>

**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	1.8000e-004	7.5800e-003	1.5700e-003	3.0000e-005	8.3000e-004	6.0000e-005	8.9000e-004	2.3000e-004	6.0000e-005	2.9000e-004	0.0000	2.8478	2.8478	1.5000e-004	4.5000e-004	2.9864
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	3.0000e-004	3.9000e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9758	0.9758	3.0000e-005	3.0000e-005	0.9843
<b>Total</b>	<b>5.5000e-004</b>	<b>7.8800e-003</b>	<b>5.4700e-003</b>	<b>4.0000e-005</b>	<b>2.0400e-003</b>	<b>7.0000e-005</b>	<b>2.1000e-003</b>	<b>5.5000e-004</b>	<b>7.0000e-005</b>	<b>6.2000e-004</b>	<b>0.0000</b>	<b>3.8236</b>	<b>3.8236</b>	<b>1.8000e-004</b>	<b>4.8000e-004</b>	<b>3.9707</b>



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 Demolition - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.1000e-003	0.0000	3.1000e-003	4.7000e-004	0.0000	4.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.8000e-003	0.0706	0.0822	1.3000e-004		3.7100e-003	3.7100e-003		3.5500e-003	3.5500e-003	0.0000	11.4549	11.4549	2.1100e-003	0.0000	11.5078
<b>Total</b>	<b>7.8000e-003</b>	<b>0.0706</b>	<b>0.0822</b>	<b>1.3000e-004</b>	<b>3.1000e-003</b>	<b>3.7100e-003</b>	<b>6.8100e-003</b>	<b>4.7000e-004</b>	<b>3.5500e-003</b>	<b>4.0200e-003</b>	<b>0.0000</b>	<b>11.4549</b>	<b>11.4549</b>	<b>2.1100e-003</b>	<b>0.0000</b>	<b>11.5078</b>

**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	1.8000e-004	7.5800e-003	1.5700e-003	3.0000e-005	8.3000e-004	6.0000e-005	8.9000e-004	2.3000e-004	6.0000e-005	2.9000e-004	0.0000	2.8478	2.8478	1.5000e-004	4.5000e-004	2.9864
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	3.0000e-004	3.9000e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9758	0.9758	3.0000e-005	3.0000e-005	0.9843
<b>Total</b>	<b>5.5000e-004</b>	<b>7.8800e-003</b>	<b>5.4700e-003</b>	<b>4.0000e-005</b>	<b>2.0400e-003</b>	<b>7.0000e-005</b>	<b>2.1000e-003</b>	<b>5.5000e-004</b>	<b>7.0000e-005</b>	<b>6.2000e-004</b>	<b>0.0000</b>	<b>3.8236</b>	<b>3.8236</b>	<b>1.8000e-004</b>	<b>4.8000e-004</b>	<b>3.9707</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 Grading - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1761	0.0000	0.1761	0.0849	0.0000	0.0849	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0523	0.5370	0.3814	7.6000e-004		0.0246	0.0246		0.0231	0.0231	0.0000	66.4923	66.4923	0.0167	0.0000	66.9107
<b>Total</b>	<b>0.0523</b>	<b>0.5370</b>	<b>0.3814</b>	<b>7.6000e-004</b>	<b>0.1761</b>	<b>0.0246</b>	<b>0.2008</b>	<b>0.0849</b>	<b>0.0231</b>	<b>0.1079</b>	<b>0.0000</b>	<b>66.4923</b>	<b>66.4923</b>	<b>0.0167</b>	<b>0.0000</b>	<b>66.9107</b>

**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	6.1500e-003	0.2537	0.0526	9.6000e-004	0.0277	2.0900e-003	0.0297	7.5900e-003	2.0000e-003	9.5900e-003	0.0000	95.3561	95.3561	5.1600e-003	0.0151	99.9965
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	1.4400e-003	1.1600e-003	0.0152	4.0000e-005	4.7100e-003	3.0000e-005	4.7400e-003	1.2500e-003	3.0000e-005	1.2800e-003	0.0000	3.8056	3.8056	1.1000e-004	1.0000e-004	3.8389
<b>Total</b>	<b>7.5900e-003</b>	<b>0.2548</b>	<b>0.0678</b>	<b>1.0000e-003</b>	<b>0.0324</b>	<b>2.1200e-003</b>	<b>0.0345</b>	<b>8.8400e-003</b>	<b>2.0300e-003</b>	<b>0.0109</b>	<b>0.0000</b>	<b>99.1617</b>	<b>99.1617</b>	<b>5.2700e-003</b>	<b>0.0152</b>	<b>103.8353</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 Grading - 2022****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					0.0793	0.0000	0.0793	0.0382	0.0000	0.0382	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0523	0.5370	0.3814	7.6000e-004		0.0246	0.0246		0.0231	0.0231	0.0000	66.4923	66.4923	0.0167	0.0000	66.9106
<b>Total</b>	<b>0.0523</b>	<b>0.5370</b>	<b>0.3814</b>	<b>7.6000e-004</b>	<b>0.0793</b>	<b>0.0246</b>	<b>0.1039</b>	<b>0.0382</b>	<b>0.0231</b>	<b>0.0613</b>	<b>0.0000</b>	<b>66.4923</b>	<b>66.4923</b>	<b>0.0167</b>	<b>0.0000</b>	<b>66.9106</b>

**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	6.1500e-003	0.2537	0.0526	9.6000e-004	0.0277	2.0900e-003	0.0297	7.5900e-003	2.0000e-003	9.5900e-003	0.0000	95.3561	95.3561	5.1600e-003	0.0151	99.9965
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	1.4400e-003	1.1600e-003	0.0152	4.0000e-005	4.7100e-003	3.0000e-005	4.7400e-003	1.2500e-003	3.0000e-005	1.2800e-003	0.0000	3.8056	3.8056	1.1000e-004	1.0000e-004	3.8389
<b>Total</b>	<b>7.5900e-003</b>	<b>0.2548</b>	<b>0.0678</b>	<b>1.0000e-003</b>	<b>0.0324</b>	<b>2.1200e-003</b>	<b>0.0345</b>	<b>8.8400e-003</b>	<b>2.0300e-003</b>	<b>0.0109</b>	<b>0.0000</b>	<b>99.1617</b>	<b>99.1617</b>	<b>5.2700e-003</b>	<b>0.0152</b>	<b>103.8353</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0310	0.3032	0.3403	5.6000e-004		0.0157	0.0157		0.0147	0.0147	0.0000	48.3449	48.3449	0.0121	0.0000	48.6465
<b>Total</b>	<b>0.0310</b>	<b>0.3032</b>	<b>0.3403</b>	<b>5.6000e-004</b>		<b>0.0157</b>	<b>0.0157</b>		<b>0.0147</b>	<b>0.0147</b>	<b>0.0000</b>	<b>48.3449</b>	<b>48.3449</b>	<b>0.0121</b>	<b>0.0000</b>	<b>48.6465</b>

**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	7.0000e-004	0.0189	6.2700e-003	7.0000e-005	2.4400e-003	1.9000e-004	2.6300e-003	7.0000e-004	1.8000e-004	8.8000e-004	0.0000	7.2222	7.2222	2.4000e-004	1.0500e-003	7.5405
Worker	7.1500e-003	5.7700e-003	0.0754	2.1000e-004	0.0234	1.4000e-004	0.0235	6.2000e-003	1.3000e-004	6.3300e-003	0.0000	18.8818	18.8818	5.2000e-004	5.1000e-004	19.0466
<b>Total</b>	<b>7.8500e-003</b>	<b>0.0247</b>	<b>0.0817</b>	<b>2.8000e-004</b>	<b>0.0258</b>	<b>3.3000e-004</b>	<b>0.0261</b>	<b>6.9000e-003</b>	<b>3.1000e-004</b>	<b>7.2100e-003</b>	<b>0.0000</b>	<b>26.1040</b>	<b>26.1040</b>	<b>7.6000e-004</b>	<b>1.5600e-003</b>	<b>26.5872</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2022****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	0.0310	0.3032	0.3403	5.6000e-004		0.0157	0.0157		0.0147	0.0147	0.0000	48.3448	48.3448	0.0121	0.0000	48.6465
<b>Total</b>	<b>0.0310</b>	<b>0.3032</b>	<b>0.3403</b>	<b>5.6000e-004</b>		<b>0.0157</b>	<b>0.0157</b>		<b>0.0147</b>	<b>0.0147</b>	<b>0.0000</b>	<b>48.3448</b>	<b>48.3448</b>	<b>0.0121</b>	<b>0.0000</b>	<b>48.6465</b>

