DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

Central Planning Commission

Date: November 8, 2022
Time: after 4:30 p.m.
Place: Due to COVID-19 and continued concerns that meeting in person would present imminent risks to the health and safety of attendees, the APC meeting will be conducted entirely telephonically via telephone and/or videoconference. The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at https://planning.lacity.org/about/commissions boards-hearings and/or by contacting apccentral@lacity.org

Public Hearing: November 8, 2022
Appeal Status: Zone Change is appealable only by the applicant to City Council if disapproved in whole or in part.
Expiration Date: November 12, 2022
Multiple Approval: No

Case No.: APCC-2021-10197-ZC
CEQA No.: ENV-2016-1081-MND-REC1
Incidental Cases: CPC-2016-1080-GPA-ZC-HD-MCUP-ZV-SPR
Council No.: 14 – De León
Plan Area: Central City North
Specific Plan: None
Certified NC: Arts District/Little Tokyo
General Plan: Regional Commercial

Current Zone: (T)(Q)C2-2-RIO
Proposed Zone: (T)(Q)C2-2-RIO

Applicant: 929 E4, LLC
Representative: Jerry Neuman/Sara Hernandez, DLA Piper

PROJECT LOCATION: **929-939 East 2nd Street**

PROPOSED PROJECT: The proposed project is modification to an existing Qualifying "Q" Condition in order to allow for the development of a 124,233 square-foot commercial building in-lieu of the originally approved 102, 679 square-foot commercial building. The "Q" originally adopted in 2017 in association with Case No. CPC-2016-1080-GPA-ZC-HD-MCUP- ZV-SPR (Council File No. 17-0808).

The proposed project involves the addition to an existing 39,148 square-foot, two-story warehouse building with one subterranean level to permit an eight-story, 131-foot high, 124,233 square-foot, commercial development providing space for offices (70,318 square feet), artist studios, photo studios, and screening rooms (17,265 square feet), event spaces (21,000 square feet), and a restaurant/lounge spaces on the first and eighth levels. The total proposed Floor Area Ratio (FAR) is 4.2 to 1. The project is providing parking to accommodate 270 vehicles and 61 bicycles contained within the existing basement level and ground floor level.

The originally approved entitlement for the site was a seven-story, 131-foot high, mixed-use commercial development. The Proposed project reconfigures the previously approved uses, relocating parking from upper levels to the basement and ground floor allowing for additional office space.

REQUESTED ACTIONS:

1. Based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in Mitigated Negative Declaration, No. ENV-2016-1081-MND-REC1, adopted on June 8 2017; and pursuant to CEQA Guidelines 15162 and 15164, as supported by the addendum dated August 2022, no major revisions are required to the Mitigated Declaration; and no subsequent EIR or negative declaration is required for approval of the project;

2. Pursuant to Los Angeles Municipal Code Section 12.32-F, a Zone Change to modify the Qualified Classification at the Site to allow an increase in floor area from 102,679 square feet to 124,233 square feet.

RECOMMENDED ACTIONS:

1. **Find**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in Mitigated Negative Declaration, No. ENV-2016-1081-MND-REC1, adopted on June 8 2017, no major revisions are required to the Mitigated Declaration; and no subsequent EIR or negative declaration is required for approval of the project;

2. **Recommend** that the City Council **approve** a Zone Change to modify the Qualified Classification for an increase in maximum allowable floor area from 102,679 square feet to 124,233 square feet; and

3. **Adopt** the attached findings.

VINCENT P. BERTONI, AICP
Director of Planning

Heather Bleemers
Senior City Planner

Renata Ooms
City Planner

Stephanie Escobar
Stephanie Escobar
City Planning Assistant

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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PROJECT ANALYSIS

Project Summary

The proposed project involves the modification to a project previously approved under Case No. CPC-2016-1080-GPA-ZC-HD-MCUP-ZV-SPR (Council File No. 17-0808) in order to allow for the development of a 124,233 square-foot commercial building in-lieu of the originally approved 102,679 square-foot commercial building (a 21,554 square-foot increase in maximum allowable floor area).

The proposed project involves the construction of an eight-story, approximately 131-foot high, 124,233 square-foot, commercial development providing space for offices, artist studios, photo studios, and screening rooms, event spaces, and a restaurant/lounge spaces on the first and eighth levels. The project site is currently developed with an existing two-story concrete industrial building originally constructed in 1926 and includes a vacant railroad spur. The existing building would be incorporated into the project, serving as the base of the building underneath a six-story addition. The project is providing parking to accommodate 270 vehicles and 61 bicycles contained within the existing basement level and ground floor level. The parking area on the ground floor is not visible from the street as it is lined with the open space and commercial ground floor uses proposed along 2nd Street and Vignes Street.

The project site's existing zone designation of (T)(Q)C2-2-RIO, established by Ordinance No. 185,180, imposes site specific conditions that limit the floor area on the site. In order to carry out the currently proposed building configuration on the subject property, the applicant is requesting a Zone Change to amend existing Qualified Classification at the Site to allow an increase in floor area from 102,679 square feet to 124,233 square feet, as well as any additional actions including, but not limited to, grading, excavation, and building permits.

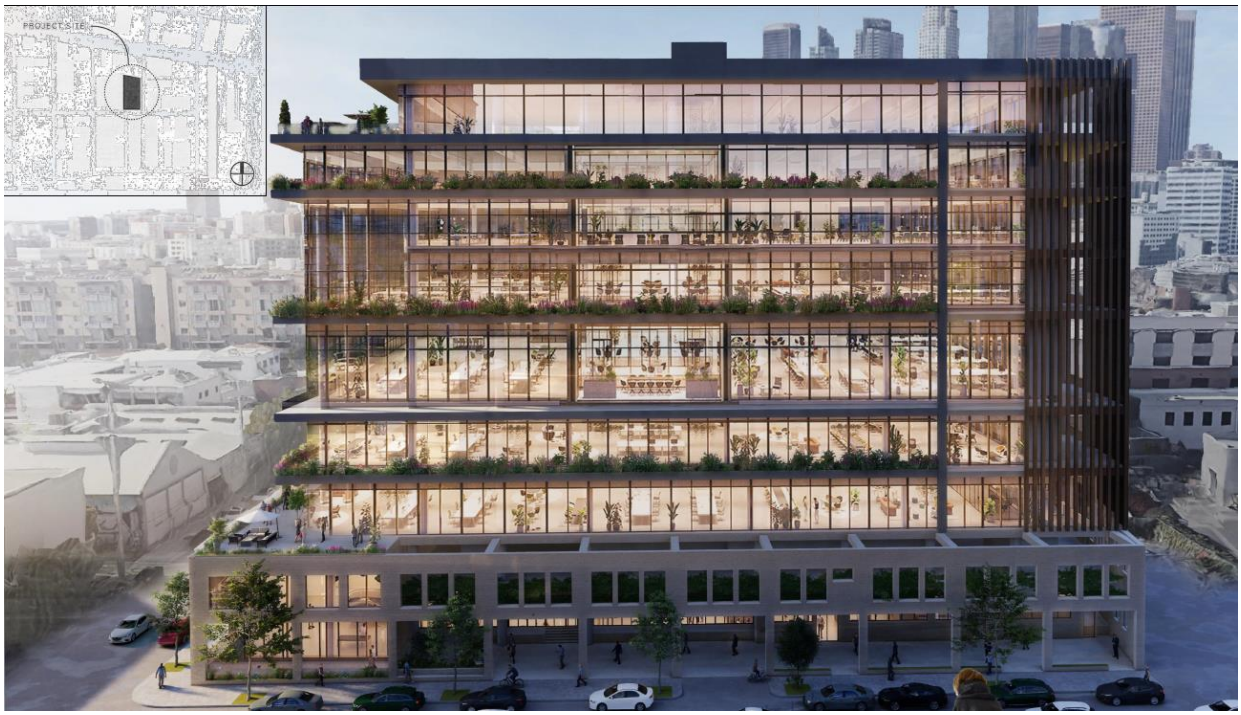


Figure 1. *Perspective rendering of project looking northwest from across 2nd Street and Vignes Street.*

Background

The subject property is located on a level, irregularly-shaped, corner lot located on the northwest corner of 2nd and Vignes Streets, with 29,593 square feet of net lot area. The project site has a frontage of approximately 120 feet along 2nd Street and 230 feet along Vignes Street. The site abuts a fully-dedicated 20-foot alley to the north. An abandoned railroad spur also parallels the west side of the existing building on the project site.

The subject property is zoned (T)(Q)C2-2-RIO and is located within the Central City North Community Plan Area. The Community Plan Area Map designates the site for Regional Commercial land uses, corresponding to the CR, C1.5, C2, C4, RAS3, RAS4, R3, R4, and R5 zones. The subject property has a Qualified "Q" Condition established by Ordinance No. 185,180, (Case No. CPC-2016-1080-GPA-ZC-HD-MCUP-ZV-SPR) requiring that the proposed development conform to all provisions of the C2 Zone; that the use and development of the property shall be in substantial conformance with the Exhibit "A" plans associated with case, (stamp-dated May 19, 2017); that the total floor shall not exceed 102,679 square-feet (approximately 3.47:1 FAR) of commercial development; and that the height of the proposed building shall not exceed a height of 131 feet.

The subject property is located within a City of Los Angeles Transit Priority Area and the Los Angeles River Improvement Overlay District. The project site is located within the Arts District, a neighborhood originally planned and zoned for industrial uses that is experiencing transformation to include new residential, commercial, and mixed-use developments and converted industrial space. The existing Challenge Cream and Butter Association Building on the project site has been identified as a contributor to the Downtown Los Angeles Industrial Historic District, as identified in the Central City North historic resources survey conducted by SurveyLA. Additionally, the project site is located within approximately 1.65 kilometers of the nearest fault (Upper Elysian Park).

Figure 2. *ZIMAS zoning map*

On May 3, 2017, the Advisory Agency approved Vesting Tentative Tract Map No. 74122-CN for a one-lot subdivision for 25 commercial condominiums located at the subject property. The approval was conditioned to require the approval and adoption of Case Number CPC-2016-1080-GPA-ZC-HD-MCUP-ZV-SPR.

On June 8, 2017, the Los Angeles City Planning Commission approved and recommended that the City Council and the Mayor adopt Case No. CPC-2016-1080-GPA-ZC-HD-MCUP-ZV-SPR, which involved a change of use and addition to an existing, approximately 39,148 square-foot, two-story warehouse building with one subterranean level into a seven-story, approximately 131-foot high, 102,679 square-foot, mixed-use commercial development with a food market/restaurant, café, coffee bar, retail space, artist studios, and a private membership club providing space for offices, a screening room, retail, a gym, a pool, photo studios, events, and a restaurant/lounge dispersed throughout the ground floor, second, third, fifth, sixth, and seventh levels, resulting in an increase in floor area of 63,531 square feet. The total approved Floor Area Ratio (FAR) was 3.47 to 1. The project was to provide automated parking to accommodate 241 vehicles and 40 bicycles contained within the existing basement level and new fourth level.

Subsequently, the City Planning Commission's decision approving the Main Conditional Use Permit for alcoholic beverage sales, Zone Variance, and Site Plan Review for Case No. CPC-2016-1080-GPA-ZC-HD-MCUP-ZV-SPR was appealed on July 14, 2017. The City Council considered the appeal alongside the General Plan Amendment, Zone Change and Height District Change. The appeal was recommended for denial in full by the City Council Planning Land Use Management Committee on September 19, 2017 and was denied by the City Council on September 26, 2017.

The previously approved project has not initiated construction. Due to changing economic conditions amid an ongoing global pandemic, as well as advancements in automated parking design technology, some aspects of the previously approved project are proposed to be reconfigured to adequately address market demand, or lack thereof, for certain uses such as private club space, gyms, spas, and retail and to add to the neighborhood aesthetic by placing all parking underground and within the ground level.

Accordingly, the applicant proposes a modified project that would maintain the previously approved project's building height with amenities and relocate the proposed parking spaces from the fourth floor to the basement and ground floor levels to create additional office space. The original fourth level, which was approved for parking, is now proposed as two floors of office space. The modified project would add approximately 21,554 square feet of additional floor area for a resulting total floor area of 124,233 square feet. Additionally, the modified project would also reconfigure many of the private club amenities such as the gym, spa, and retail uses that had been approved under CPC-2016-1080-GPA-ZC-HD-MCUP-ZV-SPR with greater emphasis on office space.

Figure 3. *Area of Proposed Zone Change*

Surrounding Properties

The subject property is located within the Central City North Community Plan and Arts District neighborhood at the northwest corner of 2nd and Vignes Streets. The project site is located in an area improved with a mix of residential, commercial, hybrid, and light industrial land uses.

The project site is bound on the north by a service alley and a two-story commercial building zoned CM-1-RIO, designated for Commercial Manufacturing land uses, and currently occupied by Environmental Contracting Corporation. Further north along the north side of 1st Street are properties zoned C2-1-CDO-RIO, designated Community Commercial, and developed with the Nishi Hongwanji Buddhist Temple. The Temple Medical Center and Daily Journal offices also front 1st Street near the subject property and are zoned M3-1-RIO and designated for Heavy Manufacturing land uses.

Properties immediately to the east of the project site across Vignes Street are zoned M3-1-RIO, designated for Heavy Manufacturing land uses, and include a two-story commercial building and a three-story, 17-unit live-work building known as the Vignes Arts Building. Further east are properties zoned and designated for industrial and commercial land uses and public facilities that are improved with a mix of offices and the One Santa Fe mixed-use development, and that eventually terminate into the Los Angeles River, approximately 1,000 feet from the subject property.

Property to the south of the project site across 2nd Street is zoned M3-1-RIO and designated for Heavy Manufacturing land uses. The parcels immediately south of the project site are developed with a commercial building ranging from two stories (along the 2nd Street frontage) to four stories (toward the rear) in height and providing creative office (currently occupied by ORA and R204 Design) and restaurant (Eat Drink Americano) uses. The block face along the southerly edge of 2nd Street near the project site also includes artist lofts and condominiums, offices, and warehouse and manufacturing uses.

Property immediately west of the project site is zoned (T)(Q)C2-2D-RIO, designated for Regional Commercial land uses, and improved with a five-story mixed-use development providing 320 apartment units and 15,290 square feet of retail and restaurant space known as the Garey Building. West of the Garey Building along 2nd Street up to Alameda Street are properties zoned

and designated for commercial manufacturing and regional commercial uses, developed with loft space and higher density multi-family residential land uses.

Streets and Circulation

2nd Street, adjoining the subject property to the south, is a designated Collector Street, dedicated to a right-of-way width of 66 feet and improved with asphalt roadway, concrete curb, gutter, and sidewalk.

Vignes Street, adjoining the subject property to the east, is a designated Collector Street, dedicated to a right-of-way width of 66 feet and improved with asphalt roadway, concrete curb, gutter, and sidewalk.

Alley, adjoining the subject property to the north, is dedicated to a width of 20 feet and improved with pavement.

Site Related Cases and Permits

Case No. CPC-2016-1080-GPA-ZC-HD-MCUP-ZV-SPR & Council File No. 17-0808 – At its meeting held on June 8, 2017, the Los Angeles City Planning Commission approved and recommended that the City Council and the Mayor adopt a General Plan Amendment pursuant to City Charter Section 555 and Section 11.5.6 of the LAMC to amend the Central City North Community Plan to redesignate the subject property from Commercial Manufacturing to Regional Commercial; approved and recommended that the City Council adopt a Zone Change and Height District Change, pursuant to City Charter Section 558 and LAMC 12.32F, from CM-1-RIO to (T)(Q)C2-2-RIO; approved a Master Conditional Use Permit, pursuant to LAMC Section 12.24-W,1, for the sale and dispensing of alcoholic beverages for three (3) uses; approved a Zone Variance pursuant to LAMC Section 12.27; and approved a Site Plan Review pursuant to LAMC Section 16.05, for a development which creates, or results in an increase of 50,000 gross square-feet or more of non-residential floor area. The City Planning Commission's approval of the Main Conditional Use Permit, Zone Variance, and Site Plan Review was appealed on July 14, 2017. The City Council considered the appeal alongside the General Plan Amendment, Zone Change and Hight District Change. On September 26, 2017, the City Council approved a Resolution and Ordinance (No. 185,180) adopting the General Plan Amendment, Zone Change, and Height District Change as recommended by the City Planning Commission and denied the appeal of the Main Conditional Use Permit, Zone Variance, and Site Plan Review, upholding the City Planning Commission's determination.

Case No. VTT-74122-CN – On May 3, 2017, the Advisory Agency approved Vesting Tentative Tract Map No. 74122-CN, located at 929-939 East 2nd Street to permit a one-lot subdivision for 25 commercial condominiums.

Surrounding Related Cases

Case No. APCC-2008-1415-ZV-ZC-HD-ZAA – At its meeting held on October 14, 2008, the Central Area Planning Commission approved and recommended that the City Council adopt a Zone Change from the existing M3-1 (Heavy Manufacturing Zone) to (T)(Q)CM-1 (Commercial Manufacturing Zone); as set forth in Section 12.32-C of the LAMC; disapproved a Zone Variance to permit a floor area ratio (FAR) of 2.8:1 (25,175 square feet) in lieu of the maximum allowable FAR of 1.5:1 (13,474 square feet); approved a Height District Change from Height District No. 1 to 2 to permit a FAR of 3:1; approved a Zone Variance to permit 18 units with a lot area of 646 square feet per unit in lieu of the maximum permitted 14 units with 800 square feet of lot area per unit in the CM Zone per

LAMC Section 12.17, A-1; and approved a Zoning Administrators Adjustment to permit zero foot side yards in lieu of the 8-foot required and a zero-foot rear yard in lieu of the 15-foot required per LAMC Section 12.17.1, C(1), located at 843 East Traction Avenue.

Community Plan Update

The Central City North Community Plan is currently undergoing an update and will be renamed the Downtown Community Plan. The Downtown Community Plan proposed land use designation for the subject site is Hybrid Industrial. This subject area of the Arts District is targeted for employment growth and mixed use development with promoting adaptive reuse of existing buildings. The proposed project is generally aligned with the proposed Community Plan update as it introduces new creative office space while also including a mix of retail and restaurant uses and also while adaptively reusing and incorporating existing concrete industrial building into the project.

Issues

Parking
Planning staff received one (1) comment letter regarding the lack of street parking currently available to nearby residents and concerns with new visitors to the area which would enable increased use of available street parking. The project provides the required number of vehicle parking spaces required by the LAMC and is not required to provide parking to address perceived existing parking deficits.

CEQA
Planning received one (1) comment regarding the adequacy of the CEQA analysis conducted for this project. This topic is addressed in the Environmental Findings section of this report.

Public Hearing and Additional Communications

A summary of public comments and public hearing proceeding can be found in page P-1 of this report.

Conclusion

Staff recommends that the Central Area Planning Commission recommend that the City Council adopt the Zone Change to modify the Qualified Classification at the Site to allow an increase in floor area from 102,679 square feet to 124,233 square feet. Additionally, Staff recommends that Conditions of Approval be modified for consistency with the modified Q clarification.

Based on the Public Hearing and information submitted to the record, Staff is also recommending that the Central Area Planning Commission find that after consideration of the whole of the administrative record, including the Addendum to the Mitigated Negative Declaration, Case No. ENV-2016-1081-MND-REC1 (“Mitigated Negative Declaration”), and all comments received, there is no substantial evidence that the project will have a significant effect on the environment.

The project site is located within the Arts District, a neighborhood originally planned and zoned for industrial uses that is rapidly transforming to include new residential, commercial, and mixed-use developments and converted industrial space. While the proposed development would be taller and greater in mass than the immediately surrounding buildings, the project would be similar in size, scope and scale to recently completed and proposed projects in the general surrounding vicinity, and the previously approved project on the site, and the Arts District as a whole. The additional office space and commercial retail activity in the area will allow more employment

opportunities, incentivize local spending and activity, stimulate economic growth, create a pedestrian-friendly shopping area and community, and increase convenience for local residents and workers of the neighborhood. The revitalized site will attract the interest of residents, potential investors, and businesses as the area continues to revitalize. As such, approval of the proposed project would enable the development and use of the site for commercial purposes consistent with the scale, demand, and identity of existing developments within the surrounding neighborhood.

MODIFIED (Q) QUALIFIED CONDITIONS

Pursuant to Section 12.32-G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to modifications to the "Q" Qualified classification. The following are modifications to the "Q" Qualified Conditions adopted in association with Ordinance Number 185,180 and Case No. CPC-2016-1080-GPA-Z-HD-MCUP-ZV-SPR. ~~**Strikeout**~~ formatting is used to denote removed text and **underlined** formatting is used to denote added text.

"Q" Condition No. 2 as modified here in:

2. Site Development. The use and development of the property shall be in substantial conformance with the plans submitted with the application and marked Exhibit "A", stamp-dated ~~**May 19, 2017**~~ **June 7, 2022**, except as may be revised as a result of this action.

"Q" Condition No. 3 as modified here in:

3. Floor Area. The total floor area shall not exceed ~~**102,679**~~ **124,233** square feet (approximately ~~**3.47**~~ **4.2** to 1 Floor Area Ratio) of commercial development, as shown on Exhibit "A", stamped-dated ~~**May 19, 2017**~~ **June 7, 2022.**.

MODIFIED CONDITIONS OF APPROVAL

The following modified conditions are hereby imposed upon the use of the subject property. The following are modifications to the Conditions of Approval adopted in association with the Letter of Determination issued for Case No. CPC-2016-1080-GPA-ZC-HD-MCUP-ZV-SPR. **~~Strikeout~~** formatting denotes removed text and **underlined** formatting denotes added text.

Condition of Approval No. 1 as modified here in:

1. Site Development. The use and development of the property shall be in substantial conformance with the plans submitted with the application and marked Exhibit "A", stamp-dated **~~May 19, 2017~~** **June 7, 2022**, except as may be revised as a result of this action.

Condition of Approval No. 2 as modified here in:

2. Floor Area. The total floor area shall not exceed **~~102,679~~** **124,233** square feet of commercial development, as shown on Exhibit "A", stamped-dated **~~May 19, 2017~~** **June 7, 2022.**

Condition of Approval No. 5.b. as modified here in:

5-b. A minimum of **~~2,085 square feet~~** **15%** of the roof area, as shown on Exhibit A, shall be reserved for the installation of solar panels. The solar panels shall be installed prior to the issuance of a certificate of occupancy.

The following Conditions of Approval have been added:

91. Expedited Processing Section. Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

92. INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.

Applicant shall do all of the following:

(i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

(ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

(iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by

the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions include actions, as defined herein, alleging failure to comply with any federal, state or local law.

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

All other Conditions of Approval remain unchanged, including all other Entitlement Conditions, Environmental Conditions (Mitigation Measures and Project Design Features), Conditions related to the sale and dispensing of alcoholic beverages, and Administrative Conditions.

FINDINGS

General Plan/Charter Findings

1. **General Plan Land Use Designation.** The project site is located within the Central City North Community Plan, which was last updated by the City Council on December 15, 2000. The subject property is an irregularly-shaped site comprised of four parcels with approximately 29,798 square feet of net lot area. The Community Plan designates the site for Regional Commercial Land Uses, with corresponding zones CR, C1.5, C2, C4, RAS3, RAS4, R3, R4, and R5. The site is presently zoned (T)(Q)C2-2-RIO and is thus consistent with the land use designation.

   The requested Zone Change modifies the Qualified (Q) Condition increasing in the maximum allowable floor area at the site from 102,679 square feet to 124,233 square feet. This increase is consistent with what is otherwise allowed under the C2 zone and with the land use designation. The request is in substantial conformance with the purpose, intent, and provisions of the General Plan as it is reflected within the Central City North Community Plan.

2. **General Plan Text.** The development of the project represents the opportunity to achieve the overarching goals of the Central City North Community Plan, which include improving the function, design, and economic vitality of the commercial corridors and uses a development opportunity site for needed job producing uses that will improve the economic and physical condition of the Central City North area. The proposed development furthers the following Community Plan goals, objectives and policies:

   Goal 2: A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district.

   Objective 2-1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.

   Policy 2-1.2: Protect commercially planned/zoned areas from encroachment by residential only development.

   Policy 2-1.4: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

   Objective 2-2: To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.

   Policy 2-2.2: New development needs to add to and enhance the existing pedestrian street activity.

   Objective 2-4: To enhance the appearance of commercial districts.

   Policy 2-4.1: Require that any proposed development be designed to enhance and be compatible with adjacent development.

Policy 2-4.2: Preserve community character, scale, and architectural diversity.

Policy 2-4.4: Landscaped corridors should be created and enhanced through the planting of street trees.

The project maintains and improves the existing building while maximizing the efficient use of the site by bringing a mix of commercial spaces open to the public and through private membership club. By repurposing the existing building and abandoned rail spur with additional space, the project will bring commercial activity to an area that has seen a large influx of residential developments. The proposed commercial areas open to the public include retail, a restaurant with market, café, and coffee bar will support the needs of local residents and strengthen the economic vitality of the area. The project is designed to maximize the ground floor of the building with the aforementioned commercial uses and improved streetscape adding to and enhancing the pedestrian experience of the neighborhood. The entrance to the automated parking lot is accessed through an interior driveway creating an openness of the frontage along Vignes Street and allowing for street trees to be planted along the sidewalk. Though the project seeks a zone change to allow an increase in maximum floor area from 102,679 square feet to 124,233 square feet, the uses proposed are consistent with the policies to reinforce commercial development, grow the economic base, and improve aesthetics.

The project has been designed with high quality architectural elements and will maintain and improve the façade of the existing structure with modern designs to create a distinctive commercial building that will enhance the architectural diversity of this burgeoning commercial area. The project is compatible with the adjacent building to the west, a five-story mixed-use residential and commercial development and will enhance that development by creating a building of similar size with commercial amenities to go along with the new residences.

3. **Framework Element.** The Framework Element for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following goals, objectives, and policies relevant to the instant request:

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

The project site is located 0.3 miles from the existing Little Tokyo/Arts District station of the Metro Gold Line and 0.6 miles from Union Station, in an area served by public transit options. Therefore, the project is located in an area suitable for commercial development at a higher scale. Further, the project is designed to place an emphasis on the quality of the public realm including the experience of pedestrians by improving the ground floor experience of the site and providing areas open to the public. The project will also promote a pedestrian-friendly environment with active commercial uses of a restaurant and market, coffee shop, garden area, and retail at street level. The commercial spaces and open space available to the public are designed to ensure that ground floor commercial uses will benefit from additional connectivity between the project and the neighboring areas and that neighborhood-serving retail will bring convenience to project residents and the community. The character of the area includes mixed-use projects, commercial and retail uses and converted industrial spaces. Therefore, the project's intensity and height will be compatible with the existing development and will not create negative impacts to the adjacent commercial or residential areas. The Project includes bicycle parking (both long and short term), consistent with the LAMC and California Green Building Code. As such, the project enables a more self-sufficient, pedestrian-oriented lifestyle that will reduce unnecessary vehicle trips in the vicinity and thereby enhance the general welfare. Therefore, the project encourages growth and increased land use intensity in a rapidly growing neighborhood and is near transit nodes, to create a pedestrian-oriented environment while promoting an enhanced urban experience and provide for places of employment.

Goal 7B: A City with land appropriately and sufficiently designed to sustain a robust commercial and industrial base.

Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.

Goal 7D: A City able to attract and maintain new land uses and businesses.

Objective 7.6: Maintain a viable retail base in the city to address changing resident and business shopping needs.

The project proposes the construction of approximately 20,521 square feet of public retail, -985 square feet of private retail, and 5,797 square feet of restaurant and café uses. Further, the project proposes a gym/spa, artist studios, photo studios, office, and event space, among

other uses. This balance of uses is designed to meet the needs of local residents, attract visitors, and sustain the economic growth of the area. Specifically, the project advances the above objectives by concentrating commercial uses in an existing transit and commercial corridor in an area that has recently added a large supply of residential units that would be served by increased job opportunities, retail, and amenities. The variety of commercial uses of the project will create job opportunities for local residents. The members of the private club will also take advantage of neighboring commercial spaces, providing more business opportunities for existing businesses in the area.

4. **The Sewerage Facilities Element** of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the proposed project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

Zone Change and "T"/"Q" Classification Findings

5. Pursuant to Section 12.32 of the Municipal Code, the zone change and classifications are necessary because:

Pursuant to Section 12.32-C of the Municipal Code, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.

The requested zone change to modify the Qualified Classification ("Q Classification) (as well as modifications to related Conditions of Approval for consistency purposes) will allow an increase in floor area from 102,679 square feet to 124,233 square feet for the use and addition to an existing warehouse building into a seven-story commercial development with an FAR of 4.2 to 1.

a. Public Necessity: Approval of the Zone Change to modify the present Qualified Classification ("Q Classification) will allow an increase in floor area from 102,679 square feet to 124,233 square feet for the use and addition to an existing warehouse building into a seven-story commercial development with an FAR of 4.2 to 1. The new commercial development will enhance the built environment and provide new employment opportunities for the community while generating sales tax revenue for the City. Furthermore, the proposed development is located at a site that is currently improved with a two (2) story warehouse. The proposed commercial retail and offices uses will complement and be compatible with the site's surrounding commercial uses. Thus, the proposed project will contribute to the public necessity of providing new compatible and viable commercial uses that will generate jobs for the region and tax revenue for the City.

b. Convenience: The project site is located in an urbanized area of the Central City North community plan area that has a wide variety of commercial, industrial, residential, and public uses and extensive infrastructure. Approval of the Zone Change in conjunction with the proposed project, will allow for the redevelopment of a non-operating warehouse and restricted commercially zoned property that has frontage along two commercial thoroughfares: 2nd Street and Vignes Street. In addition, the project site is within proximity to the Metro B Line and Metro Local bus lines, enabling future employees and customers to access the new businesses via public transit, thereby reducing vehicle miles traveled in

the region. The project will add new viable commercial services that are compatible with existing commercial and residential uses, and beneficial to the community.

c. General Welfare: Approval of the Zone Change will allow for the redevelopment of a non-operation warehouse with a modern commercial development that will revitalize a long-established commercial corridor and provide new commercial services for the neighborhood and community as a whole. The project also provides a valuable service of expanding employment opportunities in the Central City North communities, while generating new tax revenue for the City.

d. Good Zoning Practice: The proposed Zone Change to (T)(Q)C2-2-RIO is consistent with the underlying Regional Commercial land use designation by the Central City North Community Plan. The proposed Zone Change would effectively modify the Qualified Classification ("Q Classification") at the site as the part of the subject property's existing (T)(Q)C2-2-RIO zoning that impose site-specific limitations, that will allow for the redevelopment of a non-operating warehouse site with a new seven-story commercial retail and office building including public improvements to the sidewalks and streets fronting the property. The proposed development is consistent and compatible with the uses, scale, and character of surrounding properties. The project's design and proposed uses will enhance the built environment, increase commercial activity, and support job growth within the region.

e. "T" and "Q" Classification Findings: Per Section 12.32-G,1 and 2 of the Municipal Code, the current action, as recommended, has been made contingent upon compliance with new "T" and "Q" conditions of approval. Such limitations are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public's needs, convenience, and general welfare served by the required actions. The conditions that limit the scale, design and scope of future development on the site are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of the commercial and residential development in the community, to secure an appropriate development in harmony with the General Plan as discussed in Findings Section 1, and to prevent or alleviate the potential adverse environmental effect of adding commercial floor area to the established neighborhood.