**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	7.0000e-004	0.0189	6.2700e-003	7.0000e-005	2.4400e-003	1.9000e-004	2.6300e-003	7.0000e-004	1.8000e-004	8.8000e-004	0.0000	7.2222	7.2222	2.4000e-004	1.0500e-003	7.5405
Worker	7.1500e-003	5.7700e-003	0.0754	2.1000e-004	0.0234	1.4000e-004	0.0235	6.2000e-003	1.3000e-004	6.3300e-003	0.0000	18.8818	18.8818	5.2000e-004	5.1000e-004	19.0466
<b>Total</b>	<b>7.8500e-003</b>	<b>0.0247</b>	<b>0.0817</b>	<b>2.8000e-004</b>	<b>0.0258</b>	<b>3.3000e-004</b>	<b>0.0261</b>	<b>6.9000e-003</b>	<b>3.1000e-004</b>	<b>7.2100e-003</b>	<b>0.0000</b>	<b>26.1040</b>	<b>26.1040</b>	<b>7.6000e-004</b>	<b>1.5600e-003</b>	<b>26.5872</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2023****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	0.1740	1.6841	2.0482	3.3700e-003		0.0829	0.0829		0.0778	0.0778	0.0000	292.3925	292.3925	0.0727	0.0000	294.2107
<b>Total</b>	<b>0.1740</b>	<b>1.6841</b>	<b>2.0482</b>	<b>3.3700e-003</b>		<b>0.0829</b>	<b>0.0829</b>		<b>0.0778</b>	<b>0.0778</b>	<b>0.0000</b>	<b>292.3925</b>	<b>292.3925</b>	<b>0.0727</b>	<b>0.0000</b>	<b>294.2107</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.5300e-003	0.0891	0.0339	4.3000e-004	0.0148	5.0000e-004	0.0153	4.2600e-003	4.7000e-004	4.7300e-003	0.0000	41.6454	41.6454	1.4000e-003	6.0300e-003	43.4784
Worker	0.0401	0.0308	0.4200	1.2100e-003	0.1412	8.1000e-004	0.1420	0.0375	7.4000e-004	0.0382	0.0000	110.5002	110.5002	2.8400e-003	2.8400e-003	111.4185
<b>Total</b>	<b>0.0426</b>	<b>0.1200</b>	<b>0.4539</b>	<b>1.6400e-003</b>	<b>0.1560</b>	<b>1.3100e-003</b>	<b>0.1573</b>	<b>0.0418</b>	<b>1.2100e-003</b>	<b>0.0430</b>	<b>0.0000</b>	<b>152.1456</b>	<b>152.1456</b>	<b>4.2400e-003</b>	<b>8.8700e-003</b>	<b>154.8969</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2023****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	0.1740	1.6841	2.0482	3.3700e-003		0.0829	0.0829		0.0778	0.0778	0.0000	292.3922	292.3922	0.0727	0.0000	294.2103
<b>Total</b>	<b>0.1740</b>	<b>1.6841</b>	<b>2.0482</b>	<b>3.3700e-003</b>		<b>0.0829</b>	<b>0.0829</b>		<b>0.0778</b>	<b>0.0778</b>	<b>0.0000</b>	<b>292.3922</b>	<b>292.3922</b>	<b>0.0727</b>	<b>0.0000</b>	<b>294.2103</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.5300e-003	0.0891	0.0339	4.3000e-004	0.0148	5.0000e-004	0.0153	4.2600e-003	4.7000e-004	4.7300e-003	0.0000	41.6454	41.6454	1.4000e-003	6.0300e-003	43.4784
Worker	0.0401	0.0308	0.4200	1.2100e-003	0.1412	8.1000e-004	0.1420	0.0375	7.4000e-004	0.0382	0.0000	110.5002	110.5002	2.8400e-003	2.8400e-003	111.4185
<b>Total</b>	<b>0.0426</b>	<b>0.1200</b>	<b>0.4539</b>	<b>1.6400e-003</b>	<b>0.1560</b>	<b>1.3100e-003</b>	<b>0.1573</b>	<b>0.0418</b>	<b>1.2100e-003</b>	<b>0.0430</b>	<b>0.0000</b>	<b>152.1456</b>	<b>152.1456</b>	<b>4.2400e-003</b>	<b>8.8700e-003</b>	<b>154.8969</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2024****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	0.0272	0.2605	0.3382	5.6000e-004		0.0122	0.0122		0.0114	0.0114	0.0000	48.3642	48.3642	0.0120	0.0000	48.6639
<b>Total</b>	<b>0.0272</b>	<b>0.2605</b>	<b>0.3382</b>	<b>5.6000e-004</b>		<b>0.0122</b>	<b>0.0122</b>		<b>0.0114</b>	<b>0.0114</b>	<b>0.0000</b>	<b>48.3642</b>	<b>48.3642</b>	<b>0.0120</b>	<b>0.0000</b>	<b>48.6639</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.1000e-004	0.0148	5.5200e-003	7.0000e-005	2.4400e-003	8.0000e-005	2.5200e-003	7.0000e-004	8.0000e-005	7.8000e-004	0.0000	6.7885	6.7885	2.3000e-004	9.8000e-004	7.0878
Worker	6.2000e-003	4.5500e-003	0.0647	1.9000e-004	0.0234	1.3000e-004	0.0235	6.2000e-003	1.2000e-004	6.3200e-003	0.0000	17.7413	17.7413	4.3000e-004	4.4000e-004	17.8823
<b>Total</b>	<b>6.6100e-003</b>	<b>0.0194</b>	<b>0.0702</b>	<b>2.6000e-004</b>	<b>0.0258</b>	<b>2.1000e-004</b>	<b>0.0260</b>	<b>6.9000e-003</b>	<b>2.0000e-004</b>	<b>7.1000e-003</b>	<b>0.0000</b>	<b>24.5298</b>	<b>24.5298</b>	<b>6.6000e-004</b>	<b>1.4200e-003</b>	<b>24.9701</b>



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2024****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	0.0272	0.2605	0.3382	5.6000e-004		0.0122	0.0122		0.0114	0.0114	0.0000	48.3641	48.3641	0.0120	0.0000	48.6638
<b>Total</b>	<b>0.0272</b>	<b>0.2605</b>	<b>0.3382</b>	<b>5.6000e-004</b>		<b>0.0122</b>	<b>0.0122</b>		<b>0.0114</b>	<b>0.0114</b>	<b>0.0000</b>	<b>48.3641</b>	<b>48.3641</b>	<b>0.0120</b>	<b>0.0000</b>	<b>48.6638</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.1000e-004	0.0148	5.5200e-003	7.0000e-005	2.4400e-003	8.0000e-005	2.5200e-003	7.0000e-004	8.0000e-005	7.8000e-004	0.0000	6.7885	6.7885	2.3000e-004	9.8000e-004	7.0878
Worker	6.2000e-003	4.5500e-003	0.0647	1.9000e-004	0.0234	1.3000e-004	0.0235	6.2000e-003	1.2000e-004	6.3200e-003	0.0000	17.7413	17.7413	4.3000e-004	4.4000e-004	17.8823
<b>Total</b>	<b>6.6100e-003</b>	<b>0.0194</b>	<b>0.0702</b>	<b>2.6000e-004</b>	<b>0.0258</b>	<b>2.1000e-004</b>	<b>0.0260</b>	<b>6.9000e-003</b>	<b>2.0000e-004</b>	<b>7.1000e-003</b>	<b>0.0000</b>	<b>24.5298</b>	<b>24.5298</b>	<b>6.6000e-004</b>	<b>1.4200e-003</b>	<b>24.9701</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.5 Architectural Coating - 2024****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	0.3324					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0428	0.3142	0.4938	8.0000e-004		0.0142	0.0142		0.0141	0.0141	0.0000	69.0785	69.0785	7.3400e-003	0.0000	69.2619
<b>Total</b>	<b>0.3752</b>	<b>0.3142</b>	<b>0.4938</b>	<b>8.0000e-004</b>		<b>0.0142</b>	<b>0.0142</b>		<b>0.0141</b>	<b>0.0141</b>	<b>0.0000</b>	<b>69.0785</b>	<b>69.0785</b>	<b>7.3400e-003</b>	<b>0.0000</b>	<b>69.2619</b>

**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	2.5600e-003	1.8800e-003	0.0268	8.0000e-005	9.6500e-003	5.0000e-005	9.7100e-003	2.5600e-003	5.0000e-005	2.6100e-003	0.0000	7.3349	7.3349	1.8000e-004	1.8000e-004	7.3932
<b>Total</b>	<b>2.5600e-003</b>	<b>1.8800e-003</b>	<b>0.0268</b>	<b>8.0000e-005</b>	<b>9.6500e-003</b>	<b>5.0000e-005</b>	<b>9.7100e-003</b>	<b>2.5600e-003</b>	<b>5.0000e-005</b>	<b>2.6100e-003</b>	<b>0.0000</b>	<b>7.3349</b>	<b>7.3349</b>	<b>1.8000e-004</b>	<b>1.8000e-004</b>	<b>7.3932</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.5 Architectural Coating - 2024****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	0.3324					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0428	0.3142	0.4938	8.0000e-004		0.0142	0.0142		0.0141	0.0141	0.0000	69.0784	69.0784	7.3400e-003	0.0000	69.2619
<b>Total</b>	<b>0.3752</b>	<b>0.3142</b>	<b>0.4938</b>	<b>8.0000e-004</b>		<b>0.0142</b>	<b>0.0142</b>		<b>0.0141</b>	<b>0.0141</b>	<b>0.0000</b>	<b>69.0784</b>	<b>69.0784</b>	<b>7.3400e-003</b>	<b>0.0000</b>	<b>69.2619</b>