Environmental Findings

6. Environmental Finding. An Addendum to the Mitigated Negative Declaration (MND) for the Proposed Project at 2nd and Vignes has been prepared to evaluate the potential environmental effects of modifications to previously approved project (Case No. CPC-2016-1080-GPA-ZC-HD-MCUP-ZV-SPR) at the same site which was adopted in February 2017. The Approved Project evaluated in the Adopted MND consists of a renovation to the existing two-story commercial building with one subterranean level with the addition of five new levels above the existing building to create a seven-story, 131-foot high, 124,233-square-foot commercial development. The Project Applicant is now proposing a modified project that would maintain the Approved Project's building height but would relocate the parking from the fourth level of the building to the ground level and existing basement level to create additional office space on the fourth level (which is proposed to become two levels, the fourth level and fifth level). The modifications would result in six new levels above the existing building to create an eight-story commercial development. In addition to the relocation of the parking in the building, the modified project would add approximately 21,554 square feet of additional floor area to result in a total floor area of 124,233 square feet. These modifications were assessed in the Addendum to the Mitigated Negative Declaration (Case. No. ENV-2016-1081-MND-REC1),

which is attached as an Exhibit to this report. The analysis and technical studies conclude that major revisions are required to the original Mitigated Declaration and no subsequent EIR or negative declaration is required for approval of the project.

Pursuant to CEQA Guidelines Section 15164, there is no required comment period or circulation period for an Addendum to an MND. However, Planning did receive a comment on the environmental analysis for this project from the Southwest Regional Council of Carpenters ("Southwest Carpenters" or "SWRCC"), dated October 17, 2021. Planning has reviewed the 444-page comment letter, which is attached to this report, and has concluded that the commenter has not provided substantial evidence that the project may have significant impacts, requiring an Environmental Impact Report (EIR). Additionally, the applicant does not provide sufficient evidence of piecemealing. The proposed project was evaluated in full and numerous technical studies were prepared all concluding that the project, with mitigation, would have no significant effect on the environment. The MND, Addendum, and Technical Studies are attached as Exhibits to this report.

7. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located Outside Flood Zone, areas of minimal flooding.

PUBLIC HEARING AND COMMUNICATIONS

A public hearing was held virtually with the Hearing Officer for Case No. APCC-2021-10197-ZC on October 18, 2022, at 1:00 pm. There were four (4) participants in attendance for the public hearing, apart from the applicant and owner, the applicant's representative Jerry Neuman, and the project's architect, Joe Morali. During the public hearing, the Hearing Officer and separately, the applicant's representative, Jerry Neuman gave a presentation on the proposed project describing the modifications that are being proposed for the previously approved project.

1. Testimony - Oral

    a. The applicant's representatives presented the project during the virtual Public Hearing.

    b. Mr.Bocanegra gave public testimony regarding the potential environmental impacts the proposed project will have and stating the opinion that the environmental analysis conducted was inadequate. Mr.Bocanegra was speaking on behalf of the South West Carpenter's Association.

    c. No representatives from the Council District office were present.

    d. The applicant's representative responded to Mr.Bocanega's CEQA comments by referencing the Addendum to the MND that was prepared for the project.

    e. The hearing officer noted that the comment letter provided by the Southwest Carpenters Association would be reviewed and a response would be prepared if needed. The hearing officer also shared the project's Area Planning Commission Hearing date of November 8, 2022, thus concluding the public hearing.

2. Testimony - Written

    a. On October 17, 2022, the Southwest Regional Council of Carpenters or "SWRCC" submitted a 444 page comment letter in opposition to the project, attached to this report as Exhibit "E".

    b. On October 18, 2022, Bianca Sullivan submitted a written testimony via email with parking concerns regarding the proposed project; the email is attached to this report as Exhibit "E".

APCC-2021-10197-ZC

Maps


C Beauty Academy
1st St
N T Auto Repair
22 Teachings School of Hermetic Science...
1st St
Newberry Way
S Santa Fe Ave
Dogdrop
E 2nd St
S Hewitt St
Camphor
SCI-Arc Art & Architecture Supply Store
Art supply store
Hauser & Wirth
Gallery for contemporary works
Salt & Straw
Ice Cream • $$


1ST ST
CM-1-RIO
HEWITT ST
[Q]C2-2D-RIO
CM-1-RIO
[Q]C2-2D-RIO
CM-1-RIO
(T)(Q)C2-2D-RIO
CM-1
(T)(Q)C2-2-RIO
CM-1-RIO
VIGNES ST
M3-1-RIO
M3-1-RIO
M3-1-RIO
M3-1-RIO
SANTA FE AVE
HWY DED
1ST ST
CENTER ST
2ND ST
[Q]C2-2D-RIO
M3-1-RIO
GAREY ST
M3-1-RIO
M3-1-RIO

ADJACENT NOTIFICATION MAP

929 E. 2nd ST

PROJECT SITE

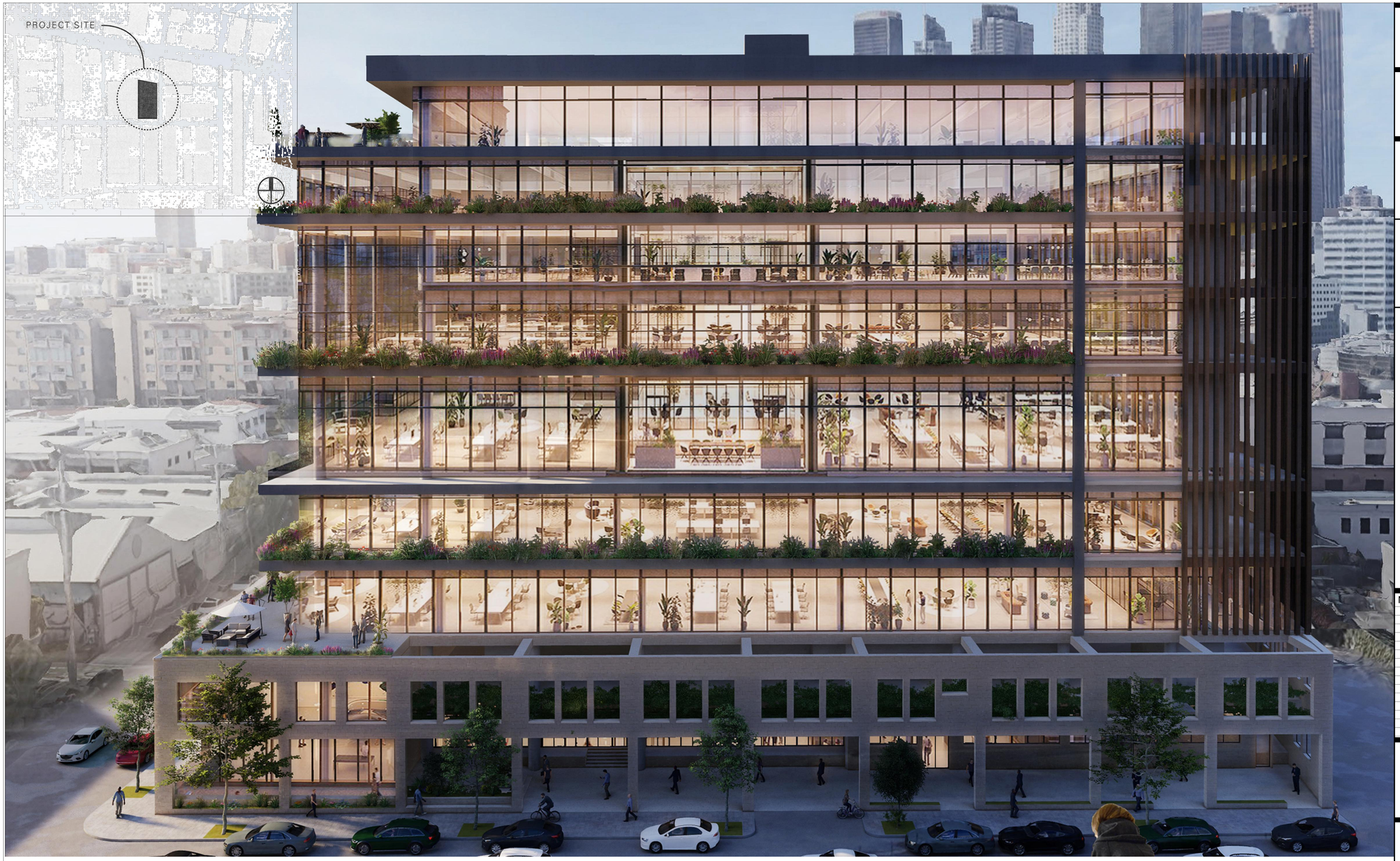
NOT A PART

N

DATE: 03-11-2021

QMS: 21-067

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



2ND & VIGNES

929 E 2ND STREET; 139 S VIGNES STREET
LOS ANGELES, CA 90012
APN 5163-004-007, 5163-004-011

APPLICANT: 929 E4, LLC

SHEET INDEX

MORALI ARCHITECTS
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9800 WILSHIRE
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949 981 5909

JONATHAN ZALOMEK
EST4TE FOUR
9800 WILSHIRE
BOULEVARD
jz@estate4.co.uk
949 981 5909

No.	Description	Date

PROJECT
SUMMER PLACE
LOS ANGELES
2ND & VIGNES

COVER

SCALE : AS NOTED

	Date
Project Number	06.07.22
Drawn By	
Checked By	

SEAL:

A100

PAGE # 01 OF 01

TABLE A

PROGRAM (USE)	ZONING NET AREA 2022		NET DIFFERENCE
RESTAURANT	3,938		(–)2,082
LOBBY (OFFICE/EVENT)	1,178		(–)356
RETAIL			(–)20,521
RETAIL(PRIVATE)			(–)985
GYM/SPA			(–)6,133
CAFE			(–)1,859
EVENT (SIXTH LEVEL/MEZZ)	21,000		ADDITIONAL 548
ARTIST STUDIOS (FIFTH LEVEL)	5,958	TOTAL 17,265	ADDITIONAL 4,958
PHOTOS STUDIOS (FIFTH LEVEL)	5,667		ADDITIONAL 3,026
SCREENING ROOM (FIFTH LEVEL)	5,640		(–) 3,424
OFFICE (SECOND,THIRD,FOURTH,SEVENTH LEVEL)	70,318 19,653 16,135 17,265 17,265 (SECOND,THIRD,FOURTH,SEVENTH LEVEL)		ADDITIONAL 36,357
DINING/LOUNGE/BAR	10,534		NO CHANGE
TOTAL FLOOR AREA	124,233*		

*DOES NOT INCLUDE EXTERIOR WALLS AND TERRACES

OWNER/APPLICANT:
929 E4 LLC
9800 WILSHIRE BOULEVARD
PHONE: 949 981 5909

PROJECT SUMMARY

PROJECT DESCRIPTION: Reconfigure approved building envelope to permit an 8–story building and a total of 124,638 sf of floor area with commercial office, restaurant, studio and screening room, and event space, within the building's approved maximum height of 131 feet.

SITE INFORMATION:
Addresses: 929–939 East 2nd Street, Los Angeles, CA 90012
APNs: 5136–004–007 and 5163–004–011

Zoning: (T)(Q)C2–2–RIO
General Plan: Regional Commercial
General Plan Area: Central City North
Specific Plan Area: None
Enterprise Zone: East Los Angeles Enterprise Zone
Prior Approval: CPC–2016–1080–GPA–ZC–HD–MCUP–ZV–SPR
Site Ordinance: 185,180

PROJECT DATA:
Maximum Height: 131 feet per Ordinance 185,180
Proposed Height: 130'–11"

Setbacks permitted and proposed: 0 feet

Lot Area: 29,798 sf per ZIMAS

FAR Proposed: 4.20:1 (125,090 sf)

OPEN SPACE (2022)

FLOOR	TERRACE
FIRST	730 S.F.
SECOND	6,381 S.F.
THIRD	3,680 S.F.
FOURTH	1,354 S.F.
FIFTH	1,354 S.F.
SIXTH	1,354 S.F.
SIXTH MEZZ.	
SEVENTH	1,354 S.F.
EIGHTH	8,340 S.F.
TOTAL OPEN SPACE	24,547 S.F.

TOTAL REQUIRED OPEN SPACE
NONE FOR COMMERCIAL

TOTAL PROVIDED OPEN SPACE
16,613 OPEN TERRACE SPACE
65% LANDSCAPE (65% OF TERRACES TO BE W/ EITHER GREEN ROOF OR PLANTING

24,586 SF OPEN

OPEN SPACE (2016)

TOTAL OPEN SPACE	15,703 S.F.

NET LOT AREA (SF) 29,593 4.2 FAR

OPEN SPACE (2022–2016)

OPEN SPACE NET DIFFERENCE	ADDITIONAL 8,844 S.F.

TABLE B

FLOOR	PROGRAM (USES)	ZONING AREA	ITE GFA	PERCENTAGE	BUILDABLE GROSS SQ. FT.
BASEMENT	PARKING	——	——	——	29,522 G.S.F.
	OFFICE STORAGE	——	2,808 G.S.F.	1.8%	
	RESTAURANT STORAGE	——	1,420 G.S.F.	0.9%	
	LOBBY/COMMON	——	6,226 G.S.F.	——	
FIRST	RESTAURANT	3,938 S.F.	3,938 G.S.F.	2.6%	29,522 G.S.F.
	LOBBY/COMMON	1,178 S.F.	2,784 G.S.F.	——	
SECOND	OFFICE	19,653 S.F.	22,434 G.S.F.	14.7%	28,815 G.S.F.
THIRD	OFFICE	16,135 S.F.	19,032 G.S.F.	12.5%	22,712 G.S.F.
FOURTH	OFFICE	17,265 S.F.	20,646 G.S.F.	13.5%	22,000 G.S.F.
FIFTH	ART STUDIOS	17,265 S.F.	6,882 G.S.F.	4.6%	22,000 G.S.F.
	PHOTOS STUDIOS		6,882 G.S.F.	4.6%	
	SCREENING ROOM		6,882 G.S.F.	4.6%	
SIXTH	EVENT	17,265 S.F.	20,646 G.S.F.	13.5%	22,000 G.S.F.
SIXTH MEZZ.	EVENT	3,735 S.F.	6,438 G.S.F.	4.3%	6,438 G.S.F.
SEVENTH	OFFICE	17,265 S.F.	20,646 G.S.F.	13.5%	22,000 G.S.F.
EIGHTH	DINING/LOUNGE/BAR	10,534 S.F.	13,660 G.S.F.	8.9%	22,000 G.S.F.
TOTAL AREA		124,233 S.F.	161,324 G.S.F.*	100%	227,009 G.S.F.

LOBBY/COMMON DISTRIBUTION

OFFICE	54.2%
OFFICE STORAGE	1.8%
EVENT	17.8%
RESTAURANT	2.6%
RESTAURANT STORAGE	0.9%
DINING/LOUNGE/BAR	8.9%
ART STUDIOS	4.6%
PHOTOS STUDIOS	4.6%
SCREENING ROOM	4.6%

NOTE: INDIVIDUAL MECHANICAL SPACES ARE LOCATED ON EACH FLOOR AND ALLOCATED TO THE USE OF SUCH FLOOR .

*(WITHOUT THE LOBBY/COMMON AREAS THE GROSS SQUARE FOOTAGE REMAINING IS 152,314 SF)

PARKING REQUIREMENTS

VEHICLE PARKING	FLOOR AREA	RATIO	REQUIRED	PROPOSED
VEHICLE PARKING SPACES per ENTERPRISE ZONE PARKING REQUIREMENT	124,638	1 SPACE/500 SF	249	270
EVR			20%	54
EVCS			10%	27
TOTAL				81

BICYCLE PARKING

		SHORT TERM RATIO	SHORT TERM REQUIRED	LONG TERM RATIO	LONG TERM PROVIDED
RESTAURANT		1/2,000 SF	3	1/2,000 SF	3
OFFICE		1/10,000 SF	7	1/5,000 SF	14
OTHER COMMERCIAL USES		1/10,000 SF	5	1/5,000 SF	10
TOTAL					
BICYCLE PARKING PROVIDED			19		42

EXCAVATION

	2016	2022
EXCAVATION AMOUNT (CY)	3,220	3,220

2ND & VIGNES

929 E 2ND STREET; 139 S VIGNES STREET
LOS ANGELES, CA 90012
APN 5163-004-007, 5163-004-011
APPLICANT: 929 E4, LLC

ARCHITECT:
MORALI ARCHITECT
505 8TH AVENUE NEW YORK,NY10018
TEL. 212 219 2091 E-MAIL: MSTUDIONY@AOL.COM

OWNER/APPLICANT:
929 E4 LLC
9800 WILSHIRE
BOULEVARD
949 981 5909

No.	Description	Date

PROJECT
SUMMER PLACE
LOS ANGELES
2ND & VIGNES

PROJECT SUMMARY

SCALE : AS NOTED

Project Number
Drawn By
Checked By
Date 06.07.22

SEAL:

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MORALI ARCHITECTS
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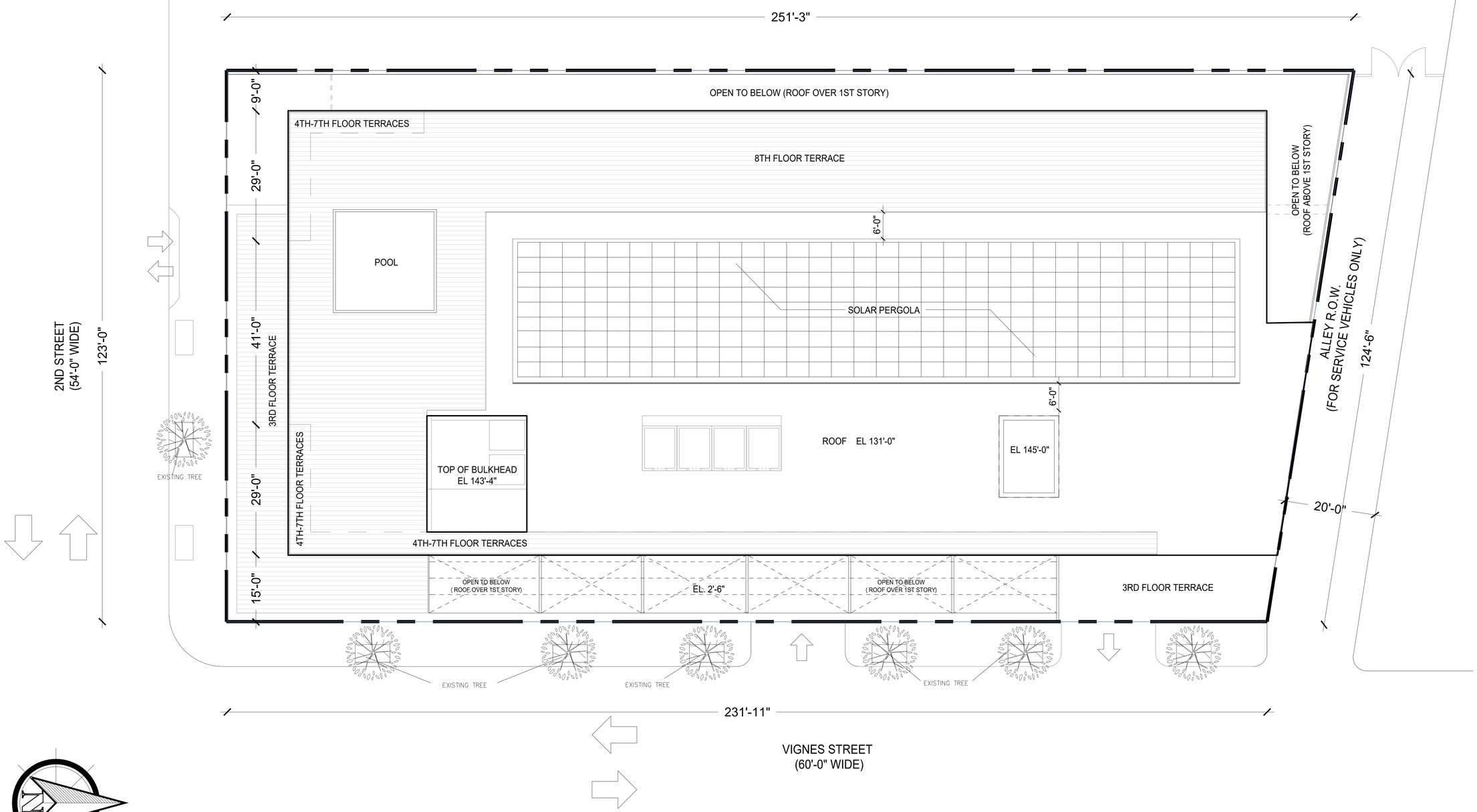

2ND & VIGNES

929 E 2ND STREET; 139 S VIGNES STREET
LOS ANGELES, CA 90012
APN 5163-004-007, 5163-004-011
APPLICANT: 929 E4, LLC

PROJECT SITE PLAN
SCALE: 3/32" = 1'-0"

0 5 10 20 40

ARCHITECT:
MORALI ARCHITECT
505 8TH AVENUE NEW YORK,NY10018
TEL 212 219 2091 E-MAIL: MSTUDIONY@AOL.COM

OWNER/APPLICANT:
929 E4 LLC
9800 WILSHIRE
BOULEVARD
949 981 5909

No.	Description	Date

PROJECT
SUMMER PLACE
LOS ANGELES
2ND & VIGNES

PROJECT SITE PLAN

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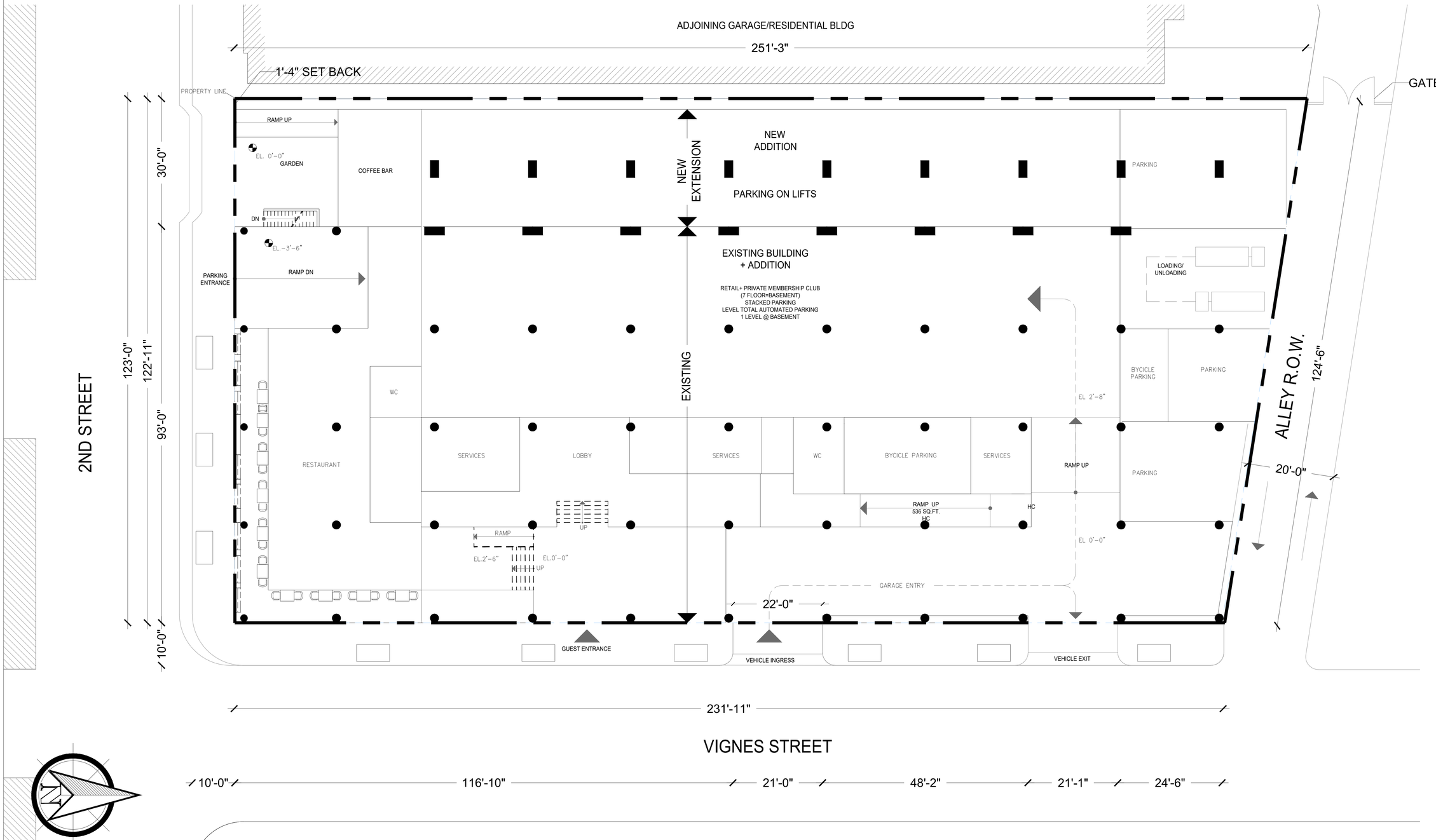

2ND & VIGNES

929 E 2ND STREET; 139 S VIGNES STREET
LOS ANGELES, CA 90012
APN 5163-004-007, 5163-004-011
APPLICANT: 929 E4, LLC

VEHICLE PARKING ACEESS STUDY
SCALE: 3/32" = 1'-0"

0 5 10 20 40

TOTAL PARKING BASEMENT LEVEL + FIRST FLOOR 270

ARCHITECT:
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505 8TH AVENUE NEW YORK,NY10018
TEL. 212 219 2091 E-MAIL: MSTUDIONY@AOL.COM

OWNER/APPLICANT:
929 E4 LLC
9800 WILSHIRE
BOULEVARD
949 981 5909

No.	Description	Date

PROJECT
SUMMER PLACE
LOS ANGELES
2ND & VIGNES

VEHICLE PARKING
ACCESS STUDY

SCALE : AS NOTED

Project Number
Drawn By
Checked By
Date 06.07.22

SEAL:

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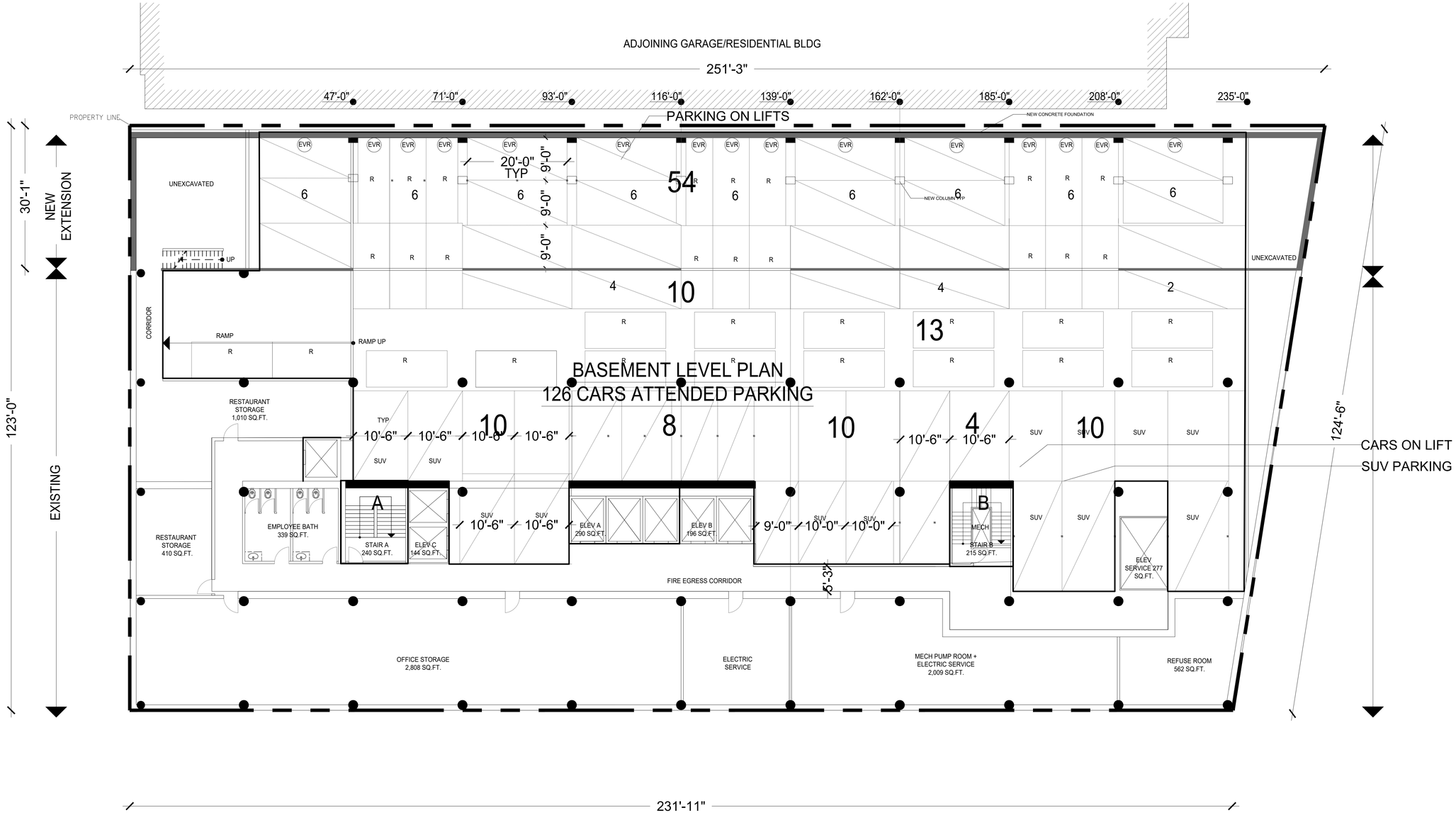

TOTAL PARKING BASEMENT + FIRST FLOOR 270 VEHICLES

2ND & VIGNES

929 E 2ND STREET; 139 S VIGNES STREET
LOS ANGELES, CA 90012
APN 5163-004-007, 5163-004-011
APPLICANT: 929 E4, LLC

BASEMENT LEVEL PLAN (29,522 SQ.FT. GROSS)
SCALE: 3/32" = 1'-0"

0 5 10 20 40

ARCHITECT:
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505 8TH AVENUE NEW YORK,NY10018
TEL. 212 219 2091 E-MAIL: MSTUDIONY@AOL.COM

LEGEND

GROSS AREA	29,522 SQ.FT.
PARKING AREA	17,914 SQ.FT.
LOBBY	1,947 SQ.FT.
ELEVATOR A	290 SQ.FT.
ELEVATOR B	196 SQ.FT.
ELEVATOR C	144 SQ.FT.
SERVICE ELEVATOR	277 SQ.FT.
STAIR A	240 SQ.FT.
STAIR B	215 SQ.FT.
STORAGE FOR RESTAURANT	1,420 SQ.FT.
OFFICE STORAGE	2,808 SQ.FT.
PUMP ROOM+ ELEC. SERVICE	2,009 SQ.FT.
REFUSE ROOM	562 SQ.FT.
EMPLOYEE BATHROOM	339 SQ.FT.
UNEXCAVATED	1,161 SQ.FT.