**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	2.5600e-003	1.8800e-003	0.0268	8.0000e-005	9.6500e-003	5.0000e-005	9.7100e-003	2.5600e-003	5.0000e-005	2.6100e-003	0.0000	7.3349	7.3349	1.8000e-004	1.8000e-004	7.3932
<b>Total</b>	<b>2.5600e-003</b>	<b>1.8800e-003</b>	<b>0.0268</b>	<b>8.0000e-005</b>	<b>9.6500e-003</b>	<b>5.0000e-005</b>	<b>9.7100e-003</b>	<b>2.5600e-003</b>	<b>5.0000e-005</b>	<b>2.6100e-003</b>	<b>0.0000</b>	<b>7.3349</b>	<b>7.3349</b>	<b>1.8000e-004</b>	<b>1.8000e-004</b>	<b>7.3932</b>

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

#### 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	0.1853	0.2068	1.7495	3.7300e-003	0.3952	2.7800e-003	0.3979	0.1055	2.5900e-003	0.1080	0.0000	344.8496	344.8496	0.0242	0.0163	350.3034
Unmitigated	0.1853	0.2068	1.7495	3.7300e-003	0.3952	2.7800e-003	0.3979	0.1055	2.5900e-003	0.1080	0.0000	344.8496	344.8496	0.0242	0.0163	350.3034

## 4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartment High Rise	427.20	427.20	427.20	1,049,630	1,049,630
Enclosed Parking with Elevator	0.00	0.00	0.00		
Quality Restaurant	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Total	427.20	427.20	427.20	1,049,630	1,049,630

### 4.3 Trip Type Information

[illegible]

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	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
Regional Shopping Center	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Enclosed Parking with Elevator	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Quality Restaurant	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Regional Shopping Center	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive 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	223.4490	223.4490	0.0107	1.2900e-003	224.1004
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	223.4490	223.4490	0.0107	1.2900e-003	224.1004
NaturalGas Mitigated	9.4400e-003	0.0821	0.0443	5.2000e-004		6.5200e-003	6.5200e-003		6.5200e-003	6.5200e-003	0.0000	93.4609	93.4609	1.7900e-003	1.7100e-003	94.0163
NaturalGas Unmitigated	9.4400e-003	0.0821	0.0443	5.2000e-004		6.5200e-003	6.5200e-003		6.5200e-003	6.5200e-003	0.0000	93.4609	93.4609	1.7900e-003	1.7100e-003	94.0163

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	1.29089e+006	6.9600e-003	0.0595	0.0253	3.8000e-004		4.8100e-003	4.8100e-003		4.8100e-003	4.8100e-003	0.0000	68.8868	68.8868	1.3200e-003	1.2600e-003	69.2961
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
Quality Restaurant	458817	2.4700e-003	0.0225	0.0189	1.3000e-004		1.7100e-003	1.7100e-003		1.7100e-003	1.7100e-003	0.0000	24.4842	24.4842	4.7000e-004	4.5000e-004	24.6297
Regional Shopping Center	1683.79	1.0000e-005	8.0000e-005	7.0000e-005	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.0899	0.0899	0.0000	0.0000	0.0904
<b>Total</b>		<b>9.4400e-003</b>	<b>0.0821</b>	<b>0.0443</b>	<b>5.1000e-004</b>		<b>6.5300e-003</b>	<b>6.5300e-003</b>		<b>6.5300e-003</b>	<b>6.5300e-003</b>	<b>0.0000</b>	<b>93.4609</b>	<b>93.4609</b>	<b>1.7900e-003</b>	<b>1.7100e-003</b>	<b>94.0163</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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					
Apartments High Rise	1.29089e+006	6.9600e-003	0.0595	0.0253	3.8000e-004		4.8100e-003	4.8100e-003		4.8100e-003	4.8100e-003	0.0000	68.8868	68.8868	1.3200e-003	1.2600e-003	69.2961
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
Quality Restaurant	458817	2.4700e-003	0.0225	0.0189	1.3000e-004		1.7100e-003	1.7100e-003		1.7100e-003	1.7100e-003	0.0000	24.4842	24.4842	4.7000e-004	4.5000e-004	24.6297
Regional Shopping Center	1683.79	1.0000e-005	8.0000e-005	7.0000e-005	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.0899	0.0899	0.0000	0.0000	0.0904
<b>Total</b>		<b>9.4400e-003</b>	<b>0.0821</b>	<b>0.0443</b>	<b>5.1000e-004</b>		<b>6.5300e-003</b>	<b>6.5300e-003</b>		<b>6.5300e-003</b>	<b>6.5300e-003</b>	<b>0.0000</b>	<b>93.4609</b>	<b>93.4609</b>	<b>1.7900e-003</b>	<b>1.7100e-003</b>	<b>94.0163</b>



## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	462061	145.0303	6.9200e-003	8.4000e-004	145.4531
Enclosed Parking with Elevator	150144	47.1267	2.2500e-003	2.7000e-004	47.2641
Quality Restaurant	86193.8	27.0543	1.2900e-003	1.6000e-004	27.1331
Regional Shopping Center	13501.3	4.2378	2.0000e-004	2.0000e-005	4.2501
<b>Total</b>		<b>223.4490</b>	<b>0.0107</b>	<b>1.2900e-003</b>	<b>224.1004</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****5.3 Energy by Land Use - Electricity****Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	462061	145.0303	6.9200e-003	8.4000e-004	145.4531
Enclosed Parking with Elevator	150144	47.1267	2.2500e-003	2.7000e-004	47.2641
Quality Restaurant	86193.8	27.0543	1.2900e-003	1.6000e-004	27.1331
Regional Shopping Center	13501.3	4.2378	2.0000e-004	2.0000e-005	4.2501
<b>Total</b>		<b>223.4490</b>	<b>0.0107</b>	<b>1.2900e-003</b>	<b>224.1004</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

No Hearths Installed

Use Low VOC Cleaning Supplies

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive 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	0.4465	0.0143	1.2379	7.0000e-005		6.8600e-003	6.8600e-003		6.8600e-003	6.8600e-003	0.0000	2.0233	2.0233	1.9400e-003	0.0000	2.0719
Unmitigated	0.4465	0.0143	1.2379	7.0000e-005		6.8600e-003	6.8600e-003		6.8600e-003	6.8600e-003	0.0000	2.0233	2.0233	1.9400e-003	0.0000	2.0719

**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	0.0332					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3760					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0373	0.0143	1.2379	7.0000e-005		6.8600e-003	6.8600e-003		6.8600e-003	6.8600e-003	0.0000	2.0233	2.0233	1.9400e-003	0.0000	2.0719
<b>Total</b>	<b>0.4465</b>	<b>0.0143</b>	<b>1.2379</b>	<b>7.0000e-005</b>		<b>6.8600e-003</b>	<b>6.8600e-003</b>		<b>6.8600e-003</b>	<b>6.8600e-003</b>	<b>0.0000</b>	<b>2.0233</b>	<b>2.0233</b>	<b>1.9400e-003</b>	<b>0.0000</b>	<b>2.0719</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	0.0332					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3760					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0373	0.0143	1.2379	7.0000e-005		6.8600e-003	6.8600e-003		6.8600e-003	6.8600e-003	0.0000	2.0233	2.0233	1.9400e-003	0.0000	2.0719
<b>Total</b>	<b>0.4465</b>	<b>0.0143</b>	<b>1.2379</b>	<b>7.0000e-005</b>		<b>6.8600e-003</b>	<b>6.8600e-003</b>		<b>6.8600e-003</b>	<b>6.8600e-003</b>	<b>0.0000</b>	<b>2.0233</b>	<b>2.0233</b>	<b>1.9400e-003</b>	<b>0.0000</b>	<b>2.0719</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	43.9334	0.2235	5.4700e-003	51.1528
Unmitigated	54.9168	0.2794	6.8400e-003	63.9410

**7.2 Water by Land Use****Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	7.81848 / 4.92904	51.6229	0.2571	6.3000e-003	59.9280
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	0.604032 / 0.0385552	2.7948	0.0198	4.8000e-004	3.4329
Regional Shopping Center	0.0762947 / 0.0467613	0.4991	2.5100e-003	6.0000e-005	0.5801
<b>Total</b>		<b>54.9168</b>	<b>0.2794</b>	<b>6.8400e-003</b>	<b>63.9410</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	6.25479 / 3.94323	41.2984	0.2057	5.0400e-003	47.9424
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	0.483226 / 0.0308442	2.2358	0.0159	3.8000e-004	2.7463
Regional Shopping Center	0.0610358 / 0.037409	0.3993	2.0100e-003	5.0000e-005	0.4641
<b>Total</b>		<b>43.9334</b>	<b>0.2236</b>	<b>5.4700e-003</b>	<b>51.1528</b>

**8.0 Waste Detail****8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3.5381	0.2091	0.0000	8.7656
Unmitigated	11.7938	0.6970	0.0000	29.2186

**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	55.2	11.2051	0.6622	0.0000	27.7602
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	1.82	0.3694	0.0218	0.0000	0.9153
Regional Shopping Center	1.08	0.2192	0.0130	0.0000	0.5431
<b>Total</b>		<b>11.7938</b>	<b>0.6970</b>	<b>0.0000</b>	<b>29.2186</b>

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****8.2 Waste by Land Use****Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	16.56	3.3615	0.1987	0.0000	8.3281
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	0.546	0.1108	6.5500e-003	0.0000	0.2746
Regional Shopping Center	0.324	0.0658	3.8900e-003	0.0000	0.1629
<b>Total</b>		<b>3.5381</b>	<b>0.2091</b>	<b>0.0000</b>	<b>8.7656</b>

**9.0 Operational Offroad**

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

**10.0 Stationary Equipment****Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0.5	12	1000	0.73	Diesel

**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

**User Defined Equipment**



## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Equipment Type	Number
----------------	--------

**10.1 Stationary Sources****Unmitigated/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
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (750 - 9999 HP)	9.8500e-003	0.0440	0.0251	5.0000e-005		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	4.5696	4.5696	6.4000e-004	0.0000	4.5856
<b>Total</b>	<b>9.8500e-003</b>	<b>0.0440</b>	<b>0.0251</b>	<b>5.0000e-005</b>		<b>1.4500e-003</b>	<b>1.4500e-003</b>		<b>1.4500e-003</b>	<b>1.4500e-003</b>	<b>0.0000</b>	<b>4.5696</b>	<b>4.5696</b>	<b>6.4000e-004</b>	<b>0.0000</b>	<b>4.5856</b>

**11.0 Vegetation**

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	21.2400	0.0000	0.0000	21.2400

## 216 Spring Street - Proposed Project - South Coast AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****11.2 Net New Trees****Species Class**

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	30	21.2400	0.0000	0.0000	21.2400
<b>Total</b>		<b>21.2400</b>	<b>0.0000</b>	<b>0.0000</b>	<b>21.2400</b>

## **ATTACHMENT 6**

Class One Arboriculture, Inc.,  
216 Spring St. Arborist Report,  
July 6, 2021.

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# 216 Spring St. Arborist Report

Prepared for Blaise Fremont  
353 S. Broadway, Suite 200  
Los Angeles, CA 90013

**Prepared by James Komen**  
BCMA WE-9909B  
RCA #555

**Class One Arboriculture**  
3763 Ramsdell Ave  
Glendale, CA 91214  
818-495-5344  
classonearboriculture@gmail.com

## Table of Contents

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Project Description	3
Subject Trees	4
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Protected Tree Matrix	6
Protected Trees to be Removed	6
Protected Trees to Remain	6
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Replacement Trees	7
Limitations	8
Site Photos	9

Site Map attached separately

## Background

In August of 2020, I was contacted by Blaise Fremont. Blaise asked me to prepare a Protected Tree Report per the requirements of the City of Los Angeles planning department. I visited the subject property alone on Wednesday, August 5, 2020 at 12:00pm to collect data for this report.

On July 6, 2021, Blaise contacted me again and asked me to update the report to reflect the newest version of the project plans and the updated tree protection ordinance. He also asked me to remove the word “mitigation” from the report; I have replaced this word with “replacement,” referring to the trees that will be planted after the existing ones are removed. No other changes were made to this report.

## Project Description

An existing commercial building will be demolished, and a new mixed-use structure will be built in its place.

I recorded data on 2 trees on and around the subject property that could potentially be impacted by the proposed construction activity. Neither of them are protected species per Ordinance 186,873 covering native trees and native shrubs: Native Oaks (*Quercus sp.*), California Sycamore (*Platanus racemosa*), California Black Walnut (*Juglans californica*), Bay Laurel (*Umbellularia californica*), Toyon (*Heteromeles arbutifolia*), and Elderberry (*Sambucus mexicana*). Both trees are Holly Oak (*Quercus ilex*), which is native to the Mediterranean region.

No protected trees will be removed as a result of this project. No protected trees will be encroached or impacted as a result of this project. No protected trees on neighboring properties will be affected by the proposed project.

The 2 trees in this report are street trees. They are proposed for removal to comply with the Downtown Design Guide §5(A)(9) and §9(F)(2). §5(A)(9) requires bicycle parking, and §9(F)(2) requires tree spacing of “not more than an average of 25 feet on center.” 4 street trees will be planted as replacements.

## Subject Trees



### Tree 1

*Quercus ilex* – Holly Oak

This tree is a street tree. Although it is an oak, it is not a native oak, so it is not a protected native tree per Ordinance 186,873. This tree will be removed so the street trees fronting this property may be repositioned to comply with Downtown Design Guide §5(A)(9) and §9(F)(2), which require bicycle parking and minimum tree spacing, respectively.

This tree is in good health, but it has a few minor problems. I observed symptoms of seasonal Drippy Nut, which is a bacterial infection of the acorns. Though the condition is not detrimental to the health of the tree, it tends to create a sticky mess on the paved surface below.

The tree is also drought-stressed, likely due to its limited growing volume. I observed tip dieback near the top of the tree and vigorous watersprout growth along the trunk, indicating the tree was stressed. However, the overall foliage color and density appeared good.





## Tree 2

### *Quercus ilex* – Holly Oak

This tree is a street tree. Although it is an oak, it is not a native oak, so it is not a protected native tree per Ordinance 186,873. This tree will be removed so the street trees fronting this property may be repositioned to comply with Downtown Design Guide §5(A)(9) and §9(F)(2), which require bicycle parking and minimum tree spacing, respectively.

I observed a mechanical injury wound on the southeastern side of the trunk. At some point several years ago, the tree was impacted by a blunt force, perhaps by a cart, shovel, or other tool. The bark underneath the area of impact then died and soured off, leaving the exposed heartwood. Over time, the tree has begun to roll a response growth callous over the perimeter of this wound site. I did not observe significant degradation of the tree's structural integrity resulting from the wound.

Like Tree 1, this tree is in good health, but it has a few minor problems. I observed symptoms of seasonal Drippy Nut, which is a bacterial infection of the acorns. Though the condition is not detrimental to the health of the tree, it tends to create a sticky mess on the paved surface below.

The tree is also drought-stressed, likely due to its limited growing volume. I observed tip dieback near the top of the tree and vigorous watersprout growth along the trunk, indicating the tree was stressed. However, the overall foliage color and density appeared good.

## Matrix of All Trees on Site

Tree #	Tag #	Species	Common Name	DBH	Height	Spread	Condition	Treatment	Rating	Natural?	Protected?	Remove?
1	5821	<i>Quercus ilex</i>	Holly Oak	13"	30'	30'	drought stress, drippy nut, minor tip dieback	remove	B-	No	Street	Yes
2	5822	<i>Quercus ilex</i>	Holly Oak	9"	24'	24'	mech inj at base, drought stress, drippy nut, minor tip dieback	remove	C+	No	Street	Yes

## Protected Tree Matrix

There are no protected trees on site.

## Protected Trees to be Removed

There are no protected trees on site. None will be removed.

## Protected Trees to Remain

There are no protected trees on site.

## **Recommendations and Construction Impact Guidelines**

No construction impact guidelines are required because all trees on site will be removed.

## **Replacement Trees**

Two street trees will be removed. The City of Los Angeles requires replacement trees to be planted on a 2:1 basis for the removal of street trees. According to this replacement ratio, four replacement trees are required. The replacement plan is to install four replacement trees along Spring Street. The replacement trees will be 36" box size per the Downtown Design Guide §9(F)(7).

## **Limitations**

My observations are based on a strictly visual inspection of the property, and some hidden or buried symptoms and signs may not have been observed. I did not conduct excavation, coring, or climbing inspection to make observations. I relied upon the information provided to me by the client regarding the history of the site and the proposed construction. I relied upon the surveyed site features denoted in the surveys and site plans I was provided. If any part of this information is found to be incorrect, the conclusions in this report may be invalidated.

My analysis is only based on the observations I gathered at the time of inspection. I do not guarantee the safety of the subject trees. There is no warranty or guarantee, expressed or implied, that problems or deficiencies may not arise in the future.

Arborists are tree specialists who use their knowledge, education, training, and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce the risk of living trees. Clients may choose to accept or disregard the recommendations of the arborist, or to seek additional advice.