OWNER/APPLICANT:
929 E4 LLC
9800 WILSHIRE
BOULEVARD
949 981 5909

No.	Description	Date

PROJECT
SUMMER PLACE
LOS ANGELES
2ND & VIGNES

BASEMENT FLOOR PLAN

SCALE : AS NOTED

Project Number
Drawn By
Checked By
Date 06.07.22

SEAL:

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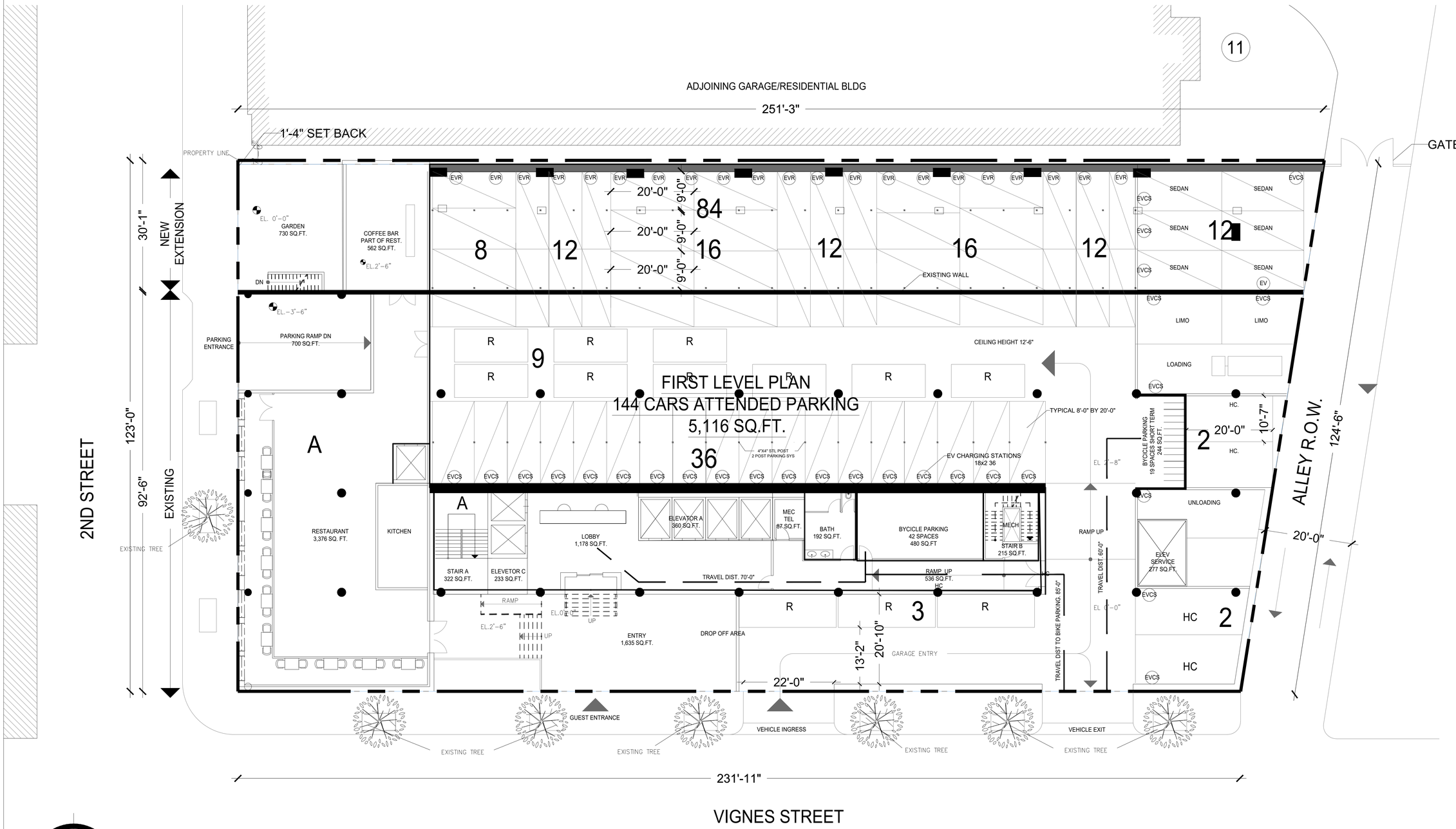

TOTAL PARKING BASEMENT + FIRST FLOOR 270 VEHICLES
TOTAL ELECTRICAL CHARGING STATIONS: 40
TOTAL BICYCLE PARKING: 50 SPACES

2ND & VIGNES

929 E 2ND STREET; 139 S VIGNES STREET
LOS ANGELES, CA 90012
APN 5163-004-007, 5163-004-011
APPLICANT: 929 E4, LLC

GROUND LEVEL PLAN (29,522 SQ.FT. GROSS - 5,116 SQ.FT. ZONING AREA)
SCALE: 1/64" = 1'-0"

0 5 10 20 40

ARCHITECT:
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TEL. 212 219 2091 E-MAIL: MSTUDIONY@AOL.COM

LEGEND

GROSS AREA	29,522 SQ.FT.
ZONING AREA	
RESTAURANT	3,938 SQ.FT.
LOBBY	1,178 SQ.FT.
TOTAL	5,116 SQ.FT. ZONING
PARKING AREA	18,299 SQ.FT.
ELEVATOR A	360 SQ.FT.
ELEVATOR C	233 SQ.FT.
STAIR A	322 SQ.FT.
STAIR B	215 SQ.FT.
ENTRY	1,635 SQ.FT.
BATH	192 SQ.FT.
BYCICLE PARK	724 SQ.FT.
RAMP	536 SQ.FT.
SERVICE ELEV	277 SQ.FT.
LOADING /UNLOADING	883 SQ.FT.
GARDEN	730 SQ.FT.
TOTAL DEDUCT	24,406 SQ.FT.

OWNER/APPLICANT:
929 E4 LLC
9800 WILSHIRE
BOULEVARD
949 981 5909

No.	Description	Date

PROJECT
SUMMER PLACE
LOS ANGELES
2ND & VIGNES

GROUND LEVEL PLAN

SCALE : AS NOTED

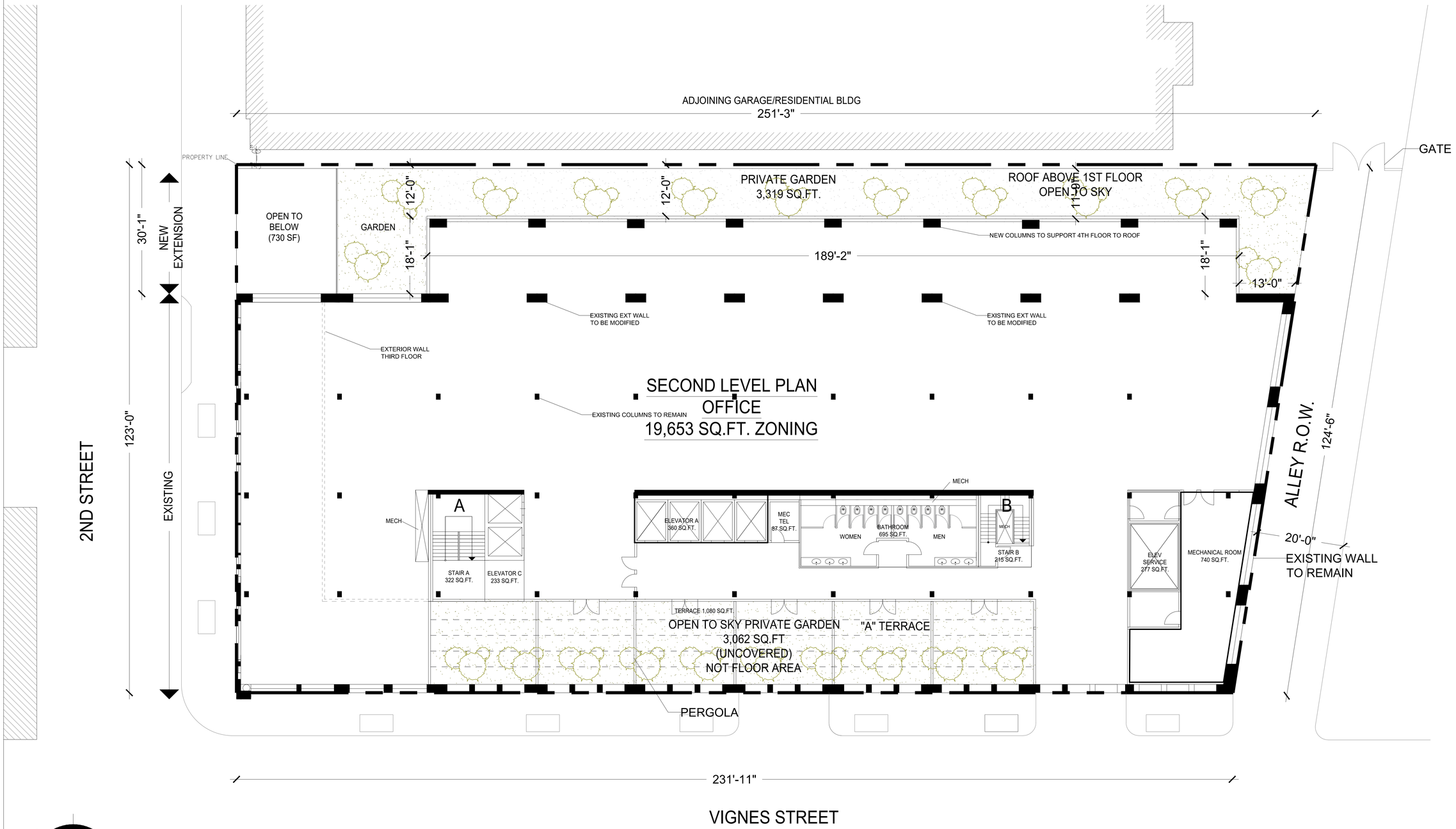
Project Number
Drawn By
Checked By
Date 06.07.22

SEAL:

A100.05

PAGE # 01 OF 01

MORALI ARCHITECTS
6618 MARQUEZ AVE, PACIFIC PALISADES,LA 90272
505 8TH AVENUE, NEW YORK, NY 10018



2ND & VIGNES

929 E 2ND STREET; 139 S VIGNES STREET
LOS ANGELES, CA 90012
APN 5163-004-007, 5163-004-011
APPLICANT: 929 E4, LLC

SECOND LEVEL PLAN (28,815 SQ.FT. GROSS - 19,653 SQ.FT. ZONING AREA)
SCALE: 3/32" = 1'-0"

0 5 10 20 40

ARCHITECT:
MORALI ARCHITECT
505 8TH AVENUE NEW YORK,NY10018
TEL. 212 219 2091 E-MAIL: MSTUDIONY@AOL.COM

LEGEND

GROSS AREA	28,815 SQ.FT.
ZONING AREA	
OFFICE	18,958 SQ.FT.
BATHROOM	695 SQ.FT.
TOTAL	19,653 SQ.FT. ZONING
GROSS AREA DEDUCTION	
MEC TEL	87 SQ.FT.
ELEVATOR A	360 SQ.FT.
ELEVATOR C	233 SQ.FT.
STAIR A	322 SQ.FT.
STAIR B	215 SQ.FT.
SERVICE ELEVATOR	277 SQ.FT.
MECH	740 SQ.FT.
GARDEN TERRACE A	3,062 SQ.FT.
GARDEN TERRACE B	3,319 SQ.FT.
MECH SHAFT	131 SQ.FT.
EXH.PL.ELEC RISER	
EXTERIOR WALL 622'-0' LN.FT.X .67=	416 SQ.FT.
TOTAL DEDUCT	9,162 SQ.FT.

OWNER/APPLICANT:
929 E4 LLC
9800 WILSHIRE BOULEVARD
949 981 5909

No.	Description	Date

PROJECT
SUMMER PLACE
LOS ANGELES
2ND & VIGNES

SECOND LEVEL PLAN

SCALE : AS NOTED

Project Number
Drawn By
Checked By
Date 06.07.22

SEAL:

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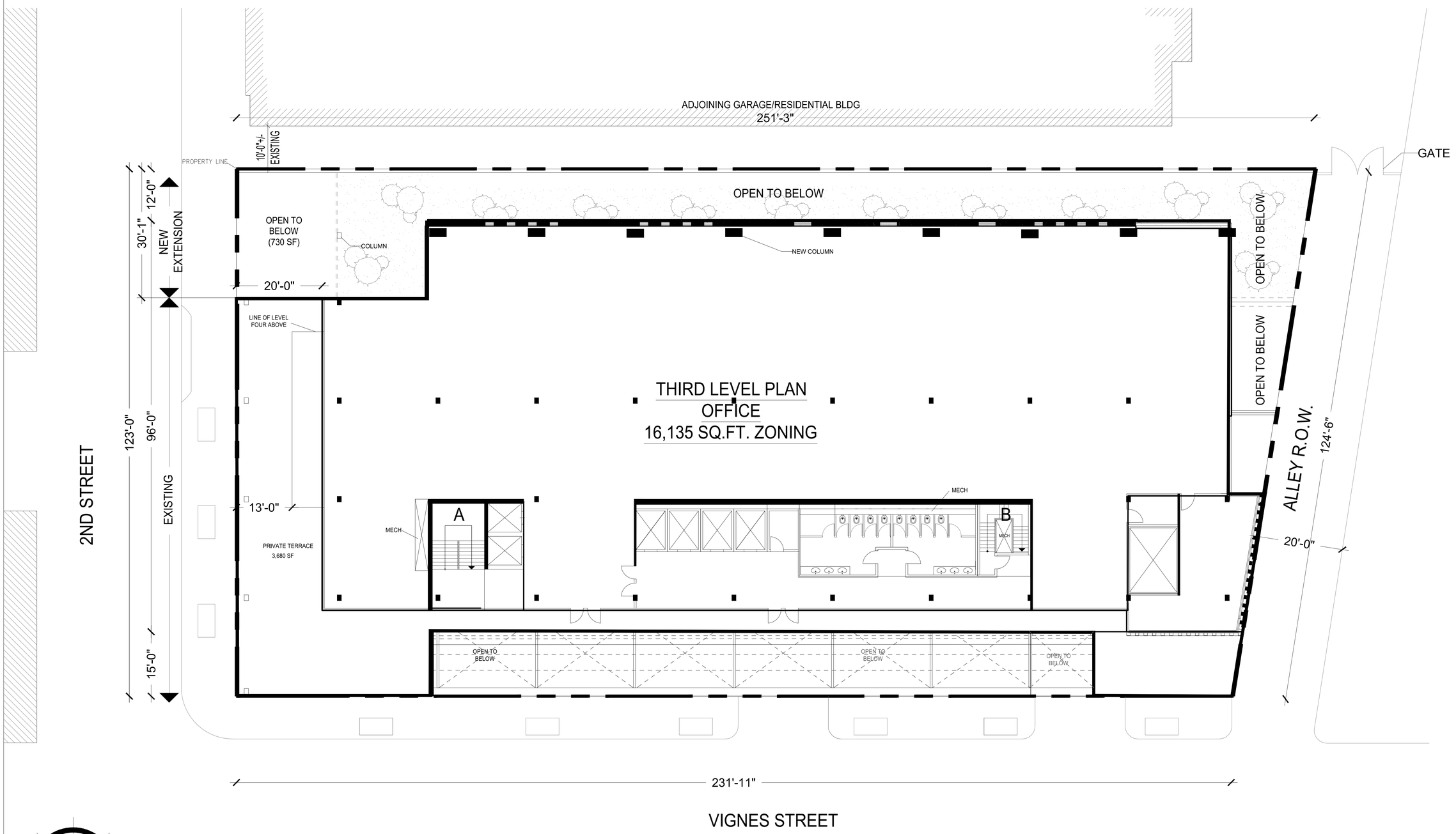

2ND & VIGNES

929 E 2ND STREET; 139 S VIGNES STREET
LOS ANGELES, CA 90012
APN 5163-004-007, 5163-004-011
APPLICANT: 929 E4, LLC

THIRD LEVEL PLAN (22,712 SQ.FT. GROSS - 16,135 SQ.FT. ZONING AREA)
SCALE: 3/32" = 1'-0"

0 5 10 20 40

ARCHITECT:
MORALI ARCHITECT
505 8TH AVENUE NEW YORK,NY10018
TEL. 212 219 2091 E-MAIL: MSTUDIONY@AOL.COM

LEGEND

GROSS AREA	22,712 SQ.FT.	
ZONING AREA		
OFFICE	15,440 SQ.FT.	
BATHROOM	695 SQ.FT.	
TOTAL	16,135 SQ.FT. ZONING	
GROSS AREA DEDUCTION		
MEC TEL	87 SQ.FT.	1,494 SQ.FT
ELEVATOR A	360 SQ.FT.	
ELEVATOR C	233 SQ.FT.	
STAIR A	322 SQ.FT.	
STAIR B	215 SQ.FT.	
SERVICE ELEVATOR	277 SQ.FT.	
TERRACE	3,680 SQ.FT.	
MECHANICAL ROOM	674 SQ.FT.	1,403 SQ.FT
MECH BALCONY	182 SQ.FT.	
MECH SHAFT EXH,PL,ELEC RISER	131 SQ.FT.	
EXTERIOR WALL 622'-0' LN.FT X .67=	416 SQ.FT.	
TOTAL DEDUCT	6,577 SQ.FT.	

OWNER/APPLICANT:
929 E4 LLC
9800 WILSHIRE
BOULEVARD
949 981 5909

No.	Description	Date

PROJECT
SUMMER PLACE
LOS ANGELES
2ND & VIGNES

THIRD LEVEL PLAN

SCALE : AS NOTED

Project Number
Drawn By
Checked By
Date 06.07.22

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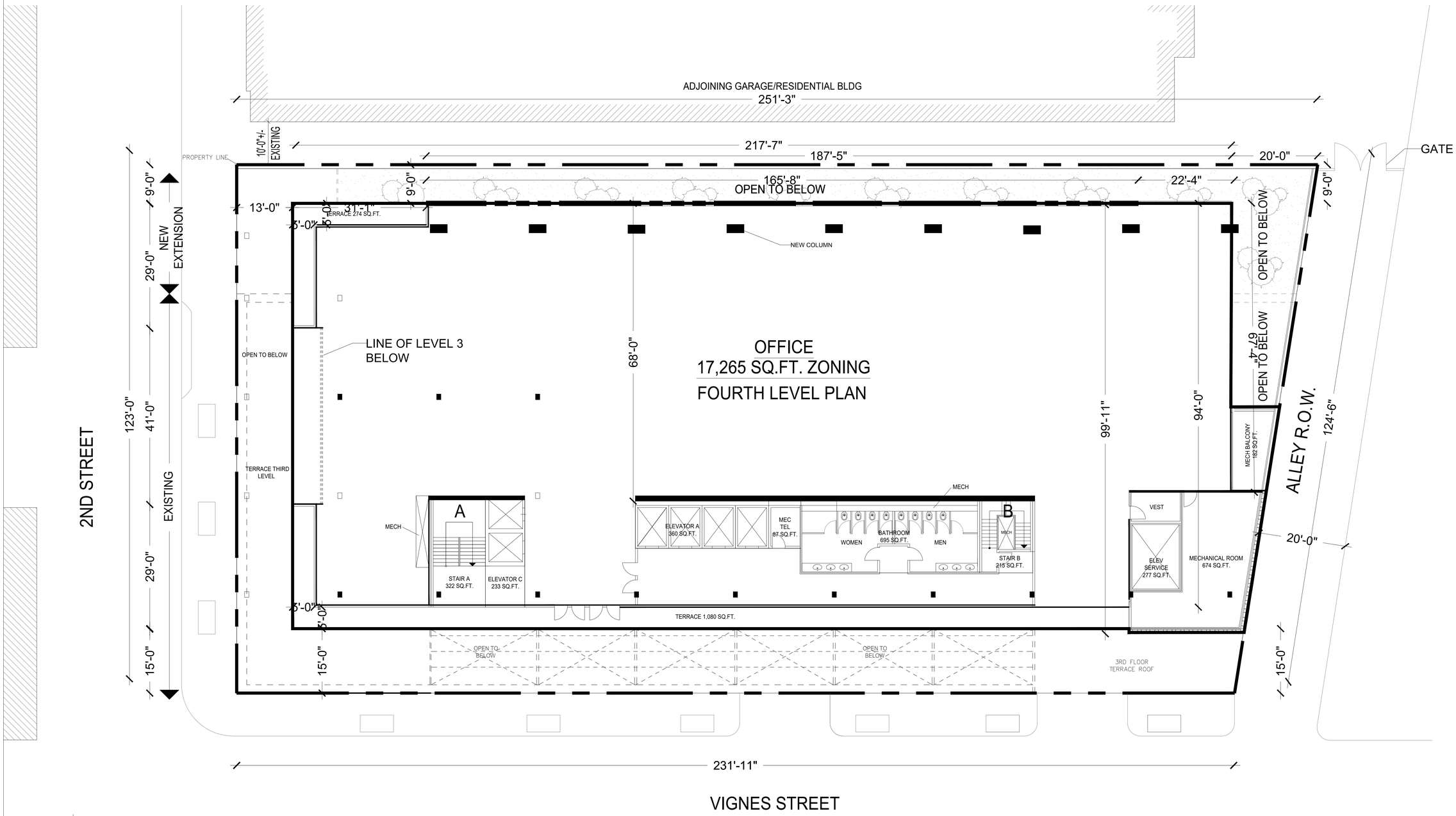

VIGNES STREET

2ND & VIGNES

929 E 2ND STREET; 139 S VIGNES STREET
LOS ANGELES, CA 90012
APN 5163-004-007, 5163-004-011
APPLICANT: 929 E4, LLC

FOURTH LEVEL PLAN (22,000 SQ.FT. GROSS - 17,265 SQ.FT. ZONING AREA)
SCALE: 3/32" = 1'-0"

0 5 10 20 40

ARCHITECT:
MORALI ARCHITECT
505 8TH AVENUE NEW YORK,NY10018
TEL. 212 219 2091 E-MAIL: MSTUDIONY@AOL.COM

LEGEND

GROSS AREA	22,000 SQ.FT.
ZONING AREA	
OFFICE	16,570 SQ.FT.
BATHROOM	695 SQ.FT.
TOTAL	17,265 SQ.FT. ZONING
GROSS AREA DEDUCTION	
MEC TEL	87 SQ.FT.
ELEVATOR A	360 SQ.FT.
ELEVATOR C	233 SQ.FT.
STAIR A	322 SQ.FT.
STAIR B	215 SQ.FT.
SERVICE ELEVATOR	277 SQ.FT.
TERRACE	1,354 SQ.FT.
MECHANICAL ROOM	674 SQ.FT.
MECH BALCONY	182 SQ.FT.
MECH SHAFT EXH,PL,ELEC RISER	615 SQ.FT. (2%)
EXTERIOR WALL 622'-0' LN.FT X .67=	416 SQ.FT.
TOTAL DEDUCT	4,735 SQ.FT.

OWNER/APPLICANT:
929 E4 LLC
9800 WILSHIRE
BOULEVARD
949 981 5909

No.	Description	Date

PROJECT
SUMMER PLACE
LOS ANGELES
2ND & VIGNES

FOURTH LEVEL PLAN

SCALE : AS NOTED

Project Number
Drawn By
Checked By
Date 06.07.22

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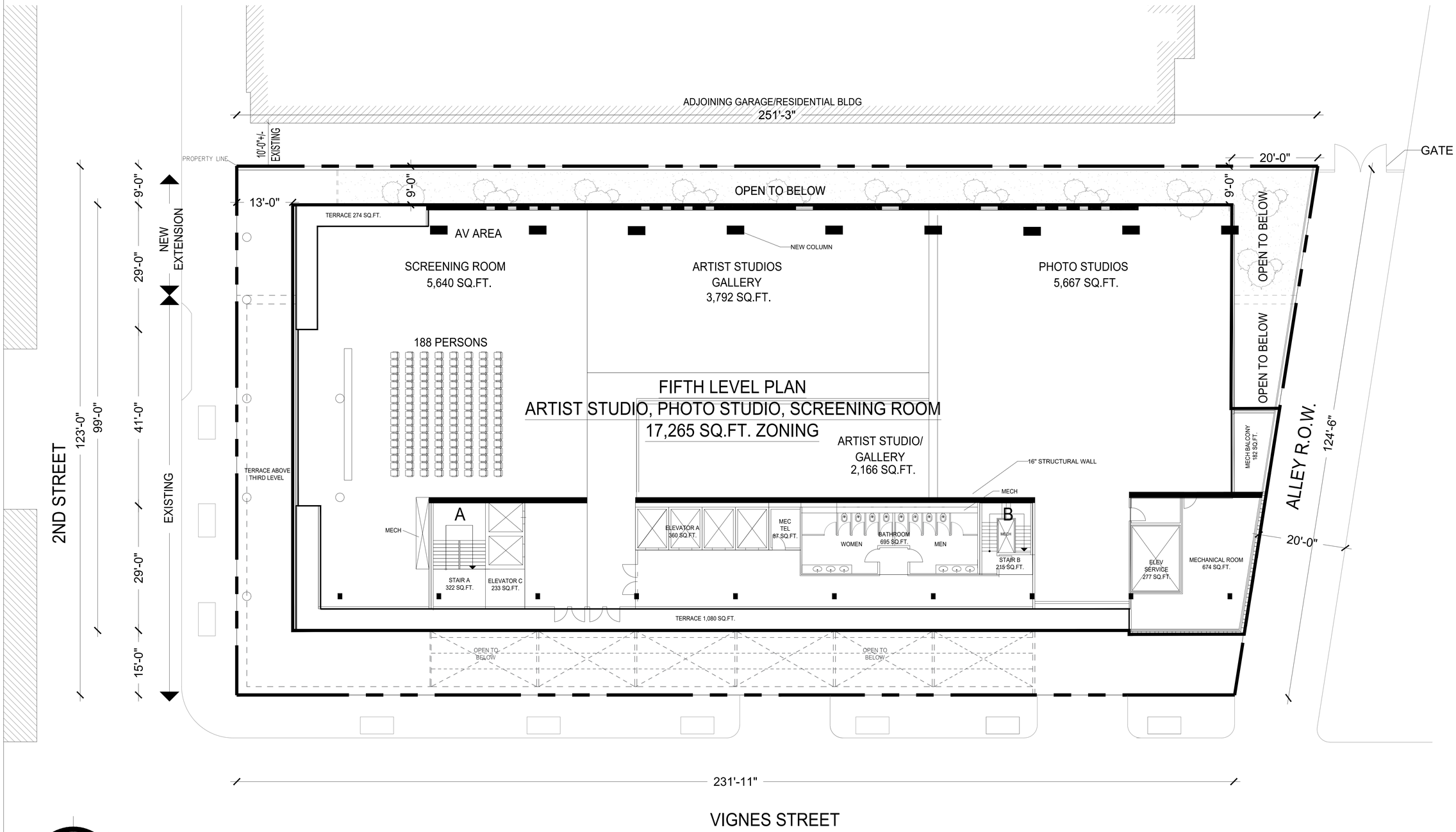

2ND & VIGNES

929 E 2ND STREET; 139 S VIGNES STREET
LOS ANGELES, CA 90012
APN 5163-004-007, 5163-004-011
APPLICANT: 929 E4, LLC

FIFTH LEVEL PLAN (22,000 SQ.FT. GROSS - 17,265 SQ.FT. ZONING AREA)
SCALE: 3/32" = 1'-0"

0 5 10 20 40

ARCHITECT:
MORALI ARCHITECT
505 8TH AVENUE NEW YORK,NY10018
TEL. 212 219 2091 E-MAIL: MSTUDIONY@AOL.COM

LEGEND

GROSS AREA	22,000 SQ.FT.
ZONING AREA	
OFFICE	16,570 SQ.FT.
BATHROOM	695 SQ.FT.
TOTAL	17,265 SQ.FT. ZONING
GROSS AREA DEDUCTION	
MEC TEL	87 SQ.FT.
ELEVATOR A	360 SQ.FT.
ELEVATOR C	233 SQ.FT.
STAIR A	322 SQ.FT.
STAIR B	215 SQ.FT.
SERVICE AREA ELEVATOR	277 SQ.FT.
TERRACE	1,354 SQ.FT.
MECHANICAL ROOM	674 SQ.FT.
MECH BALCONY	182 SQ.FT.
MECH SHAFT EXH,PL,ELEC RISER	615 SQ.FT. (2%)
EXTERIOR WALL 622'-0' LN.FT X .67=	416 SQ.FT.
TOTAL DEDUCT	4,735 SQ.FT.

OWNER/APPLICANT:
929 E4 LLC
9800 WILSHIRE
BOULEVARD
949 981 5909

No.	Description	Date

PROJECT
SUMMER PLACE
LOS ANGELES
2ND & VIGNES

FIFTH LEVEL
PLAN

SCALE : AS NOTED

Project Number
Drawn By
Checked By
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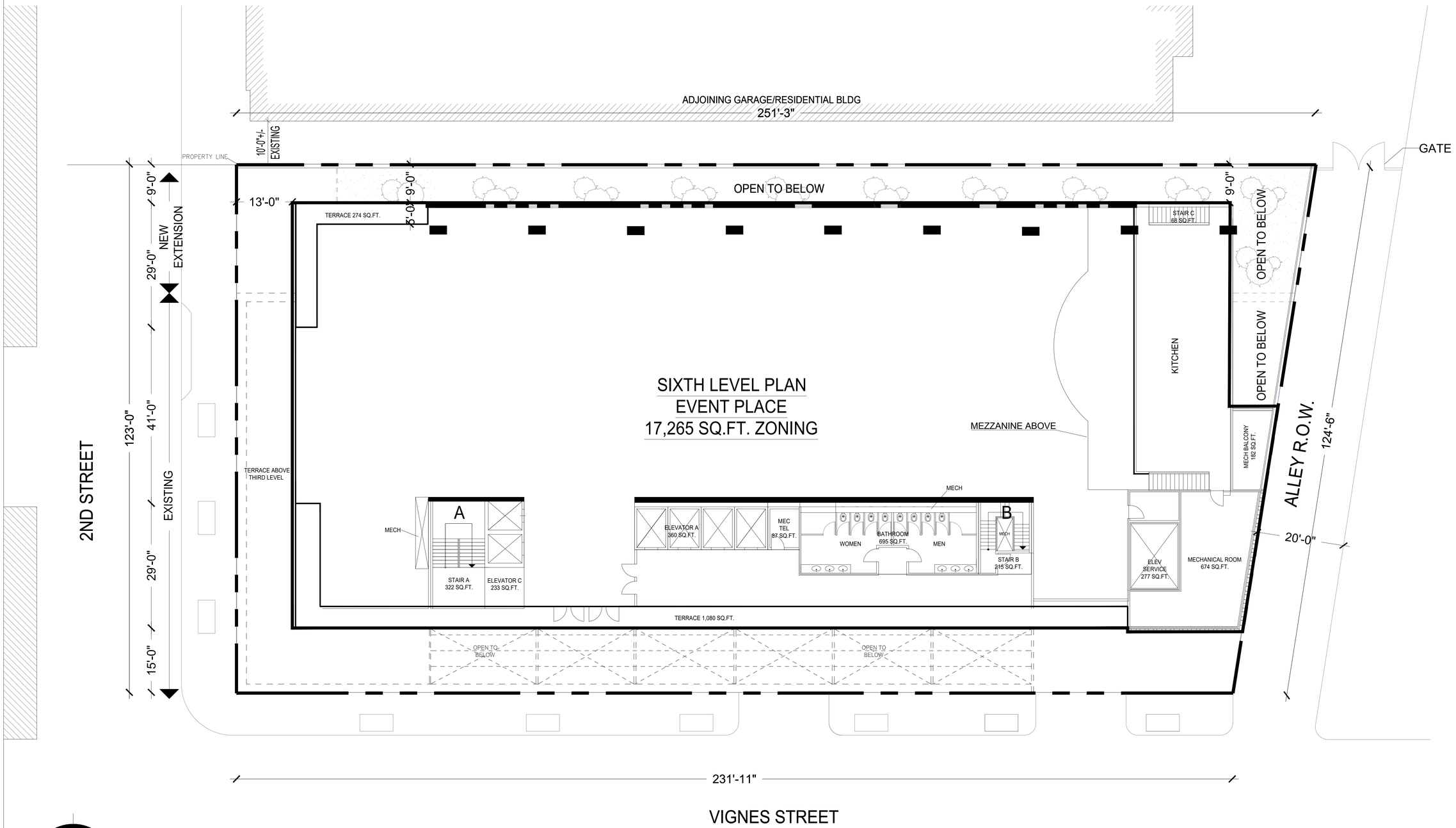

2ND & VIGNES

929 E 2ND STREET; 139 S VIGNES STREET
LOS ANGELES, CA 90012
APN 5163-004-007, 5163-004-011
APPLICANT: 929 E4, LLC

SIXTH LEVEL PLAN (22,000 SQ.FT. GROSS - 17,265 SQ.FT. ZONING AREA)
SCALE: 3/32" = 1'-0"

0 5 10 20 40

ARCHITECT:
MORALI ARCHITECT
505 8TH AVENUE NEW YORK,NY10018
TEL. 212 219 2091 E-MAIL: MSTUDIONY@AOL.COM

LEGEND

GROSS AREA	22,000 SQ.FT.
ZONING AREA	
OFFICE	16,570 SQ.FT.
BATHROOM	695 SQ.FT.
TOTAL	17,265 SQ.FT. ZONING
GROSS AREA DEDUCTION	
MEC TEL	87 SQ.FT.
ELEVATOR A	360 SQ.FT.
ELEVATOR C	233 SQ.FT.
STAIR A	322 SQ.FT.
STAIR B	215 SQ.FT.
SERVICE AREA ELEVATOR	277 SQ.FT.
TERRACE	1,354 SQ.FT.
MECHANICAL ROOM	674 SQ.FT.
MECH BALCONY	182 SQ.FT.
MECH SHAFT EXH,PL,ELEC RISER	615 SQ.FT. (2%)
EXTERIOR WALL 622'-0' LN.FT X .67=	416 SQ.FT.
TOTAL DEDUCT	4,735 SQ.FT.

OWNER/APPLICANT:
929 E4 LLC
9800 WILSHIRE
BOULEVARD
949 981 5909

No.	Description	Date

PROJECT
SUMMER PLACE
LOS ANGELES
2ND & VIGNES

SIXTH LEVEL PLAN

SCALE : AS NOTED

Project Number
Drawn By
Checked By
Date 06.07.22

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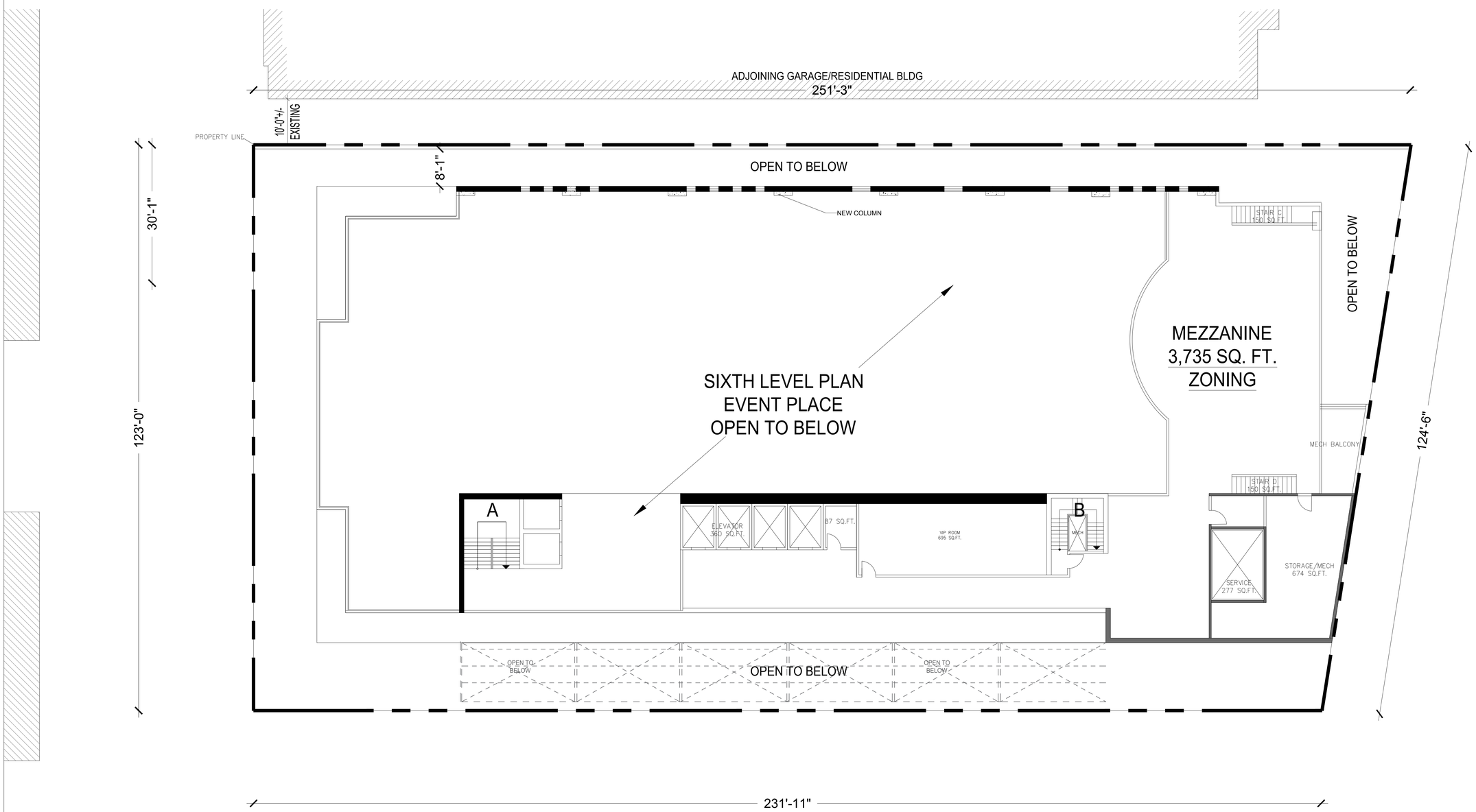

2ND & VIGNES

929 E 2ND STREET; 139 S VIGNES STREET
LOS ANGELES, CA 90012
APN 5163-004-007, 5163-004-011
APPLICANT: 929 E4, LLC

SIXTH A LEVEL PLAN (6,438 SQ.FT. GROSS - 3,735 SQ.FT. ZONING AREA)
SCALE: 3/32" = 1'-0"

0 5 10 20 40

ARCHITECT:
MORALI ARCHITECT
505 8TH AVENUE NEW YORK,NY10018
TEL. 212 219 2091 E-MAIL: MSTUDIONY@AOL.COM

LEGEND

GROSS AREA	6,438 SQ.FT.
ZONING AREA	3,735 SQ.FT.
ELEVATOR	360 SQ.FT.
VIP ROOM	695 SQ.FT.
SERVICE AREA ELEVATOR	277 SQ.FT.
STORAGE/MECH	674 SQ.FT.
STAIR B	215 SQ.FT.
MECH BALCONY	182 SQ.FT.
STAIR C	150 SQ.FT.
STAIR D	150 SQ.FT.

OWNER/APPLICANT:
929 E4 LLC
9800 WILSHIRE
BOULEVARD
949 981 5909

No.	Description	Date

PROJECT
SUMMER PLACE
LOS ANGELES
2ND & VIGNES

SIXTH A LEVEL PLAN

SCALE : AS NOTED

Project Number
Drawn By
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Date 06.07.22

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MORALI
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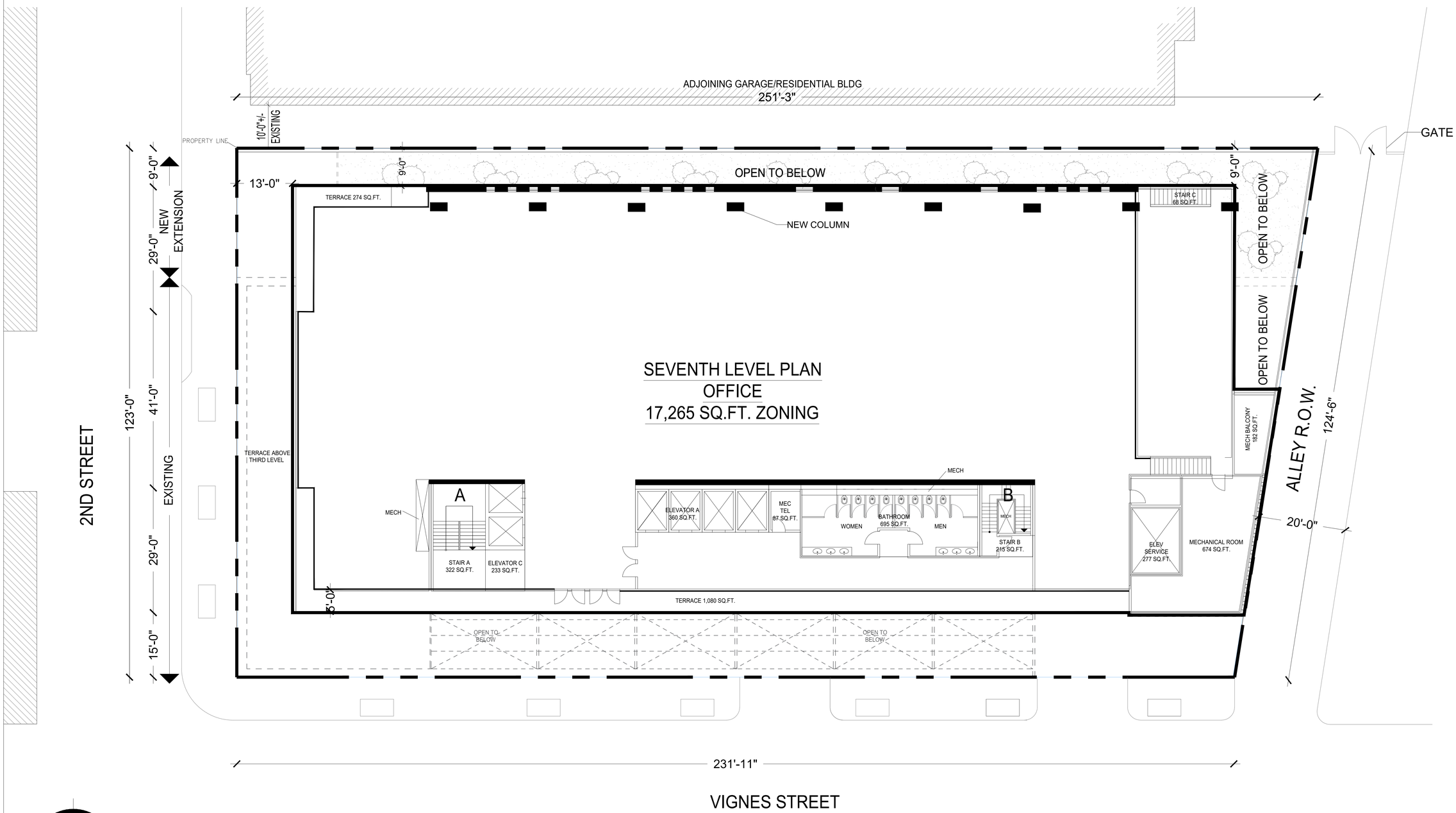

2ND & VIGNES

929 E 2ND STREET; 139 S VIGNES STREET
LOS ANGELES, CA 90012
APN 5163-004-007, 5163-004-011
APPLICANT: 929 E4, LLC

SEVENTH LEVEL PLAN (22,000 SQ.FT. GROSS - 17,265 SQ.FT. ZONING AREA)
SCALE: 3/32" = 1'-0"

0 5 10 20 40

ARCHITECT:
MORALI ARCHITECT
505 8TH AVENUE NEW YORK,NY10018
TEL. 212 219 2091 E-MAIL: MSTUDIONY@AOL.COM

LEGEND

GROSS AREA	22,000 SQ.FT.
ZONING AREA	
OFFICE	16,570 SQ.FT.
BATHROOM	695 SQ.FT.
TOTAL	17,265 SQ.FT. ZONING
GROSS AREA DEDUCTION	
MEC TEL	87 SQ.FT.
ELEVATOR A	360 SQ.FT.
ELEVATOR C	233 SQ.FT.
STAIR A	322 SQ.FT.
STAIR B	215 SQ.FT.
SERVICE ELEVATOR	277 SQ.FT.
TERRACE	1,354 SQ.FT.
MECHANICAL ROOM	674 SQ.FT.
MECH BALCONY	182 SQ.FT.
MECH SHAFT EXH,PL,ELEC RISER	615 SQ.FT. (2%)
EXTERIOR WALL 622'-0' LN.FT X .67=	416 SQ.FT.
TOTAL DEDUCT	4,735 SQ.FT.

OWNER/APPLICANT:
929 E4 LLC
9800 WILSHIRE
BOULEVARD
949 981 5909

No.	Description	Date

PROJECT
SUMMER PLACE
LOS ANGELES
2ND & VIGNES

SEVENTH LEVEL PLAN

SCALE : AS NOTED

Project Number
Drawn By
Checked By
Date 06.07.22

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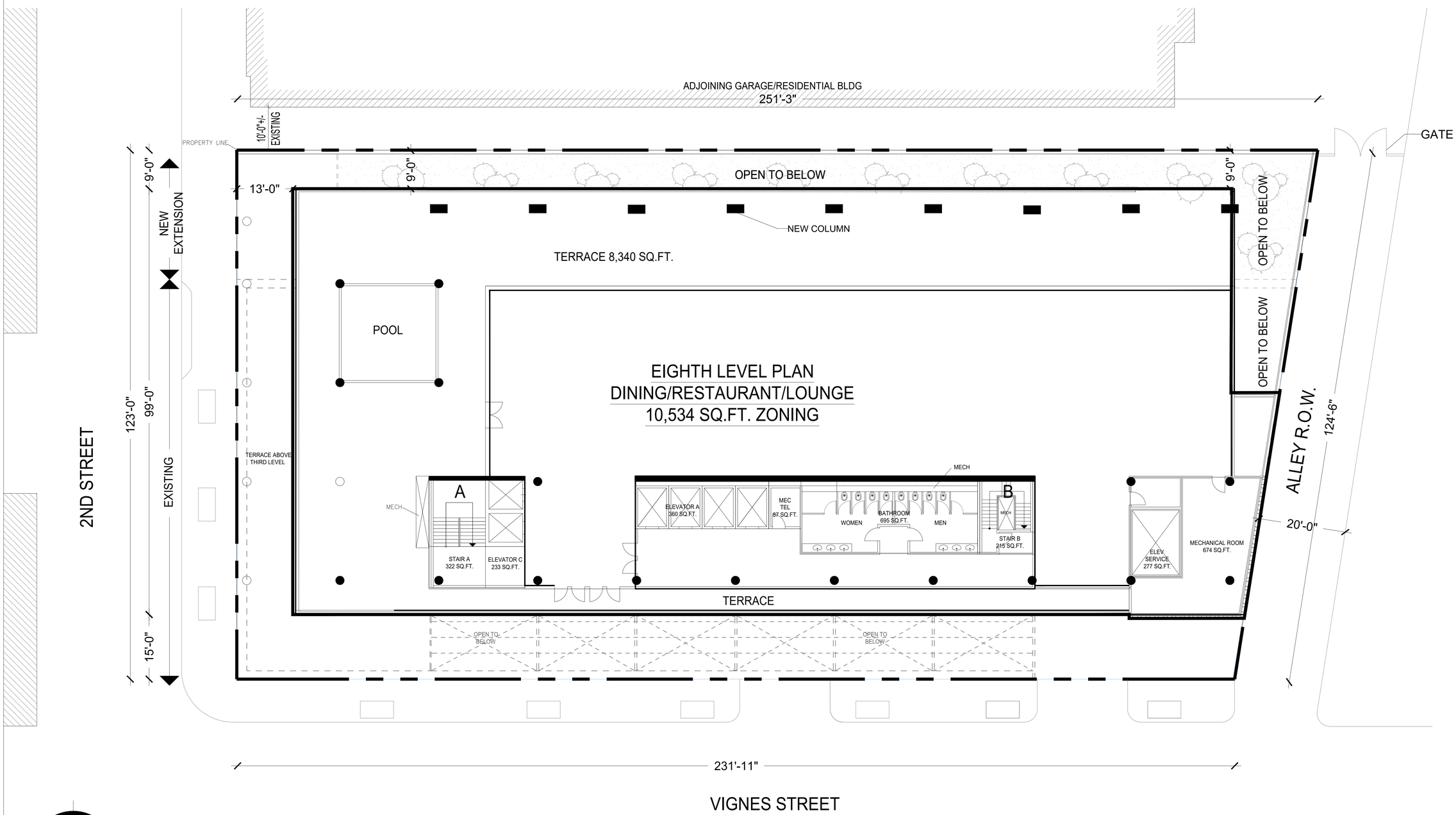

2ND & VIGNES

929 E 2ND STREET; 139 S VIGNES STREET
LOS ANGELES, CA 90012
APN 5163-004-007, 5163-004-011
APPLICANT: 929 E4, LLC

EIGHTH LEVEL PLAN (22,000 SQ.FT. GROSS - 10,534 SQ.FT. ZONING AREA)
SCALE: 3/32" = 1'-0"

0 5 10 20 40

ARCHITECT:
MORALI ARCHITECT
505 8TH AVENUE NEW YORK,NY10018
TEL. 212 219 2091 E-MAIL: MSTUDIONY@AOL.COM

LEGEND

GROSS AREA	22,000 SQ.FT.
ZONING AREA	
DINING/REST./ LOUNGE	9,839 SQ.FT.
BATHROOM	695 SQ.FT.
TOTAL	10,534 SQ.FT. ZONING
GROSS AREA DEDUCTION	
MEC TEL	87 SQ.FT.
ELEVATOR A	360 SQ.FT.
ELEVATOR C	233 SQ.FT.
STAIR A	322 SQ.FT.
STAIR B	215 SQ.FT.
SERVICE ELEVATOR	277 SQ.FT.
TERRACE	8,340 SQ.FT.
MECHANICAL ROOM	674 SQ.FT.
MECH SHAFT EXH,PL,ELEC RISER	615 SQ.FT.
EXTERIOR WALL 511'-0' LN.FT X .67=	343 SQ.FT.
TOTAL DEDUCT	11,466 SQ.FT.

OWNER/APPLICANT:
929 E4 LLC
9800 WILSHIRE
BOULEVARD
949 981 5909

No.	Description	Date

PROJECT
SUMMER PLACE
LOS ANGELES
2ND & VIGNES

EIGHTH LEVEL PLAN

SCALE : AS NOTED

	Date
Project Number	06.07.22
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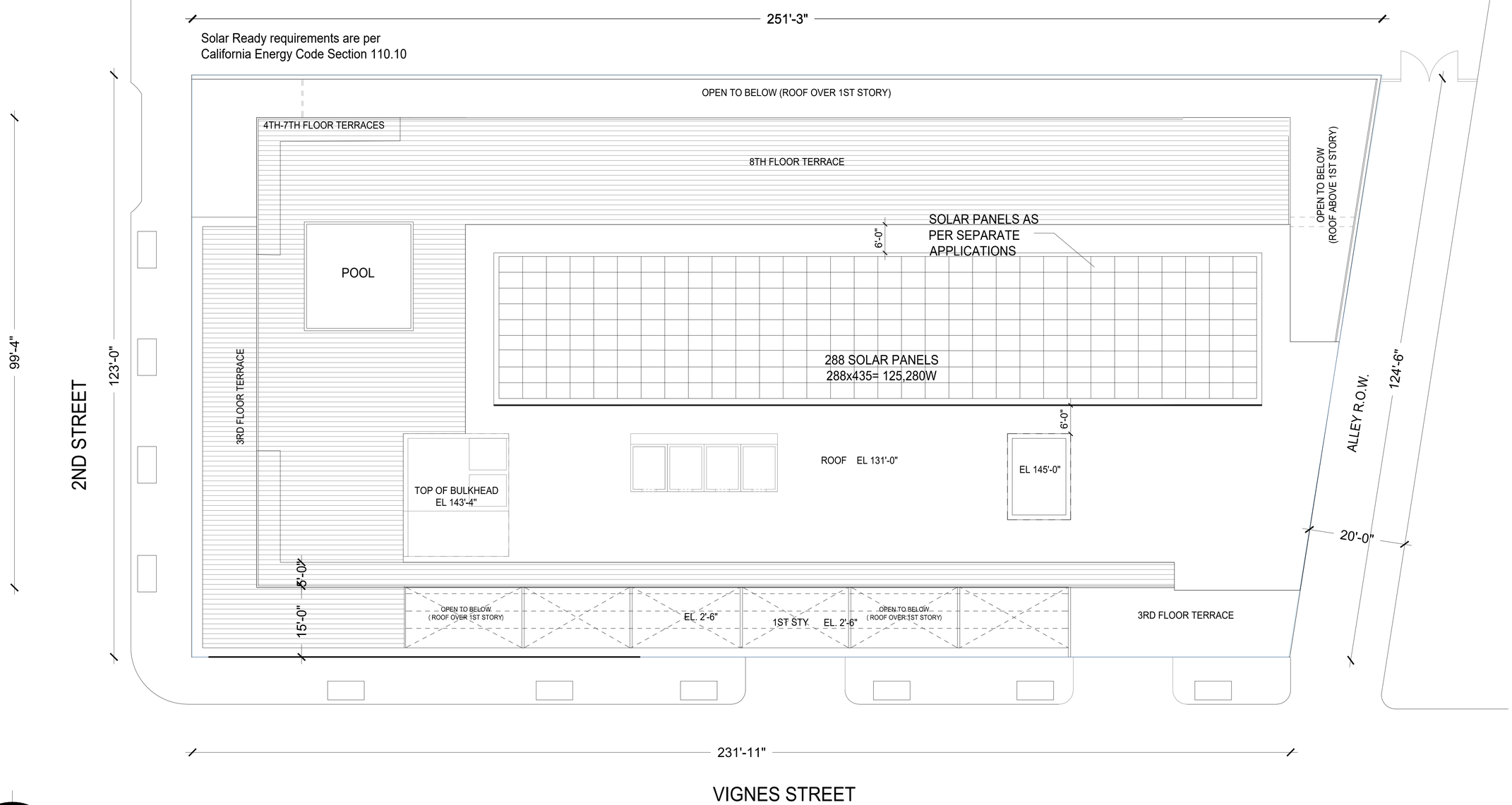

2ND & VIGNES

929 E 2ND STREET; 139 S VIGNES STREET
LOS ANGELES, CA 90012
APN 5163-004-007, 5163-004-011
APPLICANT: 929 E4, LLC

ROOF LEVEL PLAN
SCALE: 3/32" = 1'-0"

0 5 10 20 40

ARCHITECT:
MORALI ARCHITECT
505 8TH AVENUE NEW YORK,NY10018
TEL. 212 219 2091 E-MAIL: MSTUDIONY@AOL.COM

OWNER/APPLICANT:
929 E4 LLC
9800 WILSHIRE
BOULEVARD
949 981 5909

No.	Description	Date

PROJECT
SUMMER PLACE
LOS ANGELES
2ND & VIGNES

ROOF LEVEL
PLAN

SCALE : AS NOTED

	Date
Project Number	06.07.22
Drawn By	
Checked By	

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MORALI
ARCHITECTS
6618 MARQUEZ AVE, PACIFIC PALISADES,LA 90272
505 8TH AVENUE, NEW YORK, NY 10018

TREES
GINKGO
GINKGO BILOBA
HEIGHT/SIZE: 40'-50',
25'-35' SPREAD
NOT CALIFORNIA NATIVE
WATER NEED:
LOW/AVERAGE

PEARL ACACIA
ACACIA PODALYIIFOLIA
HEIGHT/SIZE: 12'-20',
15'-20' SPREAD
NOT CALIFORNIA NATIVE
WATER NEED: LOW

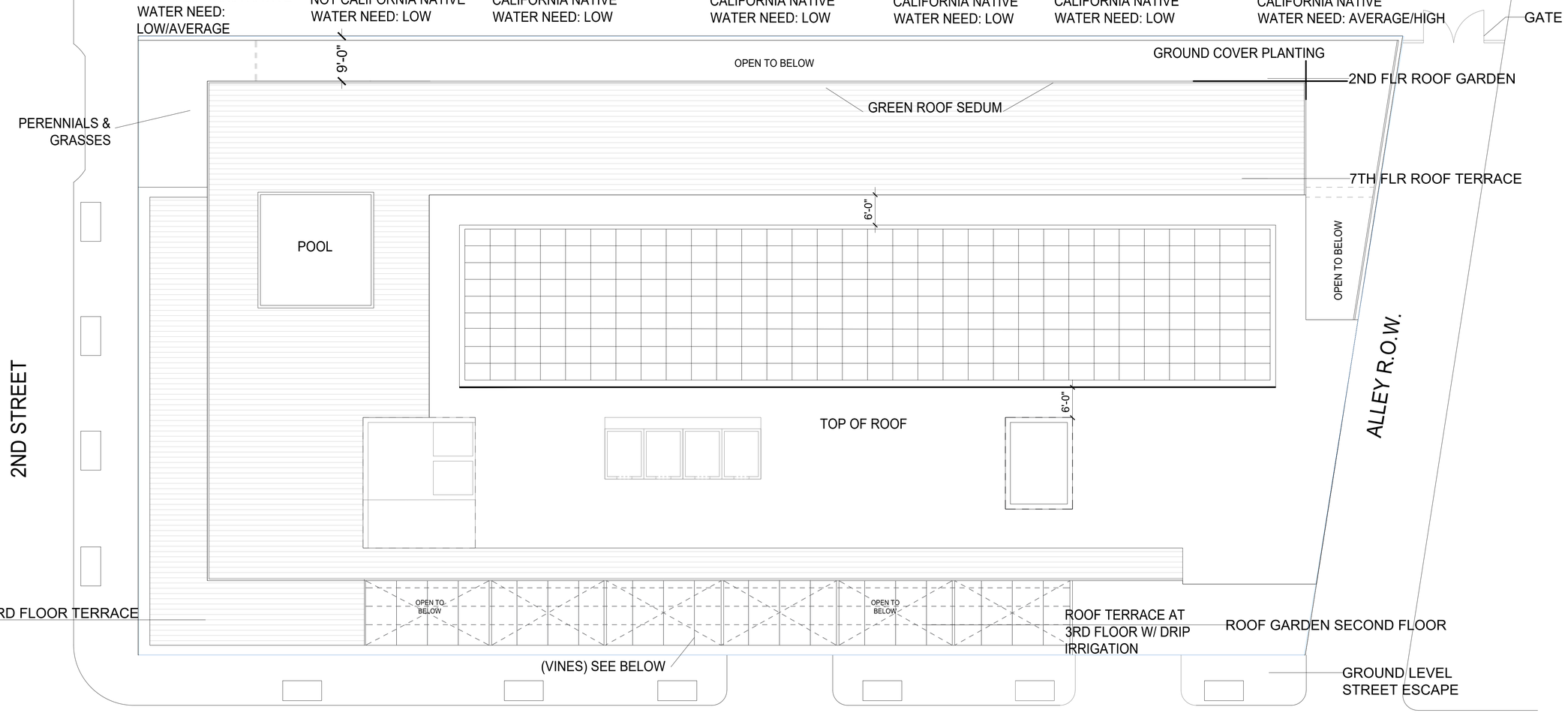
DESERT WILLOW
CHILOPSIS LINEARIS
HEIGHT/SIZE: 18'-25',
20' SPREAD
CALIFORNIA NATIVE
WATER NEED: LOW

PERENNIALS & GRASSES
CLEVELAND SAGE
SALVIA CELELEVANDII
HEIGHT/SIZE: 3'-5',
5'-8' SPREAD
CALIFORNIA NATIVE
WATER NEED: LOW

WHITE SAGE
SALVIA APIANA
HEIGHT/SIZE: 3'-5',
3'-5' SPREAD
CALIFORNIA NATIVE
WATER NEED: LOW

CALIFORNIA BUCKWHEAT
ERIOGONUM FASCICULATUM
HEIGHT/SIZE: 1'-6',
3'-8' SPREAD
CALIFORNIA NATIVE
WATER NEED: LOW

CALIFORNIA GREY RUSH
JUNCUS PATENS
HEIGHT/SIZE: 1'-2',
1'-2' SPREAD
CALIFORNIA NATIVE
WATER NEED: AVERAGE/HIGH



VINES
SOUTHERN HONEYSUCKLE
LONICERA SUBSPICATA
HEIGHT/SIZE: 8'-20',
2'-3' SPREAD
CALIFORNIA NATIVE
WATER NEED: AVERAGE

PIPESTEM CLEMATIS
CLEMATIS LASIANTHA
HEIGHT/SIZE: 8'-20',
2'-3' SPREAD
CALIFORNIA NATIVE
WATER NEED: LOW

GROUNDCOVER
CALIFORNIA SAGEBUSH
ARTEMISIA CALIFORNICA
HEIGHT/SIZE: 5'-8'
CALIFORNIA NATIVE
WATER NEED: LOW

BLUE CHALKSTICKS
SENECIO SERPENS
HEIGHT/SIZE: 10"-1'
2'-3' SPREAD
NOT CALIFORNIA NATIVE
WATER NEED: LOW

HENS AND CHICKS
SEMPERVIVUM GREYDOWN
HEIGHT/SIZE: 3"-6"
6"-12" SPREAD
CALIFORNIA NATIVE
WATER NEED: LOW

CAUCASIAN STONECROP
SEDUM SPURIUM
HEIGHT/SIZE: 4"-6"
1'-2' SPREAD
NOT CALIFORNIA NATIVE
WATER NEED: LOW

VIGNES STREET

2ND & VIGNES

929 E 2ND STREET; 139 S VIGNES STREET
LOS ANGELES, CA 90012
APN 5163-004-007, 5163-004-011
APPLICANT: 929 E4, LLC

LANDSCAPE PLAN
SCALE: 3/32" = 1'-0"