Arborists cannot detect every condition that could possibly lead to structural failure of a tree. Trees are living organisms that fail in ways not fully understood. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like any medicine, cannot be guaranteed.

Treatment, pruning, and removal of trees may involve considerations beyond the scope of the arborist's services such as property boundaries, property ownership, locations of surveyed landmarks, disputes between neighbors, and other issues. Arborists cannot take such considerations into account unless complete and accurate information is disclosed to the arborist. An arborist should then be expected to reasonably rely upon the completeness and accuracy of the information provided.

Trees can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees.

## Site Photos



**Figure 1:** Tree 1 is a street tree. It is proposed for removal.





**Figure 2:** Tree 2 is a street tree. It is proposed for removal.



**Figure 3:** The trunk of Tree 2 has a mechanical injury wound.



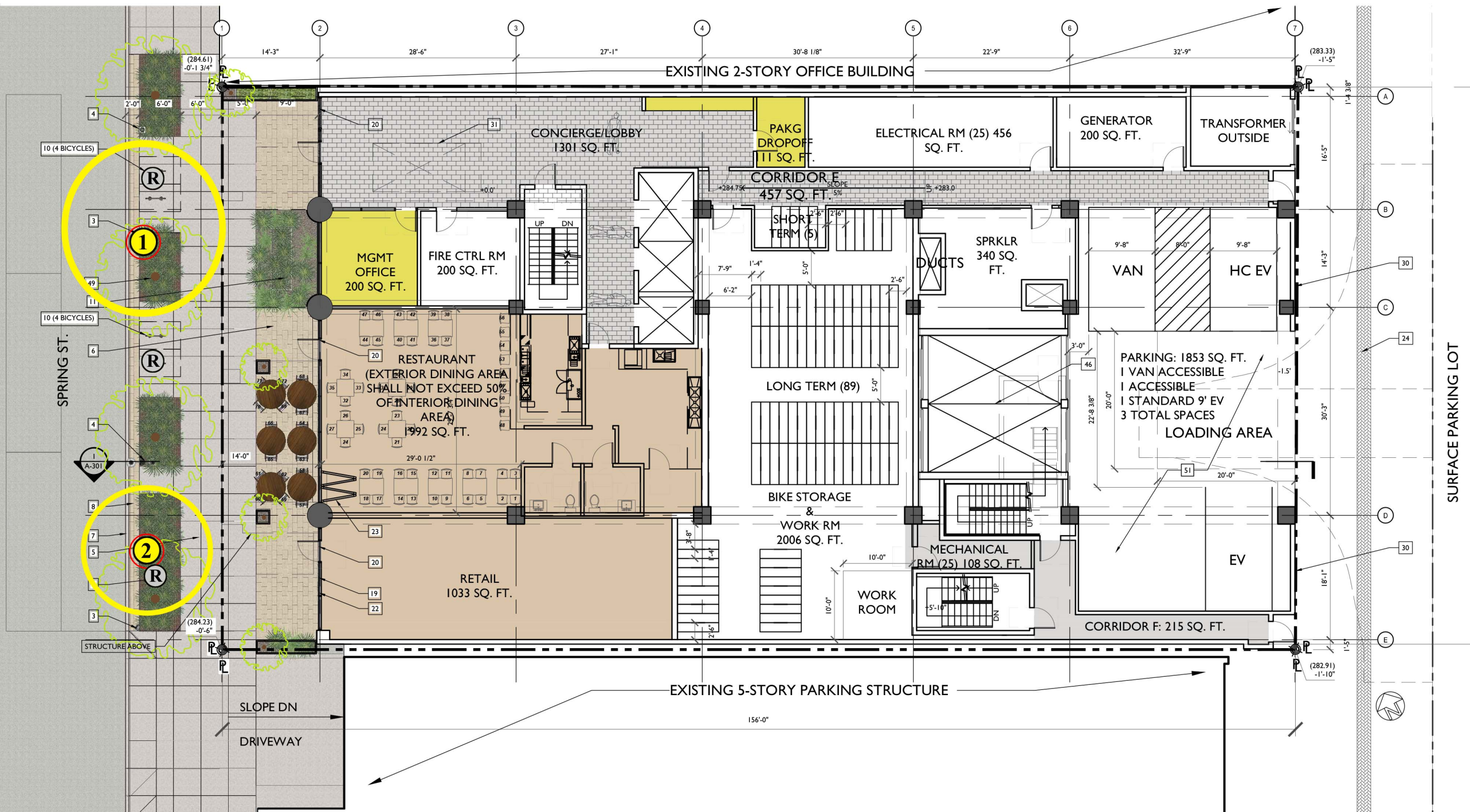


**Figure 4:** There are no trees on the eastern side of the property.





**Figure 5:** Aside from the two street trees, there are no other trees on the property.



- Existing Street Tree (Nonnative Oak)
- R Proposed Replacement Tree
- Drip Line
- Proposed for Removal

## **ATTACHMENT 7**

Additional Maps of the Project Site

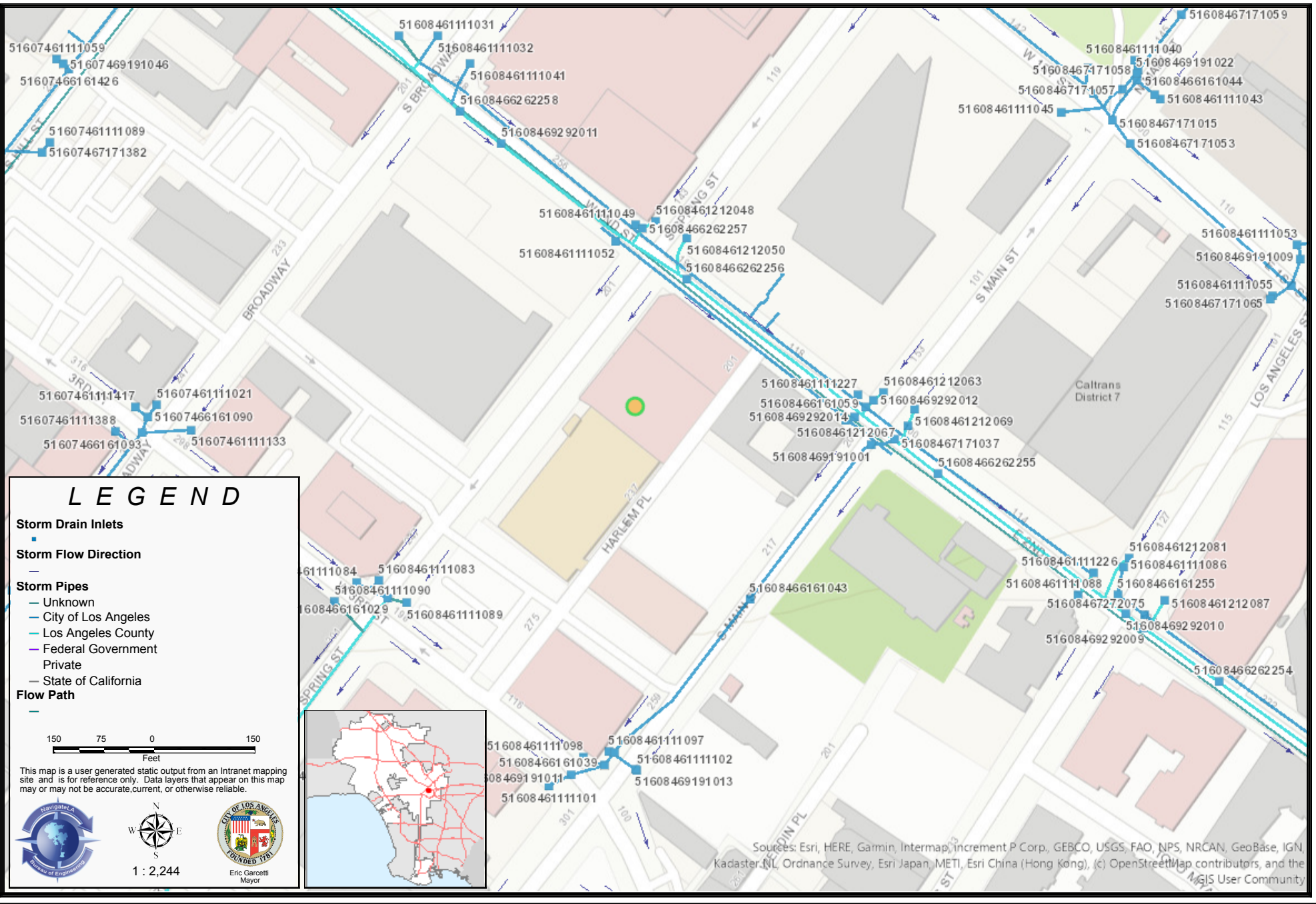
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Figure 1: DTSC EnviroStor Map