0 5 10 20 40

ARCHITECT:
MORALI ARCHITECT
505 8TH AVENUE NEW YORK,NY10018
TEL. 212 219 2091 E-MAIL: MSTUDIONY@AOL.COM

OWNER/APPLICANT:
929 E4 LLC
9800 WILSHIRE
BOULEVARD
949 981 5909

No.	Description	Date

PROJECT
SUMMER PLACE
LOS ANGELES
2ND & VIGNES

LANDSCAPE
PLAN

SCALE : AS NOTED

Project Number
Drawn By
Checked By
Date 06.07.22

SEAL:

A100.14

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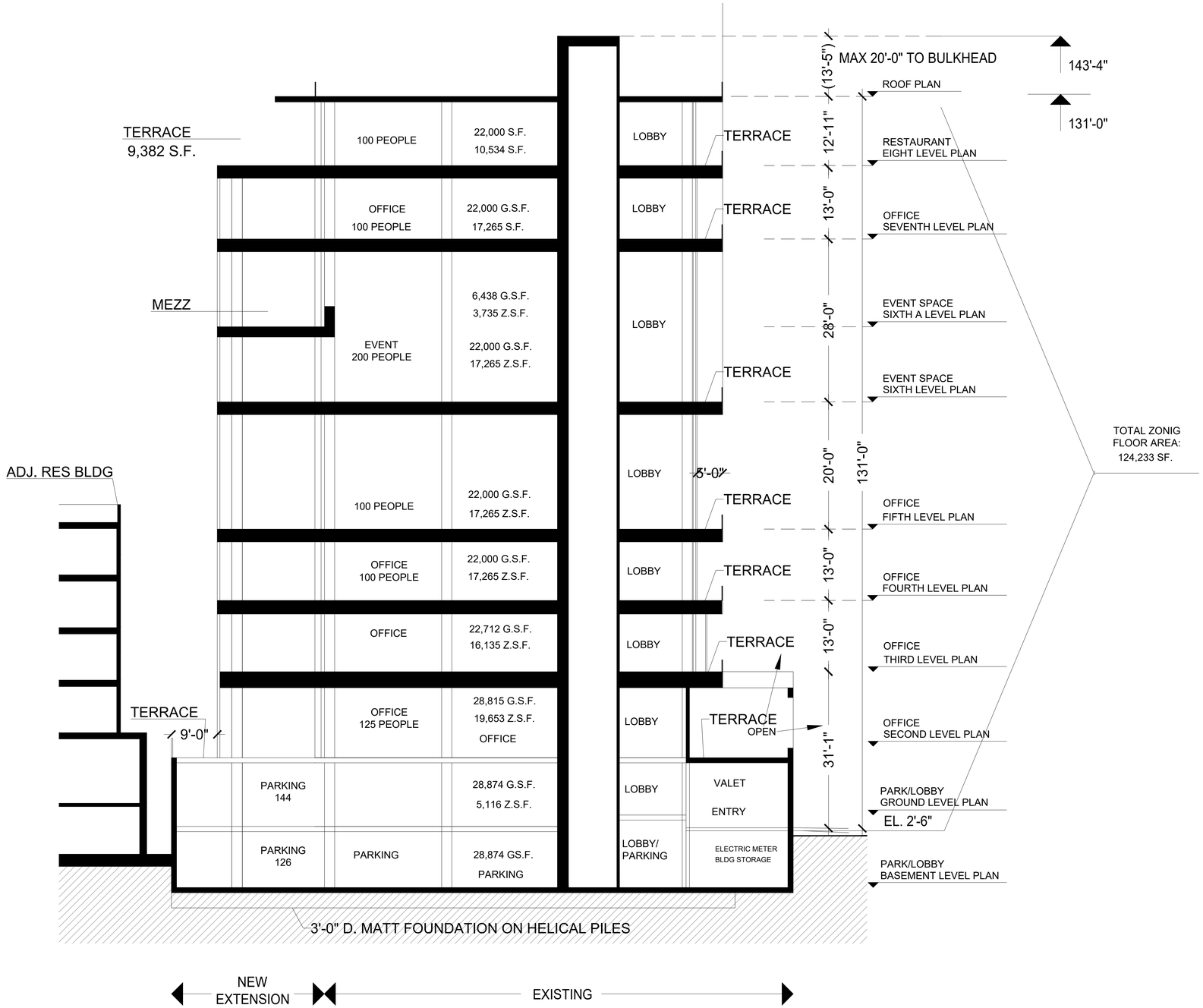


2ND & VIGNES

929 E 2ND STREET; 139 S VIGNES STREET
LOS ANGELES, CA 90012
APN 5163-004-007, 5163-004-011
APPLICANT: ARTS DISTRICT E4 LLC

SECTION
SCALE: 3/32" = 1'-0"

0 5 10 20 40

ARCHITECT:
MORALI ARCHITECT
505 8TH AVENUE NEW YORK,NY10018
TEL. 212 219 2091 E-MAIL: MSTUDIONY@AOL.COM

OWNER/APPLICANT:
929 E4 LLC
9800 WILSHIRE
BOULEVARD
949 981 5909

No.	Description	Date

PROJECT
SUMMER PLACE
LOS ANGELES
2ND & VIGNES

SECTION

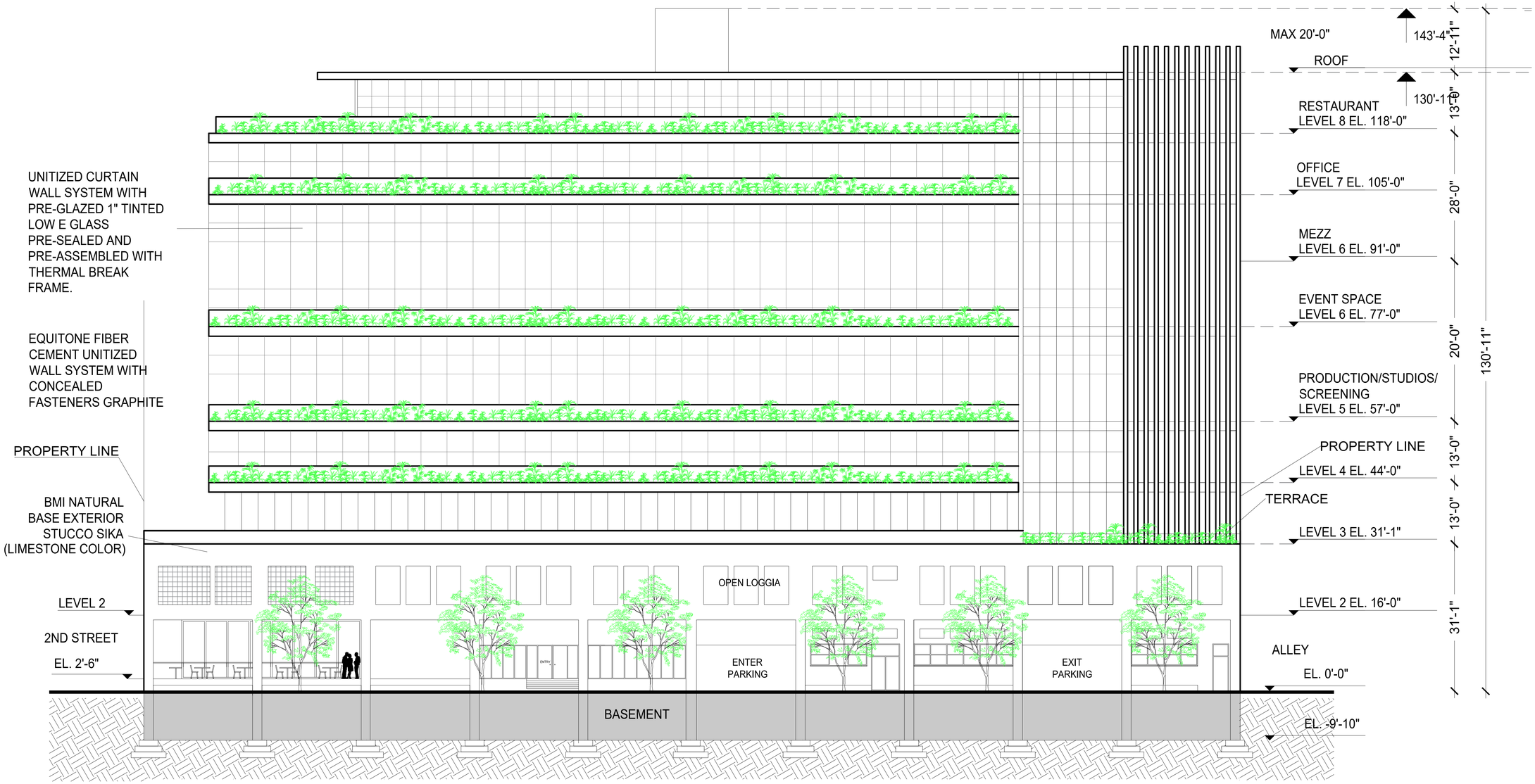
SCALE : AS NOTED

Project Number
Drawn By
Checked By
Date 06.07.22

SEAL:

A100.15

MORALI
ARCHITECTS
6618 MARQUEZ AVE, PACIFIC PALISADES,LA 90272
505 8TH AVENUE, NEW YORK, NY 10018



2ND & VIGNES

929 E 2ND STREET; 139 S VIGNES STREET
LOS ANGELES, CA 90012
APN 5163-004-007, 5163-004-011
APPLICANT: ARTS DISTRICT E4 LLC

EAST ELEVATION
SCALE: 3/32" = 1'-0"

0 5 10 20 40

ARCHITECT:
MORALI ARCHITECT
505 8TH AVENUE NEW YORK,NY10018
TEL. 212 219 2091 E-MAIL: MSTUDIONY@AOL.COM

OWNER/APPLICANT:
929 E4 LLC
9800 WILSHIRE
BOULEVARD
949 981 5909

No.	Description	Date

PROJECT
SUMMER PLACE
LOS ANGELES
2ND & VIGNES

EAST ELEVATION
(VIGNES STREET)

SCALE : AS NOTED

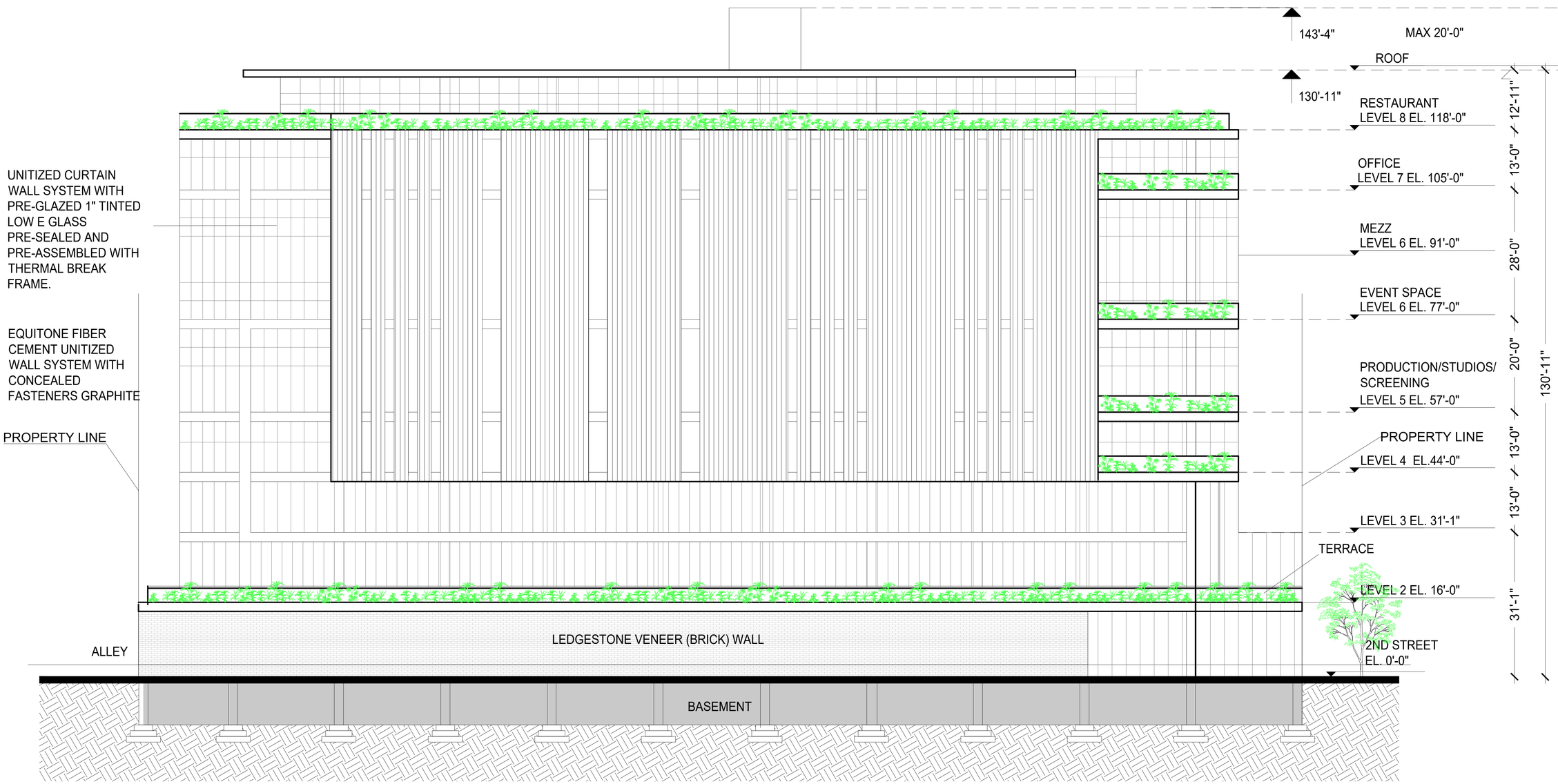
Project Number
Drawn By
Checked By
Date 06.07.22

SEAL:

A100.16

PAGE # 01 OF 01

MORALI
ARCHITECTS
6618 MARQUEZ AVE, PACIFIC PALISADES,LA 90272
505 8TH AVENUE, NEW YORK, NY 10018



2ND & VIGNES

929 E 2ND STREET; 139 S VIGNES STREET
LOS ANGELES, CA 90012
APN 5163-004-007, 5163-004-011
APPLICANT: ARTS DISTRICT E4 LLC

WEST ELEVATION
SCALE: 3/32" = 1'-0"

0 5 10 20 40

ARCHITECT:
MORALI ARCHITECT
505 8TH AVENUE NEW YORK,NY10018
TEL. 212 219 2091 E-MAIL: MSTUDIONY@AOL.COM

OWNER/APPLICANT:
929 E4 LLC
9800 WILSHIRE
BOULEVARD
949 981 5909

No.	Description	Date

PROJECT
SUMMER PLACE
LOS ANGELES
2ND & VIGNES

WEST
ELEVATION

SCALE : AS NOTED

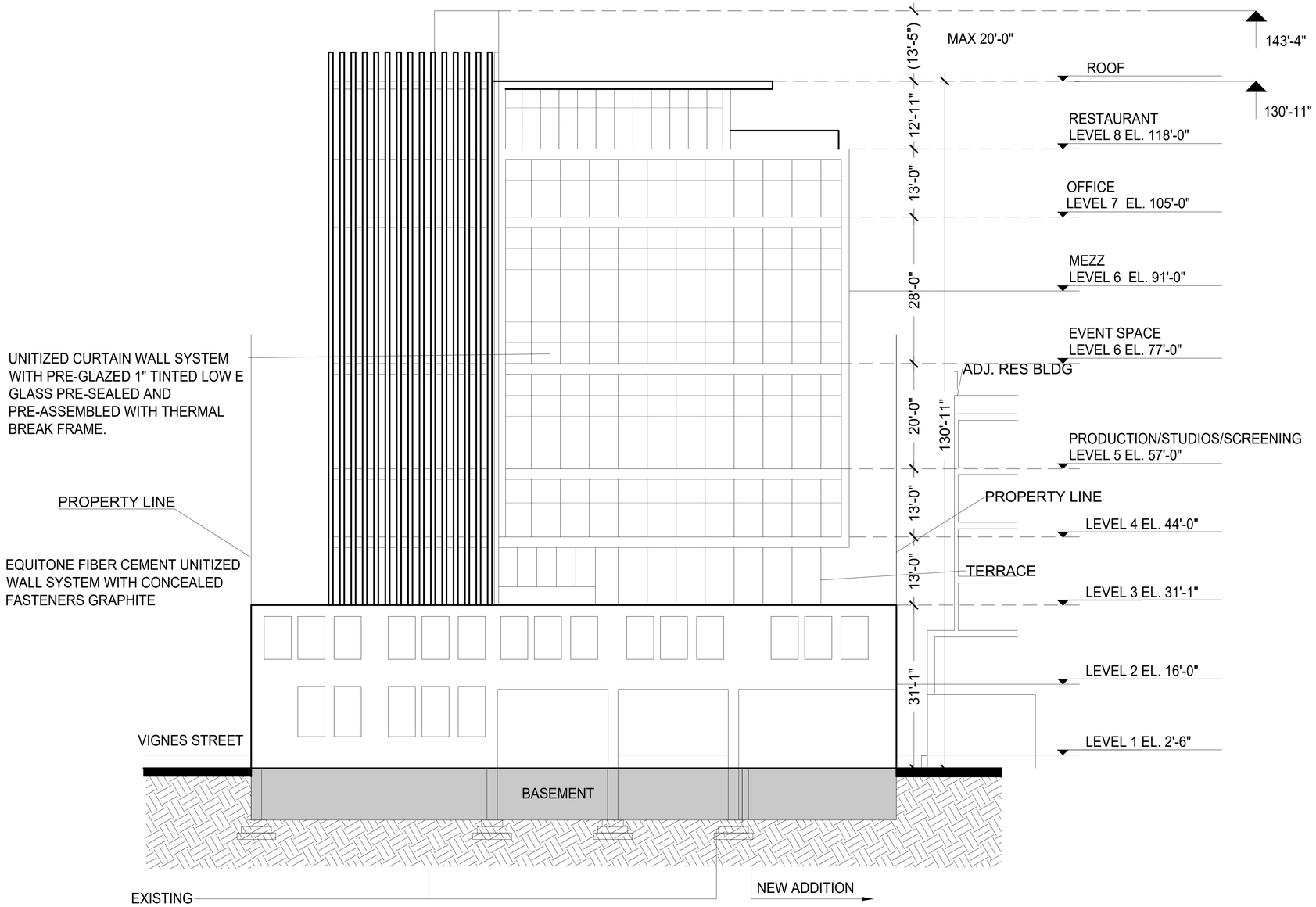
Project Number
Drawn By
Checked By
Date 06.07.22

SEAL:

A100.17

PAGE # 01 OF 01

MORALI
ARCHITECTS
6618 MARQUEZ AVE, PACIFIC PALISADES,LA 90272
505 8TH AVENUE, NEW YORK, NY 10018



2ND & VIGNES

929 E 2ND STREET; 139 S VIGNES STREET
LOS ANGELES, CA 90012
APN 5163-004-007, 5163-004-011
APPLICANT: ARTS DISTRICT E4 LLC

NORTH ELEVATION
SCALE: 3/32" = 1'-0"

0 5 10 20 40

ARCHITECT:
MORALI ARCHITECT
505 8TH AVENUE NEW YORK,NY10018
TEL. 212 219 2091 E-MAIL: MSTUDIONY@AOL.COM

OWNER/APPLICANT:
929 E4 LLC
9800 WILSHIRE
BOULEVARD
949 981 5909

No.	Description	Date

PROJECT
SUMMER PLACE
LOS ANGELES
2ND & VIGNES

NORTH
ELEVATION
(ALLEY)

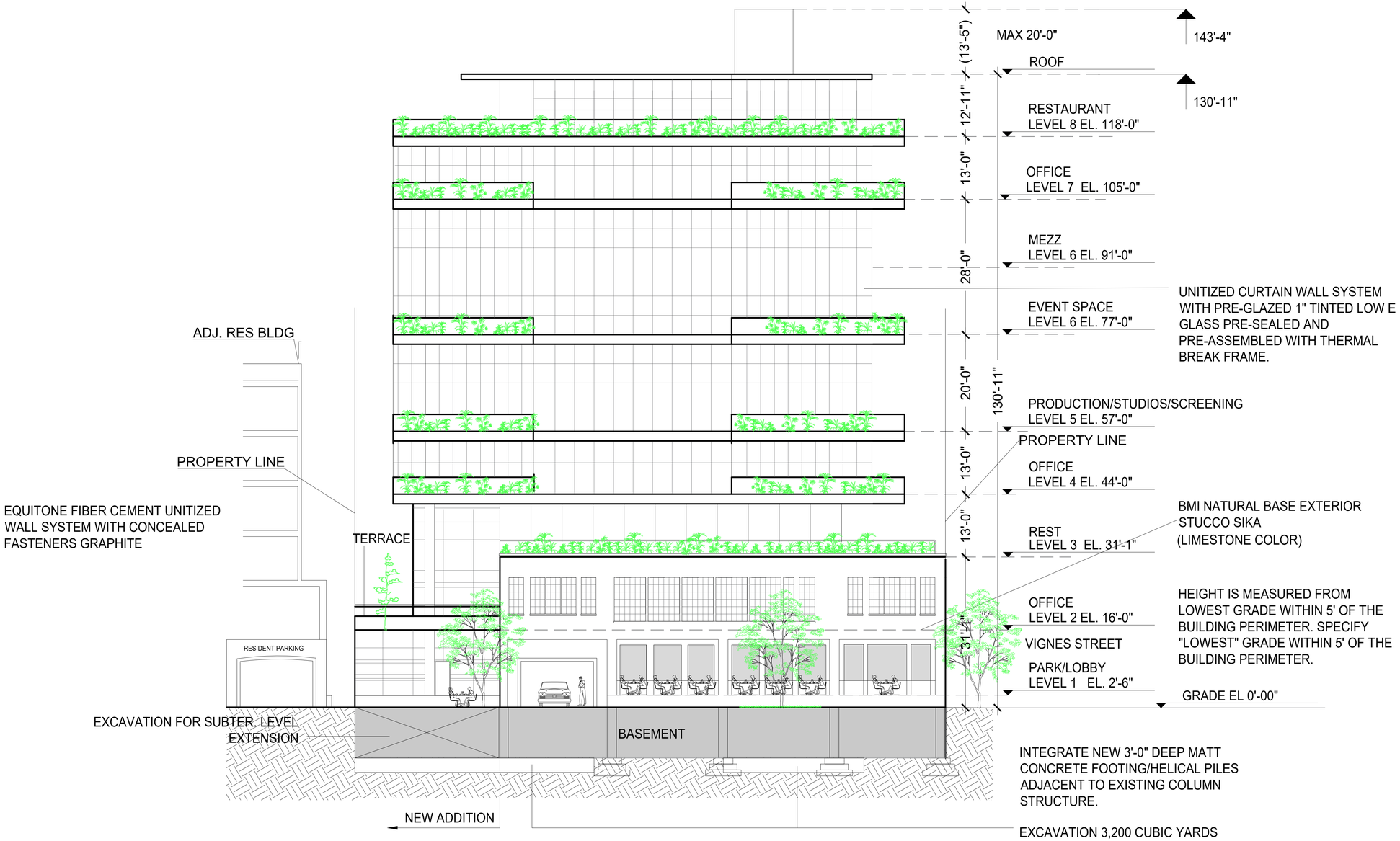
SCALE : AS NOTED

Project Number
Drawn By
Checked By
Date 06.07.22

SEAL:

A100.18

MORALI
ARCHITECTS
6618 MARQUEZ AVE, PACIFIC PALISADES,LA 90272
505 8TH AVENUE, NEW YORK, NY 10018



2ND & VIGNES

929 E 2ND STREET; 139 S VIGNES STREET
LOS ANGELES, CA 90012
APN 5163-004-007, 5163-004-011
APPLICANT: ARTS DISTRICT E4 LLC

SOUTH ELEVATION
SCALE: 3/32" = 1'-0"

0 5 10 20 40

ARCHITECT:
MORALI ARCHITECT
505 8TH AVENUE NEW YORK,NY10018
TEL. 212 219 2091 E-MAIL: MSTUDIONY@AOL.COM

OWNER/APPLICANT:
929 E4 LLC
9800 WILSHIRE
BOULEVARD
949 981 5909

No.	Description	Date

PROJECT
SUMMER PLACE
LOS ANGELES
2ND & VIGNES

SOUTH
ELEVATION
(2ND STREET)

SCALE : AS NOTED

Project Number
Drawn By
Checked By
Date 06.07.22

SEAL:

A100.19

PAGE # 01 OF 01

MORALI
ARCHITECTS
6618 MARQUEZ AVE, PACIFIC PALISADES,LA 90272
505 8TH AVENUE, NEW YORK, NY 10018

LOS ANGELES CITY PLANNING COMMISSION

200 North Spring Street, Room 532, Los Angeles, California, 90012-4801, (213) 978-1300
www.planning.lacity.org

LETTER OF DETERMINATION

MAILING DATE: JUN 29 2017

Case No.: CPC-2016-1080-GPA-ZC-HD-MCUP-ZV-SPR Council District: 14 - Huizar
CEQA: ENV-2016-1081-MND
Plan Area: Central City North

Project Site: 929 East 2nd Street;
939 East 2nd Street

Applicant: Paolo Carini, Art District 4, LLC
Representative: Noel Hyun & Jerry Neuman, Liner, LLP

At its meeting of **June 8, 2017**, the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following project:

The proposed project involves a change of use and addition to an existing, approximately 39,148 square-foot, two-story warehouse building with one subterranean level into a seven-story, approximately 131-foot high, 102,679 square-foot, mixed-use commercial development with a food market/restaurant, café, coffee bar, retail space, artist studios, and a private membership club providing space for offices, a screening room, retail, a gym, a pool, photo studios, events, and a restaurant/lounge dispersed throughout the ground floor, second, third, fifth, sixth, and seventh levels, resulting in an increase in floor area of 63,531 square feet. The total proposed Floor Area Ratio (FAR) is 3.47 to 1. The project is providing automated parking to accommodate 241 vehicles and 40 bicycles contained within the existing basement level and new fourth level.

1. **Found**, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2016-1081-MND ("Mitigated Negative Declaration"), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; **found**, the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; **found**, the mitigation measures have been made enforceable conditions on the project; and **adopted** the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration;
2. **Approved** and **recommended** that the City Council and the Mayor **adopt** a General Plan Amendment pursuant to City Charter Section 555 and Section 11.5.6 of the Los Angeles Municipal Code (LAMC) to amend the Central City North Community Plan to re-designate the subject property from Commercial Manufacturing to Regional Commercial;
3. **Approved** and **recommended** that the City Council **adopt** a Zone Change and Height District Change, pursuant to City Charter Section 558 and LAMC Section 12.32F, from CM-1-RIO to (T)(Q)C2-2-RIO;
4. **Approved** a Master Conditional Use Permit, pursuant to LAMC Section 12.24-W,1, for the sale and dispensing of alcoholic beverages for three (3) uses, including:

a. the off-site and on-site sale and consumption of a full line of alcoholic beverages in connection with a food market/restaurant use;
b. the on-site sale and consumption of beer and wine in connection with a café use;
c. the on-site sale and consumption of a full line of alcoholic beverages in connection with a private club use;

5. **Approved** a Zone Variance pursuant to LAMC Section 12.27:
   a. to provide a reduced aisle width and backup distance of 19 feet, 8 inches, with respect to the automobile parking drive aisle fronting the automated parking facility loading pallets in lieu of the requirements set forth in LAMC Section 12.21-A,5;
   b. to provide a reduced turning radius in connection with the egress turn onto the alley in lieu of the requirements set forth in LAMC Section 12.21-A,5;
   c. to permit a reduced end stall width increase of two (2) feet in lieu of the three (3) feet otherwise required under LAMC Section 12.21-A,5(b);
   d. to permit an automated bicycle valet for short-term and long-term bicycle parking in lieu of the location and siting requirements set forth in LAMC Section 12.21-A,16(e);
6. **Approved** a Site Plan Review, pursuant to LAMC Section 16.05, for a development which creates, or results in an increase of 50,000 gross square feet or more of non-residential floor area;
7. **Adopted** the attached Conditions of Approval as modified by the Commission; and
8. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved:	Choe
Second:	Dake Wilson
Ayes	Ambroz, Katz, Mack, Millman, Mitchell, Padilla-Campos
Nays:	Perlman

Vote: **8 - 1**

James K. Williams, Commission Executive Assistant II
Los Angeles City Planning Commission

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

Effective Date/Appeals: *The decision of the Los Angeles City Planning Commission is final and not appealable as it relates to the General Plan Amendment, Height District and Zone Changes.* The decision of the Los Angeles City Planning Commission regarding the *Conditional Use*, *Zone Variance* and *Site Plan Review* is further appealable to the Los Angeles City Council within 15 days after the mailing date of this determination letter. Any appeal not filed within the 15-day period shall not be considered by the Council. All appeals shall be filed on forms provided at the Planning Department's Development Service Centers located at: 201 North Figueroa Street, Fourth Floor, Los Angeles; 6262 Van Nuys Boulevard, Suite 251, Van Nuys; or 1828 Sawtelle Boulevard, West Los Angeles.

FINAL APPEAL DATE: JUL 14 2017

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of

Attachments: Maps, Ordinance, Modified Conditions of Approval, Findings, Resolution

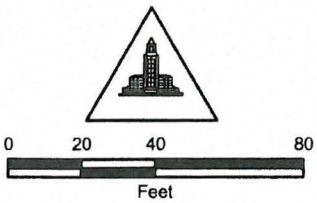
c: Nicholas Hendricks, Senior City Planner
Jenna Monterrosa, City Planner
Courtney Shum, City Planning Associate

ORDINANCE NO. _____

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows:



CPC-2016-1080-GPA-ZC-HD-MCUP-ZV-SPR

AA/cf

051817

City of Los Angeles

Data Sources: Department of City Planning & Bureau of Engineering

RECOMMENDED ACTIONS:

1) **Found**, based on its independent judgment, after consideration of the entire administrative record, that the project was environmentally assessed under Case No. ENV-2016-1081-MND;

2) **Adopted** the Mitigation Monitoring Program for ENV-2016-1081-MND;

3) **Recommended** that the City Council and the Mayor **approve** a General Plan Amendment to amend the Central City North Community Plan to re-designate the subject property from Commercial Manufacturing to Regional Commercial;

4) **Recommended** that the City Council **approve** a Zone Change and Height District Change from CM-1-RIO to (T)(Q)C2-2-RIO;

5) **Approved** a Master Conditional Use Permit for the sale and dispensing of alcoholic beverages for three (3) uses, including:

    a. the off-site and on-site sale and consumption of a full line of alcoholic beverages in connection with a food market/restaurant use;

    b. the on-site sale and consumption of beer and wine in connection with a café use; and

    c. the on-site sale and consumption of a full line of alcoholic beverages in connection with a private club use;

6) **Approved** a Zone Variance:

    a. to provide a reduced aisle width and backup distance of 19 feet, 8 inches, with respect to the automobile parking drive aisle fronting the automated parking facility loading pallets in lieu of the requirements set forth in LAMC Section 12.21-A,5;

    b. to provide a reduced turning radius in connection with the egress turn onto the alley in lieu of the requirements set forth in LAMC Section 12.21-A,5;

    c. to permit a reduced end stall width increase of two (2) feet in lieu of the three (3) feet otherwise required under LAMC Section 12.21-A,5(b); and

    d. to permit an automated bicycle valet for short-term and long-term bicycle parking in lieu of the location and siting requirements set forth in LAMC Section 12.21-A,16(e); and

7) **Approved** a Site Plan Review for a development which creates, or results in an increase of 50,000 gross square feet or more of non-residential floor area.

8) **Adopted** the attached Findings;

9) **Advised** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring; and

10) **Advise** the applicant that pursuant to State Fish and Game Code Section 711.4, a Fish and Game Fee and/or Certificate of Game Exemption is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) filing.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32-G of the Municipal Code, the (T) Tentative Classification shall be removed by the recordation of a final parcel or tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

Dedications and Improvements. Prior to the issuance of any building permits, public improvements and dedications for streets and other rights-of-way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional, and Federal government agencies as may be necessary).

Responsibilities/Guarantees.

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.

2. **Bureau of Engineering**. Prior to the issuance of sign-offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to the project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.

   a. Street Dedications:

      i. That a 3-foot wide strip of land be dedicated along 2nd Street adjoining the subdivision where there no existing structures to complete a 33-foot wide half right-of-way dedication in accordance with Collector Street Standards of LA Mobility Plan.

   b. Street Improvements:

      i. Improve 2nd Street portion being dedicated and adjoining the tract by the construction of an additional concrete sidewalk to complete a full-width concrete sidewalk with tree wells including any necessary removal and reconstruction of the existing improvements satisfactory to the City Engineer.

      ii. Improve the alley adjoining the tract by repairing any bad order portion of the alley satisfactory to the City Engineer.

3. **Urban Forestry.** Plant street trees and remove an existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the subdivider or contractor shall notify the Urban Forestry Division (213-847-3077) upon completion of construction to expedite tree planting.

Note: All protected tree removals must be approved by the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077

4. **Bureau of Street Lighting.** Construct new street lights: three (3) on Vignes Street and two (2) on 2nd Street.

Notice

- If conditions dictate, connections to the public sewer system may be postponed until adequate capacity is available.
- Certificates of Occupancy for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.) as required herein, are completed to the satisfaction of the City Engineer.

(Q) QUALIFIED CONDITIONS

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “Q” Qualified classification.

1. **Use.** The use and area regulations of the development shall be developed for uses as permitted in the C2 Zone as defined in LAMC Section 12.14, except as modified by the conditions herein or subsequent action.

2. **Site Development.** The use and development of the property shall be in substantial conformance with the plans submitted with the application and marked Exhibit “A”, stamp-dated May 19, 2017, except as may be revised as a result of this action.

3. **Floor Area.** The total floor area shall not exceed 102,679 square feet (approximately 3.47 to 1 Floor Area Ratio) of commercial development, as shown on Exhibit “A”, stamped-dated May 19, 2017.

4. **Height**. The building shall not exceed a height of 131 feet.

CONDITIONS OF APPROVAL

As modified by the City Planning Commission on June 8, 2017.

The following conditions are hereby imposed upon the use of the subject property:

Entitlement Conditions

1. **Site Development.** The use and development of the property shall be in substantial conformance with the plans submitted with the application and marked Exhibit "A", stamp-dated May 19, 2017, except as may be revised as a result of this action.

2. **Floor Area.** The total floor area shall not exceed 102,679 square feet of commercial development, as shown on Exhibit "A", stamped-dated May 19, 2017.

3. **Height**. The building shall not exceed a height of 131 feet.

4. **Parking.**

    a. **Electric Vehicle Parking.** Of the total parking provided, five percent of spaces shall be dedicated for electric vehicles and provide charging stations. In addition, twenty percent of spaces shall be pre-wired for the future installation of electric charging stations. When the application of the five or twenty percent results in a fractional space, round up to the next whole number.

    b. **Valet Parking.** Valet parking shall be required to obtain all applicable licenses and/or permits from the Department of Transportation and the Los Angeles Police Department. Proof of licenses and/or permits shall be submitted to the Department of City Planning. Valet parking shall be available during all hours of business operation and for at least one-half hour following the close of business.

    c. Automobile parking provided in excess of the requirements of the Los Angeles Municipal Code shall be open to the public during business hours.

5. **Solar Ready Buildings.**

    a. The project shall comply with the Los Angeles Municipal Green Building Code, Section 95.05.211, to the satisfaction of the Department of Building and Safety.

    b. A minimum of 2,085 square feet of the roof area, as shown on Exhibit A, shall be reserved for the installation of solar panels. The solar panels shall be installed prior to the issuance of a certificate of occupancy.

6. **Mechanical Equipment.** All mechanical equipment shall be fully screened from view of any abutting properties and the public right-of-way.

7. **Trash/Storage.** All trash collecting and storage areas shall be located on-site and not visible from the public right-of-way.

    a. Trash receptacles shall be enclosed and/or covered at all times.

    b. Trash/recycling containers shall be locked when not in use.

8. **River Implementation Overlay (LA-RIO).** Prior to the issuance of building permits, the applicant shall obtain approval of a LA-RIO Administrative Clearance from the Department of City Planning.

9. **Construction.** The project shall use power construction equipment with state-of-the-art noise shielding and muffling devices. On-site power generators shall either be plug-in electric or solar powered.

10. **Community Liaison.** During hours of occupancy, the project shall designate a community liaison responsible for responding to any concerns regarding amplified noise during operations. Signage shall be posted on the site with the phone number and contact information of the liaison. The phone shall be staffed by a live person.

11. **Outdoor Terraces.** Outdoor terraces shall be enclosed with a six- to eight-foot tall perimeter wall of transparent material and shall include landscaping (i.e., shrubbery or trees) to minimize noise levels at off-site locations to the maximum extent feasible.

12. **Bicycle Parking.** The project shall provide short-term bicycle parking storage to accommodate a minimum of 10 bicycle parking spaces within the public right-of-way, ground floor courtyard along 2nd Street, or valet/lobby area along Vignes Street. These spaces shall be in addition to the amount of Code-required bicycle parking provided through the automated parking system.

13. **Railroad Spurs.** Any area outside of an interior footprint shall restore and integrate the existing railroad spur along the western edge of the property into the outdoor courtyard.

14. **Above Grade Parking.** Garage lights shall not be seen from the street.

15. **Steel Framing.** The project shall maintain the steel framing structure along the building façade, as shown in the renderings stamp-dated May 19, 2017 and included in Exhibit “A”.

<u>Conditional Use for the Sale and Dispensing of Off-Site and On-Site Alcoholic Beverages</u>

16. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Zoning Administrator to impose additional corrective Conditions, if, in the Administrator's opinion, such Conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

17. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

18. Each individual venue shall be subject to an Approval of Plans determination pursuant to Section 12.24-M of the Los Angeles Municipal Code in order to implement and utilize the Conditional Use authorization granted herein as follows;

    a. The off-site and on-site sale and consumption of a full line of alcoholic beverages in connection with a food market/restaurant use;

    b. The on-site sale and consumption of beer and wine in connection with a café use;

    c. The on-site sale and consumption of a full line of alcoholic beverages in connection with a private club use;

d. Beer and wine sales may be provided in lieu of a full line of alcoholic beverages at any of the approved venues.

e. The purpose of the Approval of Plans determination is to review each proposed venue in greater detail and to tailor site-specific conditions of approval for each of the premises including but not limited to hours of operation, seating capacity, size, security, live entertainment, the length of a term grant and/or any requirement for a subsequent Approval of Plans application to evaluate compliance and effectiveness of the conditions of approval.

f. A public hearing for any Approval of Plans request may be waived at the discretion of the Chief Zoning Administrator.

19. Maximum cumulative square footage for all three (3) venues shall not exceed the following:

    a. For the three (3) venues with on-site sales – 80,933 square feet

    b. For the one (1) venue with off-site sales – 6,054 square feet.

20. Live entertainment shall be permitted at the private club use. As applicable, a café and entertainment permit shall be obtained from the Police Commission prior to the conduct of any live entertainment.

21. Notwithstanding Exhibit A, this grant recognizes that there may be changes resulting from identified tenants, which may result in larger or smaller venues than those identified in Exhibit A, different locations and/or in a reduced number of venues than those originally proposed. Such outcome is permitted provided that the other conditions noted herein, specifically those related to maximum square footage, maximum seating, maximum number of venues and maximum number of approved allocation of on-site and off-site sale venues are not exceeded.

22. Any future change in the tenant/operator of any of the individually approved venues conducting the sale of alcohol shall require the filing of an Approval of Plans to evaluate the applicability of existing conditions and review any potential changes in the mode and character of the development complex.

23. Prior to the utilization of this grant and the filing of an Approval of Plans for the first venue, the applicant shall prepare a security plan which shall be submitted to the Police Department's Central Area's Vice Section for review and approval. A copy of the security plan approved by the Police Department shall be included with the application materials submitted for an Approval of Plans. The security plan shall address security measures applicable to all the venues as well as any measures specific to the individual venue reviewed under each corresponding Approval of Plans.

24. Prior to the utilization of this grant, surveillance cameras shall be installed which cover all common areas of the venues, including all high-risk areas, entrances and exits to each tenant space, including cameras that provide a view of the street.

25. There shall be no use of the subject premises which involves Section 12.70 of the Los Angeles Municipal Code uses (Adult Entertainment).

26. All venue tenants shall be provided with a copy of these conditions which shall also be referenced in any lease or contract and which shall be maintained and posted on the premises and available upon request by any enforcement agency.

27. All employees shall also be made familiar with these conditions and any others which are identified specifically in the corresponding Approval of Plans determination. Additionally, a copy shall be provided to all employees who shall sign an acknowledgement form stating that they have read and understood all of the ABC and conditional use permit conditions. These conditions of approval shall be retained on the property at all times and shall be produced immediately upon the request of the Zoning Administrator, Police Department, or Department of Building and Safety.

28. The applicant, tenants and on-site managers shall comply with all applicable laws and conditions of this action and any corresponding Approval of Plans determination and shall properly manage the facility to discourage illegal and criminal activity on the subject property and any accessory parking area over which they exercise control.

29. The applicant shall maintain on the premises and present upon request to the Police or other enforcement agency, a copy of the Business Permit, Insurance Information, and valid emergency contact phone number for any Valet Service utilized and for any Security Company Service employed.

30. The applicant shall be responsible for maintaining the area adjacent to the premises over his/her control free of litter.

31. The applicant and tenants shall monitor the areas under their control to prevent loitering of persons around their venues.

32. The property owner/operator shall keep a log of complaints received, the date and time received, and the disposition of the response. This shall be available for inspection by the Department.

33. If at any time during the period of the grant, should documented evidence be submitted showing continued violation(s) of any condition(s) of the grant, resulting in a disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the Zoning Administrator will have the right to require the petitioner(s) to file for a plan approval application together with the associated fees, to hold a public hearing for review the petitioner's compliance with and the effectiveness of the conditions of the grant. The petitioner(s) shall submit a summary and supporting documentation of how compliance with each condition of the grant has been attained.

<u>Environmental Conditions – Project Design Features (PDF)</u>

34. **PDF-AES-1.** The ground floor plaza along 2nd Street shall include attractive landscaping. It shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

Enforcement Agency: Los Angeles Department of City Planning
Monitoring Agency: Los Angeles Department of City Planning
Monitoring Phase: Prior to occupancy; Post-occupancy
Monitoring Frequency: Once, at plan check; Ongoing during project operation

Action Indicating Compliance: Field inspection sign-off

35. **PDF-AES-2.** Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.

Enforcement Agency: Los Angeles Department of City Planning
Monitoring Agency: Los Angeles Department of City Planning
Monitoring Phase: Prior to occupancy; Post-occupancy
Monitoring Frequency: Ongoing, during project operation
Action Indicating Compliance: Field inspection sign-off

36. **PDF-AES-3.** During construction of the Project, the exterior of buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91.8104.15.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Ongoing, during construction
Action Indicating Compliance: Field inspection sign-off; Compliance certification report by Project contractor

37. **PDF-AES-4.** Outdoor lighting shall be designed to shine downward and installed with shielding and be directed onto the Project Site, so that the light source does not directly illuminate any adjacent properties or the above night skies.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Pre-construction; Construction
Action Indicating Compliance: Field inspection sign-off; Compliance certification report by Project contractor

38. **PDF-AES-5.** Automobiles parked within the stacked parking system would not be permitted to have headlights turned on thereby eliminating the potential for illumination on adjacent uses.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction; Post-occupancy
Monitoring Frequency: Ongoing, during project operation
Action Indicating Compliance: Field inspection sign-off; Compliance certification report by Project contractor

39. **PDF-AES-6.** The exterior of the proposed building shall be constructed of materials such as high-performance low reflectivity glass and pre-cast concrete or fabricated wall surfaces.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction
Monitoring Frequency: Once, at plan check; during project construction
Action Indicating Compliance: Approval of Building Permit; Written compliance certification prior to issuance of Certificate of Occupancy

40. **PDF-CULT-1.** The Project shall incorporate design features that include preservation or in-kind replacement of the Building's windows, board-formed reinforced concrete exterior, and decorative cornice and frieze, as well as restoration of the original loading bay openings and primary (south and east) elevations in compliance with the Secretary of the Interior's Standards for Rehabilitation. The Project's plan for restoration of the Building's exterior features shall be developed in conjunction with a qualified architectural historian, historic architect, or historic preservation professional who satisfies the Secretary of the Interior's Professional Qualifications Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61.

Enforcement Agency: Los Angeles Department of City Planning
Monitoring Agency: Los Angeles Department of City Planning; Office of Historic Resources; Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Once, at plan check; during project construction
Action Indicating Compliance: Compliance report by qualified archaeological monitor

41. **PDF-GHG-1.** The Project shall incorporate the following GHG reduction measures:

1. The use of materials and finishes that emit low quantities of volatile organic compounds, or VOCs;
2. The installation of modern heating, ventilation, and air conditioning (HVAC) systems that utilize ozone-friendly refrigerants;
3. High-efficiency Energy Star® appliances;
4. Drought-resistant landscaping, stormwater retention, and the incorporation of water conservation features (i.e., dual-flush toilets, low-flow faucets); and
5. The provision of bicycle parking.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: During project construction
Action Indicating Compliance: Field inspection sign-off

42. **PDF-HAZ-1.** If construction activities affect access to portions of the streets adjacent to the Project Site, the Project would implement traffic control measures, such as construction flagmen or installation of signage to maintain flow and access in the vicinity of the Project.

Enforcement Agency: Los Angeles Department of Transportation
Monitoring Agency: Los Angeles Department of Transportation
Monitoring Phase: Construction
Monitoring Frequency: During project construction, if needed

Action Indicating Compliance: Compliance certification report submitted by Project contractor

43. **PDF-HAZ-2.** The Project would develop a Construction Traffic Management Plan, in accordance with City Requirements, during Project construction, which would include the designation of a haul route, to ensure that emergency access is maintained during construction.

Enforcement Agency: Los Angeles Department of Transportation
Monitoring Agency: Los Angeles Department of Transportation
Monitoring Phase: Pre-construction; Construction
Monitoring Frequency: Once, at plan check; during project construction
Action Indicating Compliance: Approval of Construction Traffic Management Plan from the Los Angeles Department of Transportation prior to issuance of Building Permit (Pre-construction); compliance certification report submitted by Project contractor (Construction)

44. **PDF-HYDRO-1.** The Project shall install a dry infiltration well system that would be designed in accordance with City of Los Angeles Guidelines to pretreat and infiltrate storm runoff before entering the storm drain system.

Enforcement Agency: Los Angeles Regional Water Quality Control Board; Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Once, at plan check; once, during project construction
Action Indicating Compliance: Field inspection sign-off; Compliance certification report by project contractor and owner

45. **PDF-HAZ-2.** The Project would develop a Construction Traffic Management Plan, in accordance with City Requirements, during Project construction, which would include the designation of a haul route, to ensure that emergency access is maintained during construction.

Enforcement Agency: Los Angeles Department of Transportation
Monitoring Agency: Los Angeles Department of Transportation
Monitoring Phase: Pre-construction; Construction
Monitoring Frequency: Once, at plan check; during project construction
Action Indicating Compliance: Approval of Construction Traffic Management Plan from the Los Angeles Department of Transportation prior to issuance of Building Permit (Pre-construction); compliance certification report submitted by Project contractor (Construction)

46. **PDF-LU-1.** Of the total parking provided, five percent of spaces would be dedicated for electric vehicles and provide charging stations. In addition, twenty percent of spaces would be pre-wired for the future installation of electric charging stations.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction

Monitoring Frequency: Once, during project construction; during project operation, if needed at some future time
Action Indicating Compliance: Field inspection sign-off within compliance report

47. **PDF-NOISE-1.** The Applicant shall designate a construction relations officer to serve as a liaison with surrounding residents and property owners who is responsible for responding to any concerns regarding construction noise and vibration. The liaison's telephone number(s) shall be prominently displayed at the Project Site. Signs shall also be posted at the Project Site that includes permitted construction days and hours.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Ongoing during project construction
Action Indicating Compliance: Field inspection sign-off within compliance report

48. **PDF-NOISE-2.** All mechanical equipment used would be designed with appropriate noise control devices, such as sound attenuators, acoustics louvers, or sound screen/parapet walls to comply with noise limitation requirements provided in Section 112.02 of the LAMC.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Pre-construction; ongoing during project construction
Action Indicating Compliance: Field inspection sign-off within compliance report

49. **PDF-NOISE-3.** The proposed facility shall incorporate noise-attenuating features (physical as well as operational) designed by a licensed acoustical sound engineer to minimize operational sounds beyond the property line. Measure shall include, but are not limited to, the use of wall and floor-ceiling assemblies separating commercial tenant spaces and public places that shall have a Sound Transmission Class (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Pre-construction; ongoing during project construction
Action Indicating Compliance: Field inspection sign-off within compliance report

50. **PDF-NOISE-4.** During construction, the contractor shall install and maintain at least two continuously operational automated vibrational monitors on the on-site historic building. The monitors must be capable of being programmed with two predetermined vibratory velocities levels: a first-level alarm equivalent to a level of 0.45 inches per second at the face of the building and a

regulatory alarm level equivalent to a level of 0.5 inches per second at the face of the building. The monitoring system must produce real-time specific alarms (via text message and/or email to on-site personnel) when velocities exceed either of the predetermined levels. In the event of a first-level alarm, feasible steps to reduce vibratory levels shall be undertaken, including but not limited to halting/staggering concurrent activities and utilizing lower-vibratory techniques. In the event of an exceedance of the regulatory level, work in the vicinity shall be halted and the on-site historic building visually inspected for damage. Results of the inspection must be logged. 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.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Ongoing during project construction
Action Indicating Compliance: Field inspection sign-off within compliance report

51. **PDF-PS-1.** The Project would incorporate a security program to ensure the safety of employees and site visitors. The design considers guidelines per the "Design out Crime Guidelines: Crime Prevention Through Environmental Design" published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213) 485-3134. This measure would be approved by the LAPD prior to issuance of building permits.

Enforcement Agency: Los Angeles Police Department
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Pre-construction; Post-occupancy
Monitoring Frequency: Once, at plan check; during project construction; during project operation, on an as needed basis
Action Indicating Compliance: Written approval by the Los Angeles Police Department prior to issuance of building permits

52. **PDF-PS-2.** Private security personnel would monitor vehicle and pedestrian access to the construction areas and patrol the Project Site.

Enforcement Agency: Los Angeles Department of City Planning
Monitoring Agency: Los Angeles Department of City Planning
Monitoring Phase: Post-occupancy
Monitoring Frequency: Ongoing during project construction
Action Indicating Compliance: Compliance certification report by Project contractor

53. **PDF-PS-3.** Construction fencing with gated and locked entry would be installed around the perimeter of the construction site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction
Monitoring Frequency: Ongoing during project construction
Action Indicating Compliance: Compliance certification report by Project contractor; Field inspection sign-off

54. **PDF-PS-4.** Security measures would include controlled access to the private membership club and retail areas to assist in crime prevention efforts and to reduce the demand for police protection services.

Enforcement Agency: Los Angeles Department of City Planning
Monitoring Agency: Los Angeles Department of City Planning
Monitoring Phase: Post-occupancy
Monitoring Frequency: Ongoing during project construction
Action Indicating Compliance: Compliance certification report by Project contractor

55. **PDF-PS-5.** The Project Site would be well-illuminated by security lighting in entryways, public areas, and parking facilities.

Enforcement Agency: Los Angeles Department of City Planning
Monitoring Agency: Los Angeles Department of City Planning
Monitoring Phase: Construction; Post-occupancy
Monitoring Frequency: Ongoing during project operation
Action Indicating Compliance: Compliance certification report by Project contractor

56. **PDF-PS-6.** Security would also include the provision of a 24-hour video surveillance system at key locations and security staff stationed within the lobby of the private membership club.

Enforcement Agency: Los Angeles Department of City Planning
Monitoring Agency: Los Angeles Department of City Planning
Monitoring Phase: Post-occupancy
Monitoring Frequency: Ongoing during project operation
Action Indicating Compliance: Compliance certification report by Project contractor

57. **PDF-PS-7.** Valet staff would also be present to assist in parking vehicles and to monitor site activity, and vehicles would be parked within a controlled-access area not open to the public, visitors, or guests.

Enforcement Agency: Los Angeles Department of City Planning
Monitoring Agency: Los Angeles Department of City Planning
Monitoring Phase: Post-occupancy
Monitoring Frequency: Ongoing during project operation
Action Indicating Compliance: Compliance certification report by Project contractor

58. **PDF-PS-8.** The Project proposes to provide closed-circuit television camera security systems, onsite security guards posted at the proposed alcohol uses, an alarm system installed as needed, pedestrian appropriate illumination at entryways, alleys, etc., and controlled access into and out of the parking garage.

Enforcement Agency: Los Angeles Department of City Planning
Monitoring Agency: Los Angeles Department of City Planning
Monitoring Phase: Post-occupancy
Monitoring Frequency: Ongoing during project operation
Action Indicating Compliance: Compliance certification report by Project contractor

59. **PDF-PS-9.** All alcohol sales employees will receive STAR training in responsible alcohol sales; age verification devices and prompts will be part of the Point of Sale system to assist cashiers in prevention of sales to minors.

Enforcement Agency: Los Angeles Department of City Planning
Monitoring Agency: Los Angeles Department of City Planning
Monitoring Phase: Post-occupancy
Monitoring Frequency: Ongoing during project operation
Action Indicating Compliance: Compliance certification report by Project contractor

60. **PDF-PS-10.** Potential effects on adjacent accessibility would be reduced with flagging and traffic control personnel.

Enforcement Agency: Los Angeles Department of City Planning
Monitoring Agency: Los Angeles Department of City Planning
Monitoring Phase: Post-occupancy
Monitoring Frequency: During project construction, as needed
Action Indicating Compliance: Compliance certification report by Project contractor

61. **PDF-TRAF-1.** The Applicant shall prepare a detailed Construction Traffic Management Plan that shall include, but not be limited to, the following elements, as appropriate:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including estimated duration of construction and daily hours of construction.
- Prohibition of construction worker or equipment parking on adjacent streets.
- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to Vignes Street and E. 2nd Street to ensure traffic safety on public rights of way. These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety at the Project Site's Vignes Street and E. 2nd Street driveways.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men).
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets.
- Containment of construction activity within the Project Site boundaries.

- Prohibition on construction-related vehicles/equipment parking on surrounding public streets.
- Safety precautions for pedestrians through such measures as alternate routing and protection barriers shall be implemented.
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours.
- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

Enforcement Agency: Los Angeles Department of Transportation
Monitoring Agency: Los Angeles Department of Transportation
Monitoring Phase: Pre-construction; Construction
Monitoring Frequency: Ongoing during project construction
Action Indicating Compliance: Approval of Construction Traffic Management Plan from the Los Angeles Department of Transportation prior to issuance of Building Permit (Pre-construction); compliance certification report submitted by Project contractor (Construction)

62. **PDF-USS-1.** Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the Project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Pre-construction
Monitoring Frequency: Once, at plan check
Action Indicating Compliance: Copy of receipt or contract prior to issuance of demolition or construction permit

63. **PDF-USS-2.** All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non-recyclable materials/wastes

shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Ongoing during project construction
Action Indicating Compliance: Field inspection sign-off

64. **PDF-USS-3.** To facilitate onsite separation and recycling of demolition and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Ongoing during project construction
Action Indicating Compliance: Field inspection sign-off

65. **PDF-USS-4.** Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program.

Enforcement Agency: Los Angeles Department of City Planning
Monitoring Agency: Los Angeles Department of City Planning
Monitoring Phase: Post-occupancy
Monitoring Frequency: Ongoing during project operation
Action Indicating Compliance: Compliance certification report by Project contractor

<u>Environmental Conditions – Mitigation Measures (MM)</u>

66. **MM-AES-1.** Exterior screening shall be installed to minimize the spill light from luminaires within open structure buildings from reaching beyond the Project Site. The screening shall also be installed so as to minimize the views and potential glare of headlights of motor vehicles within the garage from beyond the Project Site boundary. Screening measures may include, but are not limited to, shielding attached to the luminaire, building, or site structures.

Enforcement Agency: Los Angeles Department of Building and Safety and Los Angeles Department of City Planning
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Pre-construction
Monitoring Frequency: Once, at plan check; Once, at field inspection prior to Certificate of Occupancy
Action Indicating Compliance: Approval of Lighting Plans prior to issuance of applicable building permit (Pre-construction)

67. **MM-AIR-1.** The project shall limit daily application of architectural coatings applied on-site to 170 gallons per day with an average of 50 grams VOC per liter of coating, less water and less exempt compounds, or equivalent usage resulting in similar or less VOC emissions. For example, stains, specialty primers, and industrial maintenance coatings allowed by Rule 1113 that contain VOCs at a level of 100 grams per liter of coating, less water and less exempt compounds would be limited to 85 gallons per day on site. Compliance with this measure would result in approximately 71 pounds of VOC emissions per day, which would be less than the threshold of 75 pounds per day.

Enforcement Agency: Los Angeles Department of Building and Safety; SCAQMD
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Periodic field inspections during construction
Action Indicating Compliance: Field inspection sign-off

68. **MM-BIO-1a.** Any construction activities that occur during the nesting season (February 15 to August 31) shall require that all suitable habitat (i.e., street trees and shrubs) be surveyed for the presence of nesting birds by a qualified biologist, retained by the Applicant as approved by the City of Los Angeles Building and Safety, before commencement of clearing and prior to grading permit issuance. The survey shall be conducted within 72 hours prior to the start of construction. A copy of the pre-construction survey shall be submitted to the City of Los Angeles Building and Safety.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Once, prior to issuance of building permit; or, if vegetation removal, building demolition or grading is initiated during the nesting season, as determined by a qualified biologist
Action Indicating Compliance: If vegetation removal, building demolition, or grading is initiated during the nesting season, submittal of a survey report by a qualified biologist.

69. **MM-BIO-1b.** If the required pre-construction survey detects any active nests, an appropriate buffer as determined by the biological monitor, shall be delineated, flagged, and avoided until the qualified biological monitor has verified that the young have fledged or the nest has otherwise become inactive.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Once, prior to issuance of building permit; or, if vegetation removal, building demolition or grading is initiated during the nesting season, as determined by a qualified biologist
Action Indicating Compliance: If vegetation removal, building demolition, or grading is initiated during the nesting season, submittal of a survey report by a qualified biologist.

70. **MM-CULT-1.** Prior to Project initiation, a recordation document prepared in accordance with Historic American Buildings Survey (HABS) Level III requirements shall be completed for the existing Building. The recordation document shall be prepared by a qualified architectural historian or historic preservation professional who satisfies the Secretary of the Interior's Professional Qualification Standards for Architectural History pursuant to 36 CFR 61. This document shall include a historical narrative on the architectural and historical importance of the Building, the Building's construction history, history of occupancy and use, association with the potential Los Angeles Industrial Historic District, and record the existing appearance of the Building in professional large format photographs. The Building's exteriors, representative interior spaces, character-defining features, as well as the property setting and contextual views shall be documented. All documentation components shall be completed in accordance with the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation (HABS standards). Copies of the completed report shall be distributed to the South Central Coastal Information Center at the California State University, Fullerton, City of Los Angeles Office of Historic Resources, and the City of Los Angeles Public Library Special Collections (Central Library).

Enforcement Agency: Los Angeles Department of City Planning, Office of Historic Resources
Monitoring Agency: Los Angeles Department of City Planning, Office of Historic Resources; Los Angeles Department of Building and Safety
Monitoring Phase: Pre-construction
Monitoring Frequency: Prior to issuance of building permit
Action Indicating Compliance: Compliance report by qualified archaeological monitor

71. **MM-CULT-2.** The Applicant shall retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards to oversee an archaeological monitor who shall be present during construction excavations such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (younger alluvium vs. older alluvium), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined adequate by the archaeological monitor.

Enforcement Agency: Los Angeles Department of City Planning
Monitoring Agency: Los Angeles Department of City Planning; Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Ongoing during construction, per recommendation of archaeologist
Action Indicating Compliance: Compliance report by qualified archaeological monitor

72. **MM-CULT-3.** In the event that archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. An appropriate buffer area shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by Project construction activities shall be evaluated by a qualified archaeologist. The Applicant shall coordinate with the archaeologist and the City to develop an appropriate treatment plan for the resources if they are determined to be potentially eligible for the California Register of Historical Resources or potentially qualify as unique archaeological resources as defined in §15064.5(a) and §21083.2(g) of the Public Resources Code, respectively. If the archaeological resources are prehistoric or Native American in origin, the Applicant shall consult with a representative from the Gabrielino Tribe(s) to determine whether the resource qualifies as a tribal cultural resource pursuant to §21074(a) of the Public Resources Code and to determine appropriate treatment. If preservation in place or avoidance is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis of the artifacts. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.