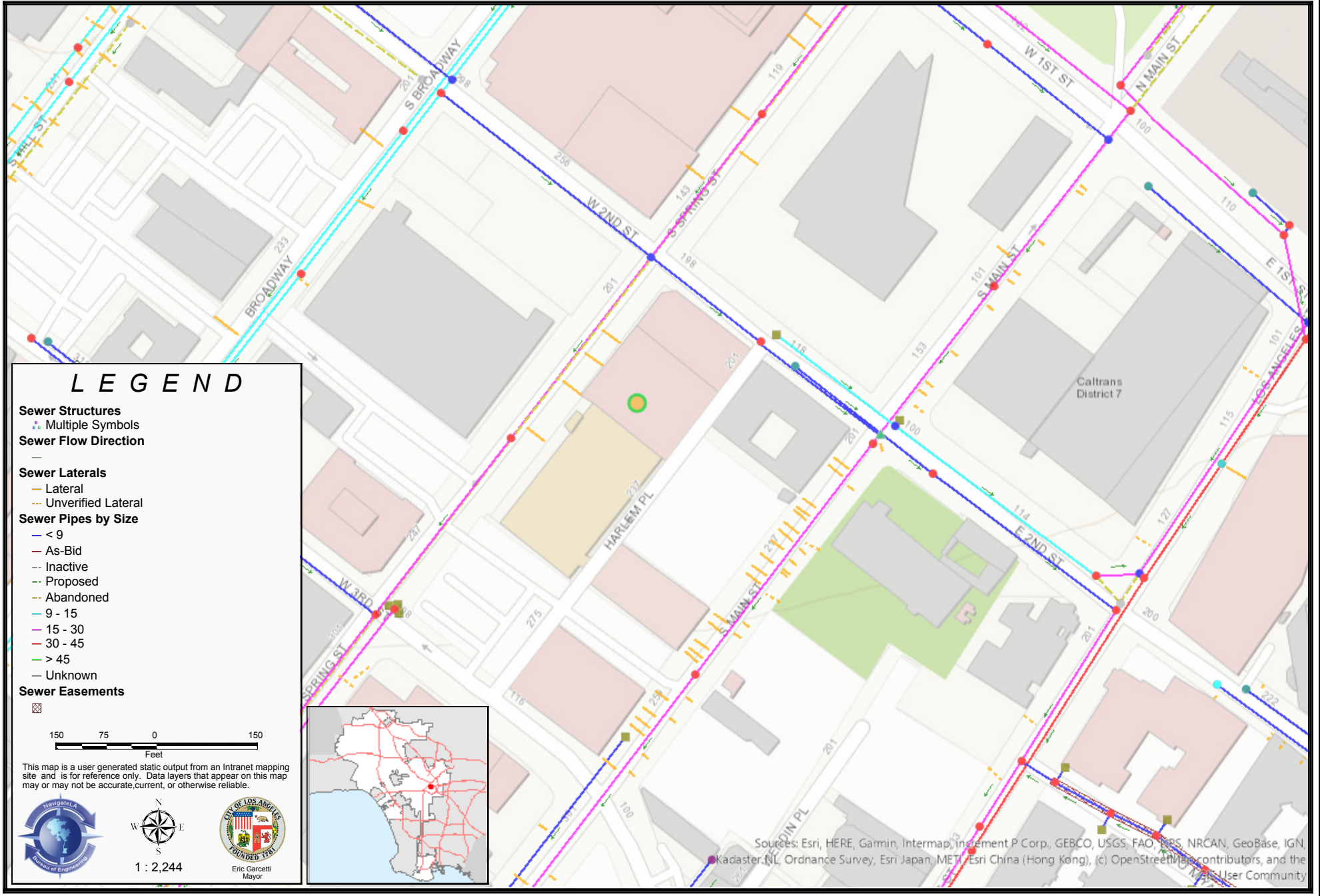


**Figure 2 - Stormwater Information Map**





# Figure 3 - Sewer Information Map



## **ATTACHMENT 8**

Los Angeles Department of Building and Safety,  
Geology and Soils Approval Letter  
Log #119255-01, 212, 214, 216, 218, 220 S.  
Spring Street,  
December 29, 2021.

Irvine Geotechnical, Inc.,  
Addendum Geologic and Soils Engineering  
Exploration, Proposed Mixed-Use Retail/  
Residential Building, Portion Lot 9, Arb. 1, Block 3,  
Ord's Survey, 212, 214, 216, 218, 220 S. Spring  
Street, Los Angeles, California,  
November 22, 2021.



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201 NORTH FIGUEROA STREET  
LOS ANGELES, CA 90012

OSAMA YOUNAN, P.E.  
GENERAL MANAGER  
SUPERINTENDENT OF BUILDING

JOHN WEIGHT  
EXECUTIVE OFFICER

**GEOLOGY AND SOILS REPORT APPROVAL LETTER**

December 29, 2021

LOG # 119255-01  
SOILS/GEOLOGY FILE - 2  
LIQ

216 Spring Street, LLC  
c/o David Gray  
353 S. Broadway, Suite 200  
Los Angeles, CA 90013

TRACT: ORD's SURVEY (M P 53-66/73)  
BLOCK: 3  
LOT: FR 9 (Arb-1)  
LOCATION: 212, 214, 216, 218, 220 S. Spring Street

CURRENT REFERENCE	REPORT	DATE OF	
<u>REPORT/LETTER(S)</u>	<u>No.</u>	<u>DOCUMENT</u>	<u>PREPARED BY</u>
Geology/Soils Report	IC 21149-I	11/22/2021	Irvine Geotechnical
PREVIOUS REFERENCE	REPORT	DATE OF	
<u>REPORT/LETTER(S)</u>	<u>No.</u>	<u>DOCUMENT</u>	<u>PREPARED BY</u>
Dept. Review Letter	119255	11/10/2021	LADBS – Grading
Geology/Soils Report	IC 21149-I	10/08/2021	Irvine Geotechnical
Laboratory Test Report	SL21. 3766	09/30/2021	Soil Labworks, LLC

The Grading Division of the Department of Building and Safety has reviewed the referenced reports dated November 22, 2021, and October 8, 2021, that provides recommendations for the proposed mixed use retail/ residential building, consisting of 17 stories over a ground level podium and 3 levels of subterranean parking. Retaining walls up to 33 feet high are planned to support excavations for the basement levels. The consultants note that the natural terrain slopes gently from northeast to southwest, with physical relief across the property of about 12 inches. The subject site development is depicted on the Site Plan and Section A-A of the October 8, 2021, referenced report.

The earth materials at the subsurface exploration locations consist of fill was observed to be approximately 2 feet thick underlain by alluvium from 2 to 15 feet below the ground surface underlain by Fernando Formation massive siltstone and mudstone bedrock to a maximum depth explored of 60 feet below the ground surface. Groundwater was not encountered to the maximum depth explored of 60 feet below the ground surface. Based on offsite borings, water is reported to

be perched on top of the bedrock at depths of 15 to 18 feet. Historic high ground water, from State records, is estimated to be 35 feet below the ground surface.

The consultants recommend to support the proposed structure on conventional or mat-type foundations bearing on competent bedrock.

The site is located in a designated liquefaction hazard zone as shown on the Seismic Hazard Zones map issued by the State of California. The proposed building will have 3 basements extending to a depth of 30 to 33 feet below the ground surface and bedrock is present within 15 to 20 feet of the ground surface. Therefore, the entire the entire building will be supported in the bedrock, which is not subject to liquefaction. It is the finding of Irvine Geotechnical that the liquefaction hazard to the proposed building is nil and the foundations will not be subject to hazards associated with dynamic settlement, ground failure, or lateral spreading, as noted on page 10 of the October 8, 2021, referenced report.

The referenced reports dated November 22, 2021, and October 8, 2021, are acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis ( ) refer to applicable sections of the 2020 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. Approval shall be obtained from the Department of Public Works, Bureau of Engineering, Development Services and Permits Program for the proposed removal of support adjoining to public way (3307.3.2).

201 N. Figueroa Street 3rd Floor, LA (213) 482-7045

2. Prior to finalizing shoring recommendations, the project consultants' shall provide a supplemental addendum report providing additional geologic structure in the vicinity of the proposed building and area to be shored, particularly in the vicinity of the proposed basements. This geologic data shall be utilized in the final shoring recommendations.
3. Prior to finalizing hydrostatic design considerations, the consultants recommend that one or more groundwater monitoring wells be installed after building demolition to determine the need for dewatering and determining the steady state groundwater level. A supplemental report shall be prepared for hydrostatic design of slabs and retaining walls based upon one or more groundwater monitoring wells placed within the footprint of the proposed building.
4. The geologist and soils engineer shall review and approve the detailed plans prior to issuance of any permits. This approval shall be by signature on the plans that clearly indicates the geologist and soils engineer have reviewed the plans prepared by the design engineer; and, that the plans include the recommendations contained in their reports (7006.1).
5. All recommendations of the report(s) that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.
6. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.