Enforcement Agency: Los Angeles Department of City Planning, Office of Historic Resources
Monitoring Agency: Los Angeles Department of City Planning, Office of Historic Resources; Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: At the time of resource discovery, should it occur
Action Indicating Compliance: If archaeological resources are unearthed, submittal of compliance certification report and treatment plan by a qualified archaeological monitor

73. **MM-CULT-4.** The archaeological monitor shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources. The report and the Site Forms shall be submitted by the Applicant to the City of Los Angeles, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.

Enforcement Agency: Los Angeles Department of City Planning
Monitoring Agency: Los Angeles Department of City Planning
Monitoring Phase: Post-construction
Monitoring Frequency: Once upon completion of excavation

Action Indicating Compliance: Compliance report by qualified archaeological monitor

74. **MM-CULT-5.** If human remains are encountered unexpectedly during implementation of the project, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD may, with the permission of the land owner, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the land owner to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this mitigation measure, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.

Whenever the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the descendants and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.

Enforcement Agency: Los Angeles Department of City Planning; Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: At the time of discovery, should it occur
Action Indicating Compliance: If human remains are encountered unexpectedly, submittal of written evidence to the Los Angeles Department of City Planning of compliance with State Health and Safety Code Section 7050.0 and Public Resources Code Section 5097.98

75. **MM-GEO-1.** All recommendations included in the Geotechnical Report prepared for the Project (provided in Appendix D of this MND) shall be followed. In regards

to the foundation design, the existing foundations will need to be enlarged or strengthened as a result of the proposed addition and renovation. Where the existing footings will need to be enlarged, the new footings shall be designed to match the depth of the existing footings and shall bear into the underlying dense native soils. The proposed foundation plan shall be reviewed and approved by the geotechnical engineer and be in compliance with the City's Building Code. In regards to the slabs on grade, the concrete floor slabs should be a minimum of 5 inches in thickness. They should be cast over undisturbed natural geologic materials or property controlled fill materials. Any materials loosened or over-excavated should be wasted from the site or properly compacted to 95 percent of the maximum dry density.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Post-construction; construction
Monitoring Frequency: Ongoing during construction
Action Indicating Compliance: Issuance of grading permits; Field inspection sign-off; Geotechnical Engineers site visit reports as needed

76. **MM-NOISE-1.** Noise-generating equipment operated at the Project Site shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Ongoing during construction
Action Indicating Compliance: Field inspection sign-off within compliance report

77. **MM-NOISE-2.** Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Ongoing during demolition and construction
Action Indicating Compliance: Field inspection sign-off within compliance report; compliance certification report submitted by Project contractor

78. **MM-NOISE-3.** Temporary noise barriers (e.g., sound blankets) shall be used to block the line-of-site between construction equipment and noise-sensitive receptors (residences) during Project construction. Noise barriers shall be a minimum of 20-feet tall along the west, and 10-feet tall along the south and east boundaries, which are adjacent to residential uses.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction
Monitoring Frequency: Ongoing during construction
Action Indicating Compliance: Field inspection sign-off within compliance report

79. **MM-NOISE-4.** Amplified music from speakers located in the outdoor seating area at the southwest corner of the project may not exceed 75 dBA during the daytime or 63 dBA during the nighttime as measured at the southwestern property line adjacent to the Garey Building. Measurements shall be taken using a calibrated handheld or in-place noise monitor that meets the American National Standard Institute (ANSI) S1.4 specification for sound level meters or equivalent. Sound system or speaker volume settings should be tested prior to the installation of permanent speakers or prior to the beginning of an event for temporary speakers. The maximum allowed sound system or speaker volume settings, based on the results of the measurements, shall be labeled on the settings controls and on-site personnel shall be required to comply with the maximum allowed volume settings. Speakers shall not be directed towards the Garey Building and shall be directed towards the interior of the Project Site.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Ongoing during operation
Action Indicating Compliance: None – ongoing operational compliance required

80. **MM-NOISE-5.** Heavy equipment shall not be used within 60 feet of the neighboring residential structures. Heavy equipment is defined as equipment with an engine size of 600 horsepower or greater and includes large dozers, large excavators, and large loaders).

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Ongoing during construction
Action Indicating Compliance: Field inspection sign-off within compliance report

81. **MM-NOISE-6.** High vibratory construction equipment, such as use of a pile driver, shall not be used.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Ongoing during construction
Action Indicating Compliance: Field inspection sign-off within compliance report

82. **MM-PS-1.** 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.

Enforcement Agency: Los Angeles Department of Building and Safety; Los Angeles Unified School District
Monitoring Agency: Los Angeles Department of Building and Safety; Los Angeles Unified School District
Monitoring Phase: Pre-construction
Monitoring Frequency: Once, at plan check
Action Indicating Compliance: Receipt of payment from Los Angeles Unified School District

Administrative Conditions

83. **Approvals, Verification and Submittals**. Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file

84. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.

85. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

86. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.

87. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

88. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

89. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

90. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

91. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all

decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions include actions, as defined herein, alleging failure to comply with <u>any</u> federal, state or local law.

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

<u>CONDITIONS IDENTIFIED FOR CONSIDERATION BY THE STATE DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL RELATIVE TO THE SALE AND DISTRIBUTION OF ALCOHOLIC BEVERAGES</u>

In approving the instant grant, the City Planning Commission has not imposed Conditions specific to the sale or distribution of alcoholic beverages, even if such Conditions have been volunteered or negotiated by the applicant, in that the City Planning Commission has no direct authority to regulate or enforce Conditions assigned to alcohol sales or distribution. The City Planning Commission has identified a set of Conditions related to alcohol sales and distribution for further consideration by the State of California Department of Alcoholic Beverage Control (ABC). In identifying these conditions, the City Planning Commission acknowledges the ABC as the responsible agency for establishing and enforcing Conditions specific to alcohol sales and distribution. The Conditions identified below are based on testimony and/or other evidence established in the administrative record, and provide the ABC an opportunity to address the specific conduct of alcohol sales and distribution in association with the Conditional Use granted herein by the City Planning Commission.

- There shall be no exterior window signs of any kind or type promoting alcoholic products.
- The alcoholic beverage license for the restaurants shall not be exchanged for "public premises" license unless approved through a new conditional use authorization. "Public Premises" is defined as a premise maintained and operated for sale or service of alcoholic beverages to the public for consumption on the premises, and in which food is not sold to the public as a bona fide eating place.
- There shall be no advertising of any alcoholic beverages visible from the exterior of the premises from the food and beverage areas within the museum, promoting or indicating the availability of alcoholic beverages.
- Alcohol sales and dispensing for on-site consumption shall only be served by employees.
- The venue operator, owner and the venue personnel shall at all times maintain a policy of not serving to obviously intoxicated patrons and shall take preventative measures to help avert intoxication-related problems.
- No person under the age of 21 years shall sell or deliver alcoholic beverages.
- There shall not be a requirement to purchase a minimum number of drinks.
- There shall be no portable self-service bar(s) at either location. A wait person or bartender shall conduct all alcoholic beverage service, which may be from a portable bar.
- No sale of alcohol shall be permitted at any self-service, automated check-out station (checkout conducted primarily by the customer, with assistance by a store monitor) if such

are available on the site. All sales of alcohol shall be conducted at a full-service checkout station directly attended by a cashier/checkout clerk specifically assigned solely to that station.

FINDINGS

General Plan/Charter Findings

1. General Plan Land Use Designation.

The project site is located within the Central City North Community Plan, which was last updated by the City Council on December 15, 2000. The subject property is an irregularly-shaped site, which is comprised of two parcels consisting of approximately 29,593 square feet of net lot area. The Community Plan designates the site with a land use designation of Commercial Manufacturing, with the following corresponding zones: CM and P. The site is presently zoned CM-1-RIO and is thus consistent with the land use designation.

As proposed, the amendment would re-designate the project site from Commercial Manufacturing to Regional Commercial, which lists the following corresponding zones: CR, C1.5, C2, C4, RAS3, RAS4, R3, R4, and R5. The requested zone and height district change to (T)(Q)C2-2-RIO for the project site would be consistent with the adoption of the recommended plan amendment and would be in substantial conformance with the purpose, intent, and provisions of the General Plan as it is reflected within the Central City North Community Plan.

2. General Plan Text. The development of the project represents the opportunity to achieve the overarching goals of the Central City North Community Plan, which include improving the function, design, and economic vitality of the commercial corridors and uses a development opportunity site for needed job producing uses that will improve the economic and physical condition of the Central City North area. The proposed development furthers the following Community Plan goals, objectives and policies:

Goal 2: A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district.

Objective 2-1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.

Policy 2-1.2: Protect commercially planned/zoned areas from encroachment by residential only development.

Policy 2-1.4: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

Objective 2-2: To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.

Policy 2-2.2: New development needs to add to and enhance the existing pedestrian street activity.

Objective 2-4: To enhance the appearance of commercial districts.

Policy 2-4.1: Require that any proposed development be designed to enhance and be compatible with adjacent development.

Policy 2-4.2: Preserve community character, scale, and architectural diversity.

Policy 2-4.4: Landscaped corridors should be created and enhanced through the planting of street trees.

The project maintains and improves the existing building while maximizing the efficient use of the site by bringing a mix of commercial spaces open to the public and a private club. By repurposing the existing building and abandoned rail spur with additional space, the project will bring commercial activity to an area that has seen a large influx of residential developments. The proposed commercial areas open to the public include retail, a restaurant with market, and a coffee shop will support the needs of local residents and strengthen the economic vitality of the area. The project is designed to maximize the ground floor of the building with the aforementioned commercial uses as well as a ground floor courtyard and improved streetscape adding to and enhancing the pedestrian experience of the neighborhood. The private club on the upper levels of the building will bring visitors to the area that will frequent surrounding businesses. The entrance to the automated parking lot is accessed through an interior driveway creating an openness of the frontage along Vignes Street and allowing for street trees to be planted along the sidewalk. Though the project seeks a zone change and height district in order to achieve a floor are ratio of 3.47, the uses proposed are consistent with the policies to reinforce commercial development, grow the economic base, and improve aesthetics.

The project has been designed with high quality architectural elements and will maintain and improve the facade with modern designs to create a distinctive commercial building that will enhance the architectural diversity of this burgeoning commercial area. The project is compatible with the adjacent building to the west, a five-story mixed-use residential and commercial development and will enhance that development by creating a building of similar size with commercial amenities to go along with the new residences.

Goal 5: A community with sufficient open space in balance with development.

Objective 5-1: To preserve existing open space resources and where possible develop new open space.

The project provides for approximately 15,703 square feet of open space when currently the site provides for none. Sixty-five percent of the total open space will be landscaped and approximately 7,336 square feet will be open to the public. The retail pedestrian entry will be comprised of an open courtyard along 2nd Street, which has been designed to act as an extension of the right-of-way and will be amenity to the area.

Policy 2-4.4: Encourage bicycle storage at new and existing non-residential developments and public places.

The project includes 40 bicycle spaces, when 34 are required. Of the provided bicycle parking, 20 are long term and 20 are short-term spaces. This, combined with the proximity to public transit options, will limit create a bicycle and pedestrian-friendly commercial environment.

3. Framework Element. The Framework Element for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following goals, objectives, and policies relevant to the instant request:

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

The project site is located 0.3 miles from the existing Little Tokyo/Arts District station of the Metro Gold Line and 0.6 miles from Union Station, in an area served by public transit options. Therefore, the project is located in an area suitable for commercial development at a higher scale. Further, the project is designed to place an emphasis on the quality of the public realm including the experience of pedestrians by improving the ground floor experience of the site and providing areas open to the public. The project will also promote a pedestrian-friendly environment with active commercial uses of a restaurant and market, coffee shop and retail at street level as well as the proposed courtyard open space area. The commercial spaces and open space available to the public are designed to ensure that ground floor commercial uses will benefit from additional connectivity between the project and the neighboring areas and that neighborhood-serving retail will bring convenience to project residents and the community. The character of the area includes mixed-use projects, commercial and retail uses and converted industrial spaces. Therefore, the project's intensity and height will be compatible with the existing development and will not create negative impacts to the adjacent commercial or residential areas. The Project

includes bicycle parking (both long and short term), consistent with the LAMC and California Green Building Code. As such, the project enables a more self-sufficient, pedestrian-oriented lifestyle that will reduce unnecessary vehicle trips in the vicinity and thereby enhance the general welfare. Therefore, the project encourages growth and increased land use intensity in a rapidly growing neighborhood and is near transit nodes, to create a pedestrian-oriented environment while promoting an enhanced urban experience and provide for places of employment.

Goal 7B: A City with land appropriately and sufficiently designed to sustain a robust commercial and industrial base.

Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.

Goal 7D: A City able to attract and maintain new land uses and businesses.

Objective 7.6: Maintain a viable retail base in the city to address changing resident and business shopping needs.

The project proposes the construction of approximately 20,521 square feet of public retail, 985 square feet of private retail, and 8,463 square feet of restaurant and café uses. Further, the project proposes a gym/spa, artist studios, photo studios, office, and event space, among other uses. This balance of uses is designed to meet the needs of local residents, attract visitors, and sustain the economic growth of the area. Specifically, the project advances the above objectives by concentrating commercial uses in an existing transit and commercial corridor in an area that has recently added a large supply of residential units that would be served by increased job opportunities, retail, and amenities. The variety of commercial uses of the project will create job opportunities for local residents. The members of the private club will also take advantage of neighboring commercial spaces, providing more business opportunities for existing businesses in the area.

4. The Mobility Element. The Mobility Element (Mobility Plan 2035) of the General Plan is not likely to be affected by the recommended action herein. 2nd Street and Vignes Street are Collector Streets in the Mobility Element of the General Plan, each dedicated to a half right-of-way width of 30 feet and improved with asphalt, roadway, concrete curb, gutters, and a sidewalk. The alley adjoining the subject property to the north is dedicated to a width of 20 feet and improved with pavement. The project will be required to provide a three-foot dedication of land where there are no existing structures to complete the right-of-way along its entire frontage with 2nd Street. Additionally, conditions to improve 2nd Street and the adjoining alley have been included in this approval. The project is also required to comply with all requirements of the Bureau of Engineering, Department of Urban Forestry, and the Bureau of Street Lighting in matters concerning the public right-of-way.

Furthermore, the project meets the following goals and objectives of Mobility Plan 2035:

Policy 2.3: Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Policy 2.10: Facilitate the provision of adequate on and off-street loading areas.

The project's design, including ground floor treatment will encourage pedestrian activity within a highly active commercial district through pedestrian-friendly design. Furthermore, the project is required to improve the portion of 2nd Street being dedicated to add additional concrete sidewalk to complete a full-width concrete sidewalk with tree wells.

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

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

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

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

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

The project's proximity to the existing Little Tokyo/Arts District Station of the Metro Gold Line, Union Station, and other transit connections will reduce vehicular trips to and from the project, vehicle miles traveled, and improve air pollution; and its ground floor treatment will encourage pedestrian activity within a highly active commercial district through pedestrian-friendly design.

In addition, the project will provide Code required bicycle parking supporting "first-mile, last-mile solutions", enabling workers, visitors, and patrons of the commercial uses improved access to the project.

Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

As conditioned, a minimum of twenty percent of the parking spaces will be installed with electronic vehicle-ready conduits.

Lastly, the Department of Transportation submitted a Traffic Impact Assessment of the proposed project dated June 2, 2016 that determined the impact of the trips generated from the project will be less than significant.

5. **The Sewerage Facilities Element** of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the proposed project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

6. **Charter Finding – City Charter Finding 555.** The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic or physical identity.

   The project site is located within the Arts District, a neighborhood originally planned and zoned for industrial uses that is rapidly transforming to include new residential, commercial, and mixed-use developments and converted industrial space. The project will adaptively reuse the existing CCBA Building on the site and construct up to a seven-story addition for a new mixed-use commercial development containing public commercial uses and a private membership club intended to operate as a collaborative work and social space for artists and the creative community. The proposed building will be seven stories and approximately 131 feet in height; it will contain 102,679 square feet of floor area at a FAR of 3.47 to 1.

   While the proposed development would be taller and greater in mass than the immediately surrounding buildings, the project would be similar in size, scope and scale to recently completed and proposed projects in the general surrounding vicinity and the Arts District as a whole, providing a significant physical identity with other structures in the immediate area as described below. Other buildings that fit the same context include the five-story mixed-use building abutting the project site to the west with a permitted FAR of 3.5 to 1 (the Garey Building), the 4.5-story residential development at Alameda and 2nd Street known as the Savoy with a permitted FAR of 2.32 to 1, and the six-story One Santa Fe mixed-use development approximately 440 feet east of the project site with a permitted FAR of 3 to 1. Moreover, the proposed plan amendment to Regional Commercial and zone change to (T)(Q)C2-2-RIO would make the project site consistent with the neighboring Garey Building site, which is planned for Regional Commercial and zoned (T)(Q)C2-2D-RIO. As such, the project would maintain the existing physical identity of the surrounding area.

   The focus on the proposed private membership club to provide a social and work space for artists aligns with the longstanding identity of the Arts District as a place for artists and creative types to live, work, and congregate. As such, the project would maintain the existing social identity of the surrounding area.

   The project proposes to provide 27,125 square feet of commercial space open to the public and 73,020 square feet of floor area for the private membership club. The increased commercial activity in the area will allow for more employment opportunities, incentivize local spending and activity, stimulate economic growth, create a pedestrian-friendly shopping area and community, and increase convenience for local residents and workers of the neighborhood. The revitalized site will attract the interest of residents, potential investors, and businesses as the area continues to revitalize. As such, the project will contribute to and strengthen the economic identity of the surrounding area.

7. **Charter Finding – City Charter Finding 556.** When approving any matter listed in Section 558, the City Planning Commission and the Council shall make findings showing that the action is in substantial conformance with the purposes, intent and provisions of the General Plan. If the Council does not adopt the City Planning Commission's findings and recommendations, the Council shall make its own findings.

   The project site is located within the Central City North Community Plan, which is one of 35 community plans comprising the Land Use Element of the General Plan. The Community Plan designates the project site with the Commercial Manufacturing land use designation, which lists the following corresponding zones: CM and P. The site is presently zoned CM-1-RIO and is thus consistent with the land use designation.

As proposed, the amendment would re-designate the project site from Commercial Manufacturing to Regional Commercial, which lists the following corresponding zones: CR, C1.5, C2, C4, RAS3, RAS4, R3, R4, and R5. The requested zone and height district change to (T)(Q)C2-2-RIO for the project site would be consistent with the adoption of the recommended plan amendment. The development of the project represents an opportunity to achieve the overarching goals of the Central City North Community Plan, which include improving the function, design, and economic vitality of the commercial corridors and uses a development opportunity site for needed job-producing uses that will improve the economic and physical condition of the surrounding area. As such, the proposed amendment would be in substantial conformance with the purpose, intent, and provisions of the General Plan to strengthen the commercial and economic base of the Community Plan area.

8. Charter Finding – City Charter Finding 558. The proposed Amendment to the Central City North Community Plan will be in conformance with public necessity, convenience, general welfare and good zoning practice.

The proposed amendment to the Central City North Community Plan would re-designate the project site from Commercial Manufacturing to Regional Commercial. The amendment, in conjunction with the requested zone change and height district change to (T)(Q)C2-2-RIO, would allow for the change of use and addition to an existing warehouse building into a seven-story, approximately 102,679 square-foot, commercial development with an FAR of 3.47 to 1.

Public necessity, convenience and general welfare will be better served by adopting the proposed General Plan Amendment and corresponding Zone and Height District Changes, as they would allow the project to provide additional commercial floor area appropriate for the site's location in an area that is vastly transforming with the development of new residential, commercial, and hybrid industrial land uses. Further, the increased floor area allows the project to better serve the needs of the community by conveniently offering a variety of uses in close proximity to transit. The project includes a private club and is open to the public on its ground and second floors, offering retail, a restaurant, and a coffee shop, to activate the sidewalks and capture foot traffic from the nearby Metro Gold Line and offices. The increased commercial activity in the area will allow more employment opportunities, incentivize local spending and activity, stimulate economic growth, create a pedestrian-friendly shopping area and community, and increase convenience for local residents and workers of the neighborhood. The revitalized site will attract the interest of residents, potential investors, and businesses as the area continues to revitalize. The additional floor area is also in furtherance of good zoning practice because it will be a better use of the site and will turn it into a focal point for community activity and interaction, improve the general welfare of the community and the City, and improve design of the existing building while bringing a suite of modern amenities and features.

The project is in conformity with public necessity, convenience, general welfare and good zoning practice because it includes substantial infrastructure improvements and public and common open space. For example, the project will invest in the public realm by including new pedestrian amenities, improved streetscapes, and public open space. The project would convert the existing warehouse building and former railroad spur, into an additional five stories above ground and a basement level, while providing adequate parking spaces to serve the proposed uses. Further, the project includes a courtyard open to the public at street level and will include a number of trees on site. These investments in the ground floor experience will promote pedestrian and bicycle linkages between the project, the regional transit system, and the greater community.

In addition to this, the proposed general plan amendment, zone change, and height district change are considered good zoning practice as the site located directly to the west is currently designated Regional Commercial and zoned (T)(Q)C2-2D-RIO. Thus, the requests herein would create consistency within the surrounding area.

Entitlement Findings

9. Zone Change, Height District Change, and "T" and "Q" Classification Findings.

Pursuant to Section 12.32-C of the Municipal Code, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.

The requested zone change and height district change to (T)(Q)C2-2-RIO would allow for the change of use and addition to an existing warehouse building into a seven-story, approximately 102,679 square-foot, commercial development with an FAR of 3.47 to 1.

Public necessity, convenience and general welfare will be better served by adopting the proposed General Plan Amendment to Regional Commercial and corresponding Zone and Height District Changes, as they would allow the project to provide additional commercial floor area appropriate for the site's location in an area that is vastly transforming with the development of new residential, commercial, and hybrid industrial land uses. Further, the increased floor area allows the project to better serve the needs of the community by conveniently offering a variety of uses in close proximity to transit. The project includes a private club and is open to the public on its ground and second floors, offering retail, a restaurant, and a coffee shop, to activate the sidewalks and capture foot traffic from the nearby Metro Gold Line and offices. The increased commercial activity in the area will allow more employment opportunities, incentivize local spending and activity, stimulate economic growth, create a pedestrian-friendly shopping area and community, and increase convenience for local residents and workers of the neighborhood. The revitalized site will attract the interest of residents, potential investors, and businesses as the area continues to revitalize. The additional floor area is also in furtherance of good zoning practice because it will be a better use of the site and will turn it into a focal point for community activity and interaction, improve the general welfare of the community and the City, and improve design of the existing building while bringing a suite of modern amenities and features.

The project is in conformity with public necessity, convenience, general welfare and good zoning practice because it includes substantial infrastructure improvements and public and common open space. For example, the project will invest in the public realm by including new pedestrian amenities, improved streetscapes, and public open space. The project would convert the existing warehouse building and former railroad spur, into an additional five stories above ground and a basement level, while providing adequate parking spaces to serve the proposed uses. Further, the project includes a courtyard open to the public at street level and will include a number of trees on site. These investments in the ground floor experience will promote pedestrian and bicycle linkages between the project, the regional transit system, and the greater community.

In addition to this, the proposed general plan amendment, zone change, and height district change are considered good zoning practice as the site located directly to the west is currently designated Regional Commercial and zoned (T)(Q)C2-2D-RIO. Thus, the requests herein would create consistency within the surrounding area.

Per LAMC Section 12.32-G,1 and 2, the current action, as recommended, has been made contingent upon compliance with new "T" and "Q" conditions of approval imposed herein for

the proposed project. The “T” Conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public’s needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this site. The “Q” conditions that limits the scale and scope of future development on the site are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of development in the community, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action

10. Conditional Use Findings.

a. **The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.**

LAMC Section 12.24-W,1 allows a Conditional Use Permit to be granted for the sale and dispensing of alcoholic beverages. The applicant is requesting a Master Conditional Use Permit for the sale and dispensing of alcoholic beverages in connection with the proposed 6,054 square-foot food market/restaurant, 1,859 square-foot café, and 73,020 square-foot private club. The private club will also offer live entertainment. Each use proposes the sale of alcoholic beverages as follows:

- Food Market/Restaurant – Full line of alcoholic beverages for off-site and on-site sales and consumption
- Café – Beer and wine for on-site sales and consumption
- Private Club – Full line of alcoholic beverages for on-site sales and consumption

The project is rehabilitating an existing building and providing additional commercial space that will service the demands of the surrounding area. Furthermore, as the Community Plan encourages the development of substantial, community-serving commercial projects, the proposed project will include a diverse range of such commercial uses, including a publicly accessible food market/restaurant and café and a private club containing a dining area, lounge, and bar.

The project will provide a service that is beneficial to the region by providing food service and amenities to private club members and the public alongside alcoholic beverage options and live entertainment in a neighborhood that is rapidly changing from a commercial industrial area to accommodating residential, commercial, and hybrid industrial uses. The service of alcoholic beverages in food establishments has become accepted as a desirable and expected use that is meant to complement food service. Since alcoholic beverage service is a common and expected amenity with meal service for many patrons, the grant for alcohol sales will be desirable to the public convenience and welfare. The project will provide increased opportunities for quality food and may serve as a central meeting point for the neighborhood.

The sale of alcoholic beverages, whether full-line or beer and wine, is anticipated to be an ancillary use to the tenant uses. As proposed and conditioned herein, the project would enhance the built environment in the surrounding neighborhood and would provide a service that would be beneficial to the community.

b. **The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.**

The subject property is an approximately 29,593 net square-foot site on the northwest corner of 2nd Street and Vignes Street in the Central City North Community Plan. The Community Plan designates the site with a land use designation of Commercial Manufacturing with a corresponding zone of CM-1-RIO The requested plan amendment and corresponding zone and height district change would re-designate the project site from Commercial Manufacturing and (T)(Q)C2-2-RIO zoning. The project site is located in a fully developed, urbanized environment.

The surrounding urban environment is predominantly mixed-use developments and converted industrial spaces. The project site is bound on the north by a service alley and then a two-story commercial building currently occupied by Environmental Contracting Corporation. Properties immediately to the east of the project site across Vignes Street include a two-story commercial building and a three-story, 17-unit live-work building known as the Vignes Arts Building. Property to the south across 2nd Street is developed with a commercial building ranging from two stories (along the 2nd Street street frontage) to four stories (toward the rear) in height and providing creative office (currently occupied by R204 Design) and restaurant (Americano, Cerveteca) uses. Property immediately west of the project site is improved with a five-story mixed-use development providing 320 apartment units and 15,290 square feet of retail and restaurant space known as the Garey Building.

The applicant seeks the on-site sale of a full line of alcoholic beverages in conjunction with the proposed development. The project has been designed in a manner to enhance the public realm and improve the aesthetics and safety of the surrounding area. The inclusion of alcohol uses will allow for added vibrancy within the project, which is appropriate for a mixed-use transit-oriented project.

Approval of the proposed conditional use permit for the sale of alcoholic beverages and for the project will not adversely affect the community's welfare. The establishments serving alcohol will be carefully controlled and monitored, while being compatible with immediately surrounding uses which are mixed-use commercial buildings and retail. The proposed project will provide a place for residents and visitors to eat, drink, socialize, and shop; as such, the sale of alcoholic beverages is a normal part of restaurant operation and an expected amenity.

Additionally, the conditions recommended herein will ensure that the establishment will not adversely affect or further degrade the surrounding neighborhood, or the public health, welfare, and safety. The project is not located directly adjacent to any properties that could be degraded by the grant of alcohol uses. In the event that there is live entertainment, the project has been conditioned to limit the level of amplified music along the terrace areas abutting the adjacent residential use to the west. Valet parking has been conditioned to be open during all hours of business operation and for at least one-half hour following the close of business to ensure that patrons will have adequate time to retrieve their vehicles after businesses close for the evening. Additionally, any automobile parking provided in excess of the requirements of the LAMC are required to be open to the public during business hours to prevent the additional parking spaces from being designated exclusively for private club patrons.

Approval of the conditional use will contribute to the success and vitality of the commercial development and help to reinvigorate the site and vicinity. Since the alcohol sales will be incidental to food service and event space, permitting alcohol sales on the site will not be detrimental to the development of the community.

Thus, as conditioned, the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

c. **The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.**

The Central City North Community Plan designates the site with a land use designation of Commercial Manufacturing, with the following corresponding zones: CM and P. The site is presently zoned CM-1-RIO and is thus consistent with the land use designation. As proposed, the requested plan amendment would re-designate the project site from Commercial Manufacturing to Regional Commercial, which lists the following corresponding zones: CR, C1.5, C2, C4, RAS3, RAS4, R3, R4, and R5. The requested zone and height district change to (T)(Q)C2-2-RIO for the project site would be consistent with the adoption of the recommended plan amendment. In conjunction with the requested Master Conditional Use Permit for the sale of alcoholic beverages, the project would be in substantial conformance with the following policies of the General Plan as it is reflected within the Central City North Community Plan:

Goal 2: A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district.

Objective 2-1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.

Policy 2-1.3: Insure the viability of existing neighborhood stores and businesses which support the needs of local residents and area compatible with the neighborhood.

Objective 2-2: To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.

Objective 2-4: To enhance the appearance of commercial districts.

Policy 2-4.1: Require that any proposed development be designed to enhance and be compatible with adjacent development.

The request to serve and sell alcohol at the site will be consistent with these objectives and policies through the creation of a mix of retail, restaurant with market, café and private club uses that would attract a variety of consumers and tenants, actively promoting the area as a key economic center of the community. The proposed project's mix of commercial uses will bring even more pedestrian activity to the area. Alcohol service incidental to food sales is a common amenity in many sit-down restaurants in the neighborhood. Further, it is a common feature to have a retail store with off-site

alcohol sales and a market within a restaurant to promote consumer convenience. The availability of alcohol for on-site consumption provides another option for a wide range of activities on site and as an option for leisure to cultivate community activity and to create an enjoyable experience for area residents. Overall, the project supports bringing commercial activity to an area with large new residential developments, creates a pedestrian-friendly environment, and promotes the welfare and economic well-being of the local residents.

The Central City North Community Plan is silent with regards to alcohol sales. In such cases, the City Planning Commission must interpret the intent of the Plan. The Los Angeles Municipal Code authorizes the City Planning Commission to grant the requested conditional use in the zones corresponding to the Plan land use designation. The proposed project is a permitted use by the requested Plan land use category and zone in the Central City North Community Plan. The conditional authorization for the sale of alcoholic beverages is allowed through the approval of the City Planning Commission subject to certain findings. The required findings in support of the Central City North Community Plan have been made herein. Given the numerous conditions of approval, and the fact that the sale of alcohol is conditioned to be incidental to food service, the proposed use can be deemed to be in harmony with the General Plan.

d. **Additional required findings for the sale of alcoholic beverages:**

i. **The proposed use will not adversely affect the welfare of the pertinent community.**

The surrounding urban environment is predominantly mixed-use developments and converted industrial spaces. The project site is bound on the north by a service alley and then a two-story commercial building currently occupied by Environmental Contracting Corporation. Properties immediately to the east of the project site across Vignes Street include a two-story commercial building and a three-story, 17-unit live-work building known as the Vignes Arts Building. Property to the south across 2nd Street is developed with a commercial building ranging from two stories (along the 2nd Street street frontage) to four stories (toward the rear) in height and providing creative office (currently occupied by R204 Design) and restaurant (Americano, Cerveteca) uses. Property immediately west of the project site is improved with a five-story mixed-use development providing 320 apartment units and 15,290 square feet of retail and restaurant space known as the Garey Building.