7. A grading permit shall be obtained for all structural fill and retaining wall backfill (106.1.2).
8. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.
9. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).
10. Estimated bulking and shrinkage factors to be used in determining earthwork volumes are provided on page 12 of the October 8, 2021, referenced report, as recommended.
11. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).
12. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cubic yards (7007.1).

201 N. Figueroa Street 3rd Floor, LA (213) 482-7045

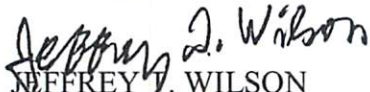
13. All loose foundation excavation material shall be removed prior to commencement of framing. Slopes disturbed by construction activities shall be restored (7005.3).
14. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).
15. Excavations shall not remove lateral support from a public way, adjacent property or an existing structure. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)
16. Where any excavation, not addressed in the approved reports, would remove lateral support (as defined in 3307.3.1) from a public way, adjacent property or structures, a supplemental report shall be submitted to the Grading Division of the Department containing recommendations for shoring, underpinning, and sequence of construction. Shoring recommendations shall include the maximum allowable lateral deflection of shoring system to prevent damage to adjacent structures, properties and/or public ways. Report shall include a plot plan and cross-section(s) showing the construction type, number of stories, and location of adjacent structures, and analysis incorporating all surcharge loads that demonstrate an acceptable factor of safety against failure. (7006.2 & 3307.3.2)
17. Prior to the issuance of any permit that authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the

- subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation (3307.1).
18. The soils engineer shall review and approve the shoring plans prior to issuance of the permit (3307.3.2).
  19. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.
  20. Unsurcharged temporary excavations over 5 feet shall be trimmed back at a gradient not exceeding 1(H):1(V), as recommended.
  21. All foundations shall derive entire support from competent bedrock, as recommended and approved by the geologist and soils engineer by inspection.
  22. Existing uncertified fill shall not be used for lateral support of deep foundations (1810.2.1).
  23. Mat Foundations shall be designed as recommended on page 14 of the October 8, 2021, referenced report.
  24. Slabs on uncertified fill shall be designed as a structural slab (7011.3).
  25. Slabs placed on approved compacted fill or natural soils shall be at least 4 inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way. Vapor barriers shall be utilized as recommended.
  26. The seismic design shall be based on a Site Class D, as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check. According to ASCE 7-16 Section 11.4.8, the long period coefficient ( $F_v$ ) may be selected per Table 11.4-2 in ASCE 7-16, provided that the value of the Seismic Response Coefficient ( $C_s$ ) is determined by Equation 12.8-2 for values of the fundamental period of the building ( $T$ ) less than or equal to  $1.5T_s$ , and taken as 1.5 times the value computed in accordance with either Equation 12.8-3 for  $T$  greater than  $1.5T_s$  and less than or equal to  $T_L$  or Equation 12.8-4 for  $T$  greater than  $T_L$ . Alternatively, a supplemental report containing a site-specific ground motion hazard analysis in accordance with ASCE 7-16 Section 21.2 shall be submitted for review and approval.
  27. Cantilevered retaining walls are anticipated up to 15 feet or less. Restrained basement walls could be up to 33 feet high. Retaining walls / basement walls shall be designed for the minimum equivalent fluid pressures (EFP) as recommended on pages 15 and 16 of the October 8, 2021, referenced report. All surcharge loads shall be incorporated into the design.
  28. Retaining walls higher than 6 feet shall be designed for lateral earth pressure due to earthquake motions as specified on pages 15 and 16 of the October 8, 2021, referenced report (1803.5.12).

29. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted in a non-erosive device to the street in an acceptable manner (7013.11).
30. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record (1805.4).
31. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).
32. Basement walls and floors shall be waterproofed/damp-proofed with an LA City approved "Below-grade" waterproofing/damp-proofing material with a research report number (104.2.6).
33. Prefabricated drainage composites (Miradrain, Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.
34. The structure shall be connected to the public sewer system per P/BC 2020-027.
35. An on-site storm water infiltration system at the subject site shall not be implemented, as recommended on page 24 of the October 8, 2021, referenced report.
36. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS (7013.10).
37. Any recommendations prepared by the geologist and/or the soils engineer for correction of geological hazards found during grading shall be submitted to the Grading Division of the Department for approval prior to use in the field (7008.2, 7008.3).
38. The geologist and soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading (7008, 1705.6 & 1705.8).
39. All friction pile or caisson drilling and excavations shall be performed under the inspection and approval of the geologist and soils engineer. The geologist shall indicate the distance that friction piles or caissons penetrate into competent bedrock in a written field memorandum. (1803.5.5, 1705.1.2)
40. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)
41. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction; shoring; pile installation; protection fences; and, dust and traffic control will be scheduled (108.9.1).



42. Installation of shoring, and/or pile excavations shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.6, 1705.8).
43. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the conditions of the report. No fill shall be placed until the LADBS Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included (7011.3).
44. No slab shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.

  
JEFFREY J. WILSON  
Engineering Geologist I

  
YING LIU  
Geotechnical Engineer II

JTW/YL:jtw/yl  
Log No. 119255-01  
213-482-0480

cc: Irvine Geotechnical, Project Consultant  
Soil Labworks, LLC, Project Consultant  
LA District Office

**CITY OF LOS ANGELES**  
DEPARTMENT OF BUILDING AND SAFETY  
Grading Division

District	<u>VN</u>	Log No.	<u>119255-1</u>
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**APPLICATION FOR REVIEW OF TECHNICAL REPORTS**

INSTRUCTIONS

- A. Address all communications to the Grading Division, LADBS, 221 N. Figueroa St., 12th Fl., Los Angeles, CA 90012  
Telephone No. (213)482-0480.
- B. Submit two copies (three for subdivisions) of reports, one "pdf" copy of the report on a CD-Rom or flash drive,  
and one copy of application with items "1" through "10" completed.
- C. Check should be made to the City of Los Angeles.

**1. LEGAL DESCRIPTION**

Tract: Ord Tract (MP 53-66/73)  
Block: 3 Lots: 9

**3. OWNER:** 216 Spring Street, LLC - c/o David Gray

Address: 353 S. Broadway, Suite 200  
City: Los Angeles Zip: 90013  
Phone (Daytime): \_\_\_\_\_

**2. PROJECT ADDRESS:**

212, 214, 216, 218, 220 S. Spring Street

**4. APPLICANT** Irvine Geotechnical, Inc.

Address: 145 N. Sierra Madre Blvd. #1

City: Pasadena Zip: 91107

Phone (Daytime): 626-844-6641

E-mail address: mkiechler@irvinegeotech.com

**5. Report(s) Prepared by:**

Irvine Geotechnical, Inc

**6. Report Date(s):**

11/22/2021

**7. Status of project:**

☐ Proposed

☒ Under Construction

☐ Storm Damage

**8. Previous site reports?**

☒ YES

if yes, give date(s) of report(s) and name of company who prepared report(s)

10/08/2021

**9. Previous Department actions?**

☒ YES

if yes, provide dates and attach a copy to expedite processing.

Dates: 11/10/2021

**10. Applicant Signature:**

Position: Assistant

**(DEPARTMENT USE ONLY)**

REVIEW REQUESTED	FEES	REVIEW REQUESTED	FEES
<input type="checkbox"/> Soils Engineering		No. of Lots	
<input type="checkbox"/> Geology		No. of Acres	
<input checked="" type="checkbox"/> Combined Soils Engr. & Geol.		<input type="checkbox"/> Division of Land	
<input type="checkbox"/> Supplemental		Other	
<input type="checkbox"/> Combined Supplemental		<input checked="" type="checkbox"/> Expedite	<u>181.50</u>
<input type="checkbox"/> Import-Export Route		<input checked="" type="checkbox"/> Response to Correction	<u>363.00</u>
Cubic Yards: _____		<input type="checkbox"/> Expedite ONLY	
		Sub-total	<u>544.50</u>
		Surcharge	<u>129.80</u>
		<b>TOTAL FEE</b>	<u>674.30</u>

Fee Due: 674.30  
Fee Verified By: Am Date: 12/6/21  
(Cashier Use Only)

Los Angeles Department of Building  
and Safety  
Metro 4th Floor 12/07/2021 10:03:04  
AM  
User ID: jbitanscol  
Receipt Ref Nbr: 2021341002-40  
Transaction ID: 2021341002-40-1  
PLAN APPROVAL FEE \$181.50  
SYSTEMS DEV SURCH \$32.67  
GEN PLAN MAINT SURCH \$38.12  
DEV SERV CENTER SURCH \$16.34  
CITY PLAN SURCH \$32.67  
GRADING REPORT \$363.00  
MISC OTHER \$10.00  
Amount Paid: \$674.30  
PCIS Number: NA  
Job Address: 212, 214, 216, 218, 220 S. SPRING STREET  
Owners Name: 216 SPRING STREET, LLC  
- c/o DAVID GRAY  
Grading Section Log Number: 119155

**ACTION BY:**

**THE REPORT IS:**

☐ NOT APPROVED

☐ APPROVED WITH CONDITIONS

☐ BELOW

☐ ATTACHED

For Geology	Date
For Soils	Date





November 22, 2021  
IC 21149-I

216 Spring Street LLC  
353 S. Broadway, Suite 200  
Los Angeles, CA 90013

**Subject**

Addendum Geologic and Soils Engineering Exploration  
Proposed Mixed-Use Retail/Residential Building  
Portion Lot 9, Arb. 1, Block 3, Ord's Survey  
212, 214, 216, 218, & 220 S. Spring Street  
Los Angeles, California

**References: Report by Irvine Geotechnical, Inc.:**

*Geotechnical Engineering Exploration, Proposed Mixed-Use Retail/Residential Building, Lot 9, Block 3, Arb. 1, Ord Tract, 216 S. Spring Street, Los Angeles, California, dated October 8, 2021*

**City of Los Angeles Department of Building and Safety, Grading Division:**

*Geology and Soils Report Review Letter, Log #119255, dated November 10, 2021*

Dear Gentle Persons,

Irvine Geotechnical has prepared this addendum report to provide additional geotechnical recommendations to the Grading Division for the design and construction of the proposed project. This addendum report follows consultations with the architect and personnel of the Grading Division. Responses to the three items of the Grading Division review letter are provided below. A copy of the November 10, 2021 Department review letter is appended to this report for reference.

Item 1 - It is acknowledged that excavations for the basement level will encounter siltstone bedrock that may contain bedding planes. The Regional Geologic Map within our preliminary report indicates the nearby bedrock strikes east-west and dips steeply toward the south. However because the existing building has a basement that extends beyond the property lines into the front sidewalk and rear alley, and due to numerous active utilities beneath the sidewalk and alley, a large diameter boring is not considered feasible outside the building footprint. Also, the freight elevator and wood flooring of the building are insufficient to support a limited access bucket-auger drill rig.

It is recommended that the large-diameter boring and approval of the shoring design be deferred to after the building has been torn down. A supplemental report will then be prepared based upon downhole logging of large diameter boring(s) drilled within the footprint of the former building.

Item 2 - Retaining walls and slabs should be designed for hydrostatic conditions when located below the groundwater table. As discussed in the preliminary report, groundwater was not encountered during our recent exploration and historically high groundwater is estimated to be 35 feet below the ground surface. Water was described perched on top of the bedrock at depths of 15 to 18 feet in nearby geotechnical borings. This perched water and associated seepage was reported to be minor and could be handled through conventional subdrains and sump pumps. It is recommended that one or more groundwater monitoring wells be placed onsite once the building is torn down to determine the steady-state groundwater level.

Similar to Item 1 above, a supplemental report will be prepared for hydrostatic design of slabs and retaining walls based upon one or more groundwater monitoring wells placed within the footprint of the former building.

Item 3 - Groundwater was not encountered in the boring drilled at the site to below the depth of the basement. Based on nearby projects, the water perched on top of bedrock was minor and could be controlled during construction without the need for dewatering. Based on one or more future groundwater monitoring wells that will be placed once the building is torn down, a supplemental report will be prepared describing the need for temporary dewatering. If dewatering is appropriate, the supplemental report will analyze the potential adverse impacts on adjoining buildings and properties.

November 22, 2021  
IC 21149-I  
Page 3

Irvine Geotechnical appreciates the opportunity to provide our service on this project. Any questions concerning the data or interpretation of this, or the referenced report should be directed to the undersigned.

Respectfully submitted,  
Irvine Geotechnical, Inc.

Jon A. Irvine  
E.G. 1691/G.E. 2891

y:\icprojects\2021 projects\ic21149 216 spring\ic21149 216 spring lic addendum.docx



Enc: *Geology and Soils Report Review Letter*, Log #119255, dated November 10, 2021

xc: (3) Addressee

BOARD OF  
BUILDING AND SAFETY  
COMMISSIONERS

VAN AMBATIELOS  
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CALIFORNIA



ERIC GARCETTI  
MAYOR

DEPARTMENT OF  
BUILDING AND SAFETY  
201 NORTH FIGUEROA STREET  
LOS ANGELES, CA 90012

OSAMA YOUNAN, P.E.  
GENERAL MANAGER  
SUPERINTENDENT OF BUILDING

JOHN WEIGHT  
EXECUTIVE OFFICER

## GEOLOGY AND SOILS REPORT REVIEW LETTER

November 10, 2021

LOG # 119255  
SOILS/GEOLOGY FILE - 2  
LIQ

216 Spring Street, LLC  
c/o David Gray  
353 S. Broadway, Suite 200  
Los Angeles, CA 90013

TRACT: ORD's SURVEY (M P 53-66/73)  
BLOCK: 3  
LOT: FR 9 (Arb-1)  
LOCATION: 212, 214, 216, 218, 220 S. Spring Street

CURRENT REFERENCE REPORT/LETTER(S)	REPORT No.	DATE OF DOCUMENT	PREPARED BY
Geology/Soils Report	IC 21149-I	10/08/2021	Irvine Geotechnical
Laboratory Test Report	SL21. 3766	09/30/2021	Soil Labworks, LLC

The Grading Division of the Department of Building and Safety has reviewed the referenced report dated October 8, 2021, that provides recommendations for the proposed mixed-use retail/ residential building, consisting of 17 stories over a ground level podium and 3 levels of subterranean parking. Retaining walls up to 33 feet high are planned to support excavations for the basement levels. The consultants note that the natural terrain slopes gently from northeast to southwest, with physical relief across the property of about 12 inches. The subject site development is depicted on the Site Plan and Section A-A of the October 8, 2021, referenced report.

The earth materials at the subsurface exploration locations consist of fill was observed to be approximately 2 feet thick underlain by alluvium from 2 to 15 feet below the ground surface underlain by Fernando Formation massive siltstone and mudstone bedrock to a maximum depth explored of 60 feet below the ground surface. Groundwater was not encountered to the maximum depth explored of 60 feet below the ground surface. Based on offsite borings, water is reported to be perched on top of the bedrock at depths of 15 to 18 feet. Historic high ground water, from State records, is estimated to be 35 feet below the ground surface.

The consultants recommend to support the proposed structure(s) on conventional or mat-type foundations bearing on competent bedrock.

The site is located in a designated liquefaction hazard zone as shown on the Seismic Hazard Zones map issued by the State of California. The proposed building will have 3 basements extending to a depth of 30 to 33 feet below the ground surface and bedrock is present within 15 to 20 feet of the ground surface. Therefore, the entire the entire building will be supported in the bedrock, which is not subject to liquefaction. It is the finding of Irvine Geotechnical that the liquefaction hazard to the proposed building is




nil and the foundations will not be subject to hazards associated with dynamic settlement, ground failure, or lateral spreading, as noted on page 10 of the October 8, 2021, referenced report.

The review of the subject report dated October 8, 2021, cannot be completed at this time and will be continued upon submittal of an addendum to the report which shall include, but not be limited to, the following:

(Note: Numbers in parenthesis ( ) refer to applicable sections of the 2020 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. Justify the determination that the siltstone bedrock encountered at the subject site, based on review of offsite reports and narrow hollow stem auger borings, is massive in nature. Also justify the comment that the massive bedrock is typical for this area of downtown. It would appear that borings should be provided that are bucket auger, minimum 24 inches in diameter, to assist in the determination of the geologic structure for the subject site, particularly in the area of the proposed shoring and retaining walls. Geologic structure is critical for the design of the shoring elements and retaining walls. Reports provided by the consultants with bucket auger boring logs appear to have geologic structure while borings with narrow borings have bedrock without geologic structure. In addition, regional geologic maps such as Dibblee appear to depict bedrock in the area as having steeply dipping bedrock beds.
2. The proposed structure and subterranean walls shall be designed to resist uplift and hydrostatic pressures that would develop due to the historic high groundwater level conditions or the current groundwater level, whichever is higher. Revise recommendations accordingly.
3. It appears that temporary groundwater control will be needed for the basement excavation. Note that temporary dewatering shall not adversely impact the adjacent structures / properties. Provide recommendations for temporary groundwater control.

The project engineering geologist and soils engineer shall prepare a report containing an itemized response to the review items indicated in this letter. If clarification concerning the review letter is necessary, the report review engineer and/or geologist may be contacted. Two copies of the response report, including one unbound wet-signed original for archiving purposes, a pdf-copy of the complete report in a flash drive, and the appropriate fees will be required for submittal.

  
JEFFREY D. WILSON  
Engineering Geologist I

  
YING LIU  
Geotechnical Engineer II

JTW/YL:jtw/yl  
Log No. 119255  
213-482-0480

cc: Irvine Geotechnical, Project Consultant  
Soil Labworks, LLC, Project Consultant  
LA District Office