The area surrounding the site is a mix of commercial and residential buildings. The request for on-site alcohol sales will be compatible with the surrounding uses, providing a place for residents, visitors, and shoppers to eat, drink, socialize, and shop. The request for off-site alcohol sales will create convenience for nearby residents. This all contributes to the continued vitality of the neighborhood. Alcoholic beverage service is an expected amenity for many patrons and approval of this grant would increase the available options for desirable dining and social experiences for patrons. The establishments will also benefit the City through the generation of additional sales tax revenue, fees, and employment opportunities.

Diversity amongst uses is common in the immediate surrounding area, and while there are residential dwelling units and other sensitive uses located in close proximity to the subject site, the establishments open to the public serving alcoholic beverages will be part of a controlled and monitored development. The private club will be only accessible to members and their guests and will have security features in place.

In addition, numerous conditions have been imposed to integrate the use into the community as well as protect community members from adverse potential impacts. Additional conditions have been recommended for consideration by the California Department of Alcoholic Beverage Control that regulate the sale of alcoholic beverages to prevent adverse impacts to the neighborhood. Other conditions imposed will maintain the order and ensure cleanliness of the project and its surroundings. Therefore, the granting of the request will not adversely impact the welfare of the pertinent community.

ii. **The granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number of proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.**

The proposed commercial development will consist of 102,679 square feet of retail, restaurants, and private membership club uses. The applicant seeks a Master Conditional Use Permit for the site in order to provide the ability to serve alcoholic beverages for on-site consumption at a restaurant, café, and private club and off-site sales at a market within the restaurant.

According to the California State Department of Alcoholic Beverage Control licensing criteria, three licenses (two on-site and one off-site) are allocated to the subject Census Tract No. 2060.31, which had a population of 2,957 of August 2016. There are currently 47 licenses within this census tract, including 34 on-site, 12 off-site, and one instructional tasting alcohol license.

Overconcentration can be undue when the addition of a license will negatively impact a neighborhood. Over concentration is not undue when the approval of a license does not negatively impact an area, but rather such a license benefits the public welfare and convenience. While this may appear as an overconcentration of licenses, ABC does not consider the expectation that restaurants with alcohol service are an expected amenity as part of the commercial developments containing restaurants.

Statistics from the Los Angeles Police Department reveal that in Crime Reporting District No. 1309, which has jurisdiction over the subject property, a total of 398 crimes were reported in 2015 compared to the citywide average of approximately 181 crimes and the high crime reporting district average of approximately 217 crimes for the same period. Part 1 Crimes for the reporting district included: Rape (3), Robbery (16), Aggravated Assault (31), Burglary (14), Auto Theft (49), and Larceny (122). Part 2 Crimes for the reporting district include: Other Assaults (2), Receive Stolen Property (3), Weapons Violations (2), Prostitution (2), Sex Offenses (2), Narcotics/Drug Violations (15), Liquor Laws (1), Drunkenness (3), Disorderly Conduct (10), DWI Related (44), Traffic Violations (16), and Other Violations (59).

While the site is also located in a census tract where the crime rate is substantially higher than the citywide average, no evidence was submitted for the record by the LAPD or adjacent residents indicating or suggesting any link between the subject site and the neighborhood's crime rate. In correspondence with Planning staff, LAPD confirmed that they have no opposition to the proposed project. Further, there is no specifically established link between the above information and the property, since the statistics cover an entire district and do not pertain particularly to the subject site. The incorporation of conditions relative to the specific operation of the establishment was deemed necessary in order to mitigate any possible adverse impact on the welfare of the surrounding area. The public safety measures to mitigate potential nuisance activities have been incorporated into the grant to assure better oversight. Thus, as conditioned, it is not anticipated that the sale of alcoholic beverages for on-site and off-site consumption on the premises would adversely affect the community welfare.

iii. **The proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.**

The following sensitive uses are located within 1,000 feet of the subject site:

- Nishi Hong Wanji Buddhist Temple — 815 East 1st Street
- Zenshuji Soto Mission — 123 South Hewitt Street
- Japanese Catholic center — 222 South Hewitt Street
- Residential Dwelling Units

While there are residential dwelling units and other sensitive uses located in close proximity to the project site, the project will provide adequate security measures to discourage loitering, theft, vandalism and other nuisances. The project proposes to provide CCTV camera security systems, on-site security guards posted at the proposed alcohol uses, an alarm system installed as needed, pedestrian appropriate illumination at entryways, alleys, etc., and controlled access into and out of the parking garage. All sales employees will receive STAR training in responsible alcohol sales; age verification devices and prompts will be part of the Point of Sale system to assist cashiers in prevention of sales to minors.

Furthermore, the proposed use will not detrimentally affect nearby residential properties and other sensitive uses because the urban environment mostly contains mixed-use buildings with residents that both expect and desire more commercial developments. While the sale of alcoholic beverages is important to the restaurants or retailers that will be located within the proposed project's tenant spaces, their sale and service will be incidental to primary operations and, as such, no detrimental effects should be expected from the proposed project.

11. Zone Variance Findings.

In order for a variance to be granted, all five of the legally mandated findings delineated in City Charter Section 562 must be made in the affirmative. Following (highlighted) is a delineation of the findings and the application of the relevant facts of the case to same:

a. **That the strict application of the provisions of the zoning ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations.**

The project proposes to adapt and add onto an existing warehouse building to construct a 102,679 square-foot commercial development. As part of the adaptive reuse of the existing building, the project will be restoring the façade and maintaining the interior columns. The project will provide automated parking to accommodate 241 automobiles and 40 bicycles contained within the existing basement level and new fourth level of the proposed structure. Vehicular access to the site is off of Vignes Street: patrons will enter the site via the southerly driveway and leave their cars or bicycles at the valet drop-off area. Upon arrival, a valet attendant will deposit the vehicles onto the automated parking lift toward the northerly end of the site abutting the alley. The attendant will also retrieve the vehicles from the mechanical lift when each patron is ready to depart.

Pursuant to LAMC Section 12.27, the applicant is seeking a Zone Variance to provide a reduced aisle width and backup distance of 19 feet, 8 inches with respect to the automobile parking aisle fronting the automated parking facility loading pallets, a reduced turning radius in connection with the egress turn onto the alley, a reduced end stall width increase of two feet in lieu of the three feet otherwise required by the Municipal Code, and to permit an automated bicycle parking valet for short-term and long-term bicycle parking in lieu of the location and siting requirements set forth in the LAMC.

The variance is necessary because the proposed project adapts and adds onto an existing two-story warehouse building constructed in 1926. The Historic Resources Assessment Analysis prepared for the proposed project found that the addition to the building has the potential to result in adverse impacts related to scale and massing, but with the incorporation of a project design feature to rehabilitate and preserve the existing structure plus a mitigation measure that requires the building to be documented and photographed as it stands today, impacts would be reduced. As such, it is necessary to retain the existing building. The maintenance of the existing building denies adequate parking without the variance, as compliance would require demolition of the existing building, which would amount to a significant hardship and practical difficulties. Retention of the existing structure precludes new construction that can strictly comply with the code as column widths and other structural elements inhibit the necessary space required for vehicular circulation and parking.

Backup distances and egress and ingress distances in relation to the parking component of the project and the adjacent alley cannot be met without fully demolishing the existing structure. Additionally, the existing building footprint prevents the project from providing an additional three feet of end stall width for the westernmost automated parking loading pallet; instead that space will provide two feet.
The general purposes and intent of the zoning regulations is to ensure safe and sufficient parking. The proposed parking facilities are consistent with this intent as professional valet services of cars into a fully automated parking system ensure that the cars will not be damaged and will not impede on foot traffic in the area.

Further, the footprint of the existing structure provides insufficient space to allow for the specifically required bicycle parking space location and site requirements. The project is consistent with the general purposes and intent of Section 12.21(a)(16) as a more secure and convenient bike valet system will be employed providing ample bicycle parking.

As such, the strict application of the provisions of the zoning ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations.

b. **There are special circumstances applicable to the subject property such as size, shape, topography, location or surroundings that do not apply generally to other property in the same zone and vicinity.**

Unlike other properties in the vicinity, this project seeks to maintain and add onto an existing structure that is built up to the street frontage. The Historic Resources Assessment Analysis prepared for the proposed project found that the addition to the building has the potential to result in adverse impacts related to scale and massing, but with the incorporation of a project design feature to rehabilitate and preserve the existing structure plus a mitigation measure that requires the building to be documented and photographed as it stands today, impacts would be reduced. As such, it is necessary to retain the existing building. Maintaining the existing building creates a special circumstance which more recent developments in the vicinity have not encountered since the existing site plan must be adapted to accommodate modern needs.

The shortened backup distances and ingress and egress distances proposed and reduced end stall width are specific to the project as the shape and size of the existing building present specific challenges to providing parking. Structural elements of the existing building cannot be removed to allow for the required backup, ingress, and egress distances and end stall width while maintaining the integrity of the building.

The layout of the existing building on the property is specific to this project and creates special circumstances which other properties in the area do not encounter. Specifically, the existing building which covers almost the entire area of the lot and the proposed addition create limited available area to allow for the required location of bicycle parking. The addition of bicycle valet parking in conjunction with the mechanical parking lift alleviates the need for bicycle parking location and siting requirements.

As such, there are special circumstances applicable to the subject property that do not apply generally to other property in the immediate vicinity.

c. **Such variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of such special circumstances and practical difficulties or unnecessary hardships, is denied the property in question.**

The project seeks to supply adequate car and bicycle parking for employees, visitors, and patrons of the proposed site. The variances requested allow for adequate car and bicycle parking on the site. The maintenance of the existing building denies adequate parking without the variance, as compliance would require demolition of the existing building, which would amount to a significant hardship.

The Central City North area includes a number of older buildings which were built with limited or no parking on-site. Such uses, as they adapt or redevelop, have been granted variances related to parking. In fact, four variances were approved on properties located within 1,000 feet of the project site for reduced or off-site parking in existing buildings undergoing adaptive reuse or seeking conditional use approval for the sale of alcoholic beverages, indicating a recognition that there are difficulties in providing on-site parking in existing buildings within the parameters of today's code requirements for parking. The

requests are illustrative of other variance approvals that have established certain substantial property rights or uses generally possessed by other property.

As such, the requested variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of such special circumstances and practical difficulties or unnecessary hardships, is denied the property in question.

d. **The granting of such variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the same zone or vicinity in which the property is located.**

Granting of the proposed reduction of backup, ingress, and egress distances and end stall width would not be materially detrimental to the public welfare or injurious to the properties in the vicinity of the project because adequate and safe car parking will still be provided. Professional valet services will load and unload cars into and out of the automated parking system which will mitigate any potential harms that the decreased distances would create.

Granting of the proposed bicycle valet system will be beneficial to the public welfare as more convenient and safe bicycle parking will be provided than what is normally required. The project includes 40 bicycle spaces, when only 34 are required. Further, the parking of bicycles indoors will be a benefit to neighboring properties as the sidewalks will be clear of bicycles impeding pedestrian traffic.

e. **The granting of the variance will not adversely affect any element of the General Plan.**

The Central City North Community Plan designates the site with a land use designation of Commercial Manufacturing, with the following corresponding zones: CM and P. The site is presently zoned CM-1-RIO and is thus consistent with the land use designation. As proposed, the requested plan amendment would re-designate the project site from Commercial Manufacturing to Regional Commercial, which lists the following corresponding zones: CR, C1.5, C2, C4, RAS3, RAS4, R3, R4, and R5. The requested zone and height district change to (T)(Q)C2-2-RIO for the project site would be consistent with the adoption of the recommended plan amendment. In conjunction with the requested variance for vehicular circulation and parking, the project would be in substantial conformance with the General Plan as it is reflected within the Central City North Community Plan.

The basic use of the property for commercial purposes remains consistent with the requested Regional Commercial land use designation and (T)(Q)C2-2-RIO zone. The variance requests do not change the primary use and are instead vital components necessary to provide for a wholly functioning project.

Granting of the proposed reduction of backup, ingress, and egress distances would not adversely affect any element of the General Plan, as a sufficient and safe parking structure is provided for in the proposed project. The advanced nature of the automated parking and the proposed use of professional valets to accept and return the cars show the proposed project's desire to provide adequate and safe parking.

Granting of the proposed bicycle valet system would not adversely affect any element of the General Plan as sufficient bicycle parking will be provided on site. The increased

safety and convenience of the valet system will further the elements of the General Plan that promote the use of bicycle use.

As such, the granting of the variance will not adversely affect any element of the General Plan.

12. Site Plan Review Findings.

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

The Central City North Community Plan designates the site with a land use designation of Commercial Manufacturing, with the following corresponding zones: CM and P. The site is presently zoned CM-1-RIO and is thus consistent with the land use designation. As proposed, the requested plan amendment would re-designate the project site from Commercial Manufacturing to Regional Commercial, which lists the following corresponding zones: CR, C1.5, C2, C4, RAS3, RAS4, R3, R4, and R5. The requested zone and height district change to (T)(Q)C2-2-RIO for the project site would be consistent with the adoption of the recommended plan amendment. The commercial uses proposed as part of the requested development, including retail, restaurant, and office space, are all permitted in the C2 Zone. In conjunction with the requests herein, the project would be in substantial conformance with the General Plan as it is reflected within the Central City North Community Plan.

The development of the project area represents the opportunity to achieve the overarching goals of the Community Plan which include improving the function, design, and economic vitality of the commercial corridors and uses a development opportunity site for needed job producing uses that will improve the economic and physical condition of the Central City North area. The proposed development furthers the following Community Plan goals, objectives and policies:

<u>Goal 2</u>: A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district.

<u>Objective 2-1</u>: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.

<u>Policy 2-1.2</u>: Protect commercially planned/zoned areas from encroachment by residential only development.

<u>Policy 2-1.3</u>: *Insure the viability of existing neighborhood stores and businesses which support the needs of local residents and area compatible with the neighborhood.*

<u>Policy 2-1.4</u>: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

Objective 2-2: To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.

Policy 2-2.2: New development needs to add to and enhance the existing pedestrian street activity.

Objective 2-4: To enhance the appearance of commercial districts.

Policy 2-4.1: Require that any proposed development be designed to enhance and be compatible with adjacent development.

Policy 2-4.2: Preserve community character, scale, and architectural diversity.

Policy 2-4.4: Landscaped corridors should be created and enhanced through the planting of street trees.

The project maintains and improves the existing building while maximizing the efficient use of the site by bringing a mix of commercial spaces open to the public and a private club. By repurposing the existing building and abandoned rail spur with additional space, the project will bring commercial activity to an area that has seen a large influx of residential developments. The proposed commercial areas open to the public include retail, a restaurant with market, and a coffee shop will support the needs of local residents and strengthen the economic vitality of the area. The project is designed to maximize the ground floor of the building with the aforementioned commercial uses as well as a ground floor courtyard and improved streetscape adding to and enhancing the pedestrian experience of the neighborhood. The private club on the upper levels of the building will bring visitors to the area that will frequent surrounding businesses. The entrance to the automated parking lot is accessed through an interior driveway creating an openness of the frontage along Vignes Street and allowing for street trees to be planted along the sidewalk. Though the project seeks a zone change and height district in order to achieve a floor are ratio of 3.47, the uses proposed are consistent with the policies to reinforce commercial development, grow the economic base, and improve aesthetics.

The project has been designed with high quality architectural elements and will maintain and improve the facade with modern designs to create a distinctive commercial building that will enhance the architectural diversity of this burgeoning commercial area. The project is compatible with the adjacent building to the west, a five-story mixed-use residential and commercial development and will enhance that development by creating a building of similar size with commercial amenities to go along with the new residences.

Goal 5: A community with sufficient open space in balance with development.

Objective 5-1: To preserve existing open space resources and where possible develop new open space.

The project provides for approximately 15,703 square feet of open space when currently the site provides for none. Of the new open space, approximately 7,336 square feet will be open to the public and 65 percent will be landscaped. The retail pedestrian entry will be comprised of an open courtyard along 2nd Street, which has been designed to act as an extension of the right-of-way and will be amenity to the area.

Policy 2-4.4: Encourage bicycle storage at new and existing non-residential developments and public places.

The project includes 40 bicycle spaces, when 34 are required. Of the bicycle parking, 20 are long term and 20 are short term spaces. This combined with the proximity to public transit options will limit create a bicycle and pedestrian-friendly commercial environment.

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

The arrangement of the proposed development is consistent and compatible with existing and future development in neighboring properties. The subject site is located within the Central City North Community Plan Area and Arts District neighborhood. The surrounding urban environment is predominantly mixed-use developments and converted industrial spaces. The project site is bound on the north by a service alley and then a two-story commercial building currently occupied by Environmental Contracting Corporation. Properties immediately to the east of the project site across Vignes Street include a two-story commercial building and a three-story, 17-unit live-work building known as the Vignes Arts Building. Property to the south across 2nd Street is developed with a commercial building ranging from two stories (along the 2nd Street street frontage) to four stories (toward the rear) in height and providing creative office (currently occupied by R204 Design) and restaurant (Americano, Cerveteca) uses. Property immediately west of the project site is improved with a five-story mixed-use development providing 320 apartment units and 15,290 square feet of retail and restaurant space known as the Garey Building.

The following project elements were designed in a manner that is compatible with both existing and future development of the surrounding area:

Height/Massing

The proposed building will be seven stories and approximately 131 feet in height. With the requested zone and height district change to (T)(Q)C2-2-RIO, the project is permitted to be built with unlimited height and stories, but is limited to an FAR of 6 to 1. The total proposed FAR for the building is 3.47 to 1, consistent with surrounding development. While the building is taller than most of the existing buildings in the immediate area, other buildings that fit the same context include the five-story mixed-use building abutting the project site to the west with a permitted FAR of 3.5 to 1 (the Garey Building), the 4.5-story residential development at Alameda and 2nd Street known as the Savoy with a permitted FAR of 2.32 to 1, and the six-story One Santa Fe mixed-use development approximately 440 feet east of the project site with a permitted FAR of 3 to 1. To reduce the massing of the proposed addition, the building has been setback approximately 14 feet from 2nd Street and 17 feet from Vignes Street at the third floor. Additionally, the ground floor courtyard open space area along 2nd Street will provide additional building relief.

Building Materials

The project employs a distinguishable and attractive building design by utilizing a variety of building materials and distinctive architectural features to add visual interest and to convey the commercial uses of the building. The existing building's façade will be restored. The addition will include glass materials and a large metal unifying frame to recall some of the Arts District's original industrial elements. Smaller vertical elements infill this framework, evoking an industrial feel to the building addition that complements the existing CCBA Building below.

Setbacks

The setbacks applicable to the project are established under LAMC Section 12.14, which has no setback requirements for the requested C2 Zone. The existing building is built to the property line and the project will continue to maintain up to a zero-foot setback around the property at the ground floor. The building addition will be setback an additional minimum of 14 feet from 2nd Street and minimum of 17 feet from Vignes Street at the third floor. Floors 4 through 7 will be stepped back approximately 18 feet from both 2nd and Vignes Streets. Therefore, the proposed setbacks for the project are consistent with the requirements of the LAMC.

Parking & Loading Areas

The project employs an automated parking system whereby valet drivers load cars into lifts that bring the cars into the basement and fourth level with alley loading that seamlessly brings vehicles into and out of their parking spaces without human intervention and without disturbing the flow of pedestrians or visitors to the project. The vehicular entry has been designed to accommodate the existing loading bays from the prior use of the site. An approximately 1,600 square foot loading dock will be provided in the northwest corner of the site along the abutting alley and will not impede the public right-of-way.

Lighting & Building Signage

Lighting and signage will be provided per LAMC requirements. The project utilizes pedestrian lighting to encourage and extend safe pedestrian activities into the evening. Lighting would be shielded downward and/or away from adjacent uses, including lighting for outdoor terraces. The use of pole-mounted lighting or floodlights is not anticipated, according to the applicant. Project lighting would also include visible interior light emanating from the ground-level commercial uses, architectural lighting to highlight architectural features of the retained portions of the existing building, and decorative lighting within the pedestrian plazas and seating areas. Additionally, the project is conditioned to require outdoor lighting to shine downward, be installed with shielding, and be directed onto the project site, so that the light source does not directly illuminate any adjacent properties or the above night skies. The automated parking system does not require vehicles or their headlights to be operating, thereby eliminating the potential for illumination on adjacent uses.

According to the applicant, visual clutter is reduced by placing signs so as not to obscure architectural elements or interfere with building design. Project site signage would include building address identification, commercial retail, wayfinding, and security markings. The private membership club would be identified by a small wall sign either close to the main entry door at the valet parking or on the outer wall of the private membership club. Signage for the retail uses and third floor café would be minimal, if included at all. Commercial signage would minimize glare from fixtures to compliment

architectural features and reduce the potential for light spillover, and no off-site signage is proposed.

Landscaping

Open space and landscaping opportunities are utilized on the site in open areas not used for circulation, building, driveways, and parking. The project will also provide landscaping in a ground floor public space and on terraces on higher levels and will add additional street trees to create a pleasant view and provide adequate shade for pedestrians and transit riders. Though not a requirement for commercial developments under the LAMC, the project adds approximately 15,703 sf of open space (7,336 square feet will be open to the public) of which 65 percent is landscaped.

Trash Collection

All trash and recycling areas are conditioned to be enclosed and not visible to the public. Trash collection will take place off of the alley abutting the project site to the north.

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

c. **That any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.**

The proposed project is an entirely commercial use. The project is not a residential project and will not create a demand for recreation and service amenities on neighboring properties.

Environmental Findings

13. Environmental Finding. A Mitigated Negative Declaration (MND), along with mitigation measures and a Mitigation Monitoring Program (ENV-2016-1081-MND), were prepared for the proposed project. The MND was circulated for public review on February 16, 2017 through March 8, 2017. During the review period, the Department of City Planning received 20 comment letters, including 19 from nearby residents and one from the Los Angeles Conservancy. Following the close of the MND comment period, five additional letters were received, including correspondence from four concerned residents and one letter of support from the Historic Cultural Neighborhood Council. The issues raised are summarized and responded to below.

Parking

Comments were received regarding potential impacts related to parking. Members of the public were concerned that the project would eliminate the already limited supply of street parking in the area. The proposed project will provide 241 parking spaces on-site, which would be 36 spaces more than the maximum 205 spaces required by the LAMC. Parking will be available to the public as part of the project, so though the project will result in a loss of nine street parking spaces, there will be a net gain in parking for the neighborhood as a result of the proposed development. Accordingly, there will be more parking available as a result of the project than there is currently.

Traffic During Construction and Operations

Members of the public expressed concerns about the project's potential traffic impacts during construction and operations. A traffic study was prepared, approved by the Los Angeles Department of Transportation ("LADOT"), and included as part of the project's environmental clearance. The traffic study takes into account impacts caused by both construction and operations of the project, and analyzes present and future traffic conditions at the 2019 anticipated buildout of the project. The project will add new vehicle trips beyond what the current building on the site generates, but it will not result in significant impacts under the applicable LADOT thresholds. The MND also determined that no significant cumulative traffic impacts would be caused by the project, which takes into consideration impacts from ongoing and future development projects in the area. To further reduce potential impacts on traffic, the project includes the implementation of Project Design Feature PDF-TRAF-1, which details requirements for a Construction Traffic Management Plan to be adopted which would further reduce any potential temporary project-related construction impacts to local access and ensure emergency access is maintained.

Additional concerns were expressed regarding impacts to local non-signalized intersections that were not studied intersections within the traffic study, including the intersections of 2nd Street and Vignes and 2nd Street and Santa Fe Avenue. The traffic study area and the intersections studied were approved by LADOT. Non-signalized intersections are not typically studied in traffic studies. Moreover, though the local non-signalized intersections referenced in comments were not specifically analyzed, they are all inside the traffic study area; through-traffic that would be caused by the project impacting these intersections was studied and no significant traffic impacts were identified.

Safety and Hazards Related to Construction

Comments were received relating to safety issues during construction of the project. As discussed in the MND, potential impacts from project-related hazards are less than significant, and Project Design Features would be implemented to ensure that potential short-term access impacts resulting from project construction would be less than significant. These measures include implementation of traffic control measures, such as construction flagmen or special signage, as well as the preparation of a Construction Management Plan, which would include designation of a haul route and ensure that emergency access is maintained during construction.

Air Quality and Dust

Comments were received expressing concerns about the project's potential air quality and dust impacts during construction. Project-related air quality impacts were analyzed in the MND and were found to be less than significant, as the project would comply with best available dust control provisions, including compliance with South Coast Air Quality Management District ("SCAQMD") Rule 403. Rule 403 requires the implementation of best available control measures related to suppression of fugitive dust that must meet the SCAQMD's fugitive dust control standards, including requirements to monitor wind speeds and take additional protective measures if wind speeds exceed set thresholds.

The only potentially significant impact identified related to air quality impacts resulting from the application of architectural coatings to the building during construction. The MND concluded that such construction emissions would be temporary and reduced below applicable significance thresholds with the inclusion of Mitigation Measure AIR-1, which

limits the amount of daily application of architectural coatings. Overall, under the applicable CEQA thresholds for air quality impacts at both the local and regional levels, the project's impacts would be less than significant.

Noise

Concerns were expressed relating to the potential noise impacts caused by the project. Noise impacts were analyzed in the MND, finding that project-related construction and operation impacts will be less than significant with the incorporation of Project Design Features PDF-NOISE-1, -2, -3, and Mitigation Measures NOISE-1 through NOISE-6. These Project Design Features and Mitigation Measures are designed to decrease noise and vibration impacts to surrounding sensitive receptors, including the residential buildings closest to the project. Noise and vibration Mitigation Measures implemented include requiring the use of sound attenuation equipment and best management practices, ongoing monitoring of sound and noise impacts, limitations on hours of operating heavy construction equipment, a prohibition on using heavy construction equipment within 60 feet of residential structures, and providing a liaison for local residents to raise noise and vibration questions and concerns with the project proponent, whose phone number will be posted on-site. The project has been conditioned to limit the level of amplified music along the terrace areas abutting the adjacent residential use to the west. As such, impacts relating to construction and operational noise have been determined to be less than significant.

Views and Aesthetics

Comments were received regarding potential impacts on views and aesthetic impacts caused by the project. As detailed in the MND, the project is considered an infill development in an identified employment center within a transit priority area. As such, and in accordance with California Senate Bill 743 ("SB 743"), which promotes urban infill and increased density in proximity to transit, aesthetic and parking impacts of such projects shall not be considered significant impacts on the environment under CEQA. Therefore, the discussion of aesthetics in the MND is provided for disclosure and informational purposes only.

Under CEQA, the loss of a view from a private residence or vantage point is not considered a potentially significant impact, but rather CEQA looks at the loss of views of scenic vistas that are available at publicly accessible locations, such as streets, highways and parks. In the MND, an evaluation of the project’s potential impact on scenic vistas and resources, visual character/quality, and of light and shade is provided. The CEQA thresholds and factors taken into consideration to determine the level of impact are also included, as are project design features that would further reduce such impacts. All aesthetic impacts were determined to be less than significant under this analysis.

Additionally, cars that are parked in the automated parking stalls will be turned off before being hoisted by the hydraulic lifts into the parking lot. Accordingly, there will be no light or glare impacts related to shining headlights while parked in the parking structure.

With respect to the blocking of sunlight, a shade/shadow evaluation was conducted for informational purposes, which includes an evaluation of potential shading to the surrounding residential uses or shade-sensitive uses. Shading of sensitive uses such as routinely usable outdoor spaces associated with residential, recreational, or institutional land uses can be considered a significant impact generally in the absence of SB 743 coverage because sunlight is important to function and physical comfort. Shadows cast during the Winter Solstice, the shortest day of the year, represent the worst case shadows that could be cast by the project. Based on the City of Los Angeles CEQA guidelines, the conclusion of the

MND analysis is that shadows cast from the project were determined to be less than significant under that standard, and the project would not significantly increase the shading of surrounding nearby shadow-sensitive uses.

Mass and Scale of the Project

Comments were received in opposition to the mass and scale of the project. The project proposes to rehabilitate and adaptively reuse the existing warehouse building on-site as a mixed-use commercial development providing public commercial uses and a private club that will operate as a collaborative work and social space for artists and the creative community. The project will include five new levels atop the existing two-story structure and a new, seven-story addition to the building along the westerly lot line adjacent to the west façade of the existing building and in the location of the abandoned railroad spur. While the proposed development would be taller and greater in mass than the immediately surrounding buildings, the project would be similar in size, scope and scale to recently completed and proposed projects in the general surrounding vicinity and the Arts District as a whole. Moreover, the proposed zone change from CM-1-RIO to C2-2-RIO would make the project site consistent with the neighboring Garey Building site, immediately adjacent to the project site to the west on the same block. The mass and scale of the proposed project is consistent with C2-2-RIO standards. To reduce the massing of the proposed addition, the building has been setback approximately 14 feet from 2nd Street and 17 feet from Vignes Street at the third floor. Floors 4 through 7 will be stepped back approximately 18 feet from both 2nd and Vignes Streets. Additionally, the ground floor courtyard open space area along 2nd Street will provide additional building relief.

Total Building Height and Parking Level Height

Comments were received expressing concern about the manner in which the size of the project was depicted in the MND. In particular, commenters stated that the MND was misleading in that the number of floors and the total height of the project seemed inconsistent. In the Project Description of the MND, the description of the project's automated parking indicates that Floor 4, where the primary parking system would be located, would be approximately 32 feet tall. Pursuant to Department and Building Safety standards, the above-grade automated parking system is counted as an installation within a single story that does not include multiple levels of solid floors, and is therefore counted as a single floor. The total height of the parking system of 32 feet and the total building height of up to 131 feet for the proposed project was disclosed and analyzed in the MND.

Impacts to Historic Resources

Comments were received regarding the project's potential impacts to potential historic resources. The project proposes the adaptive reuse of the former Challenge and Creamery Butter Association Building (CCBA Building) and the construction of a five-level addition atop the existing two-story structure. The CCBA Building has been identified as a potential contributor to a potential historic district, as identified in the draft version of the Central City North historic resources survey conducted by SurveyLA. The existence of the potential historic district is analyzed in detail in the Historic Resources Assessment Report and Environmental Impact Analysis (HRA Analysis) prepared for the project and included as an appendices to the MND.

The MND concluded that the project would not result in significant impacts to any cultural historic resources as the term is defined by CEQA. SurveyLA concluded that the CCBA Building is a potential contributor to a potential historic district, but also that the CCBA

Building itself is not eligible for listing as a historic resource at the local, state or federal levels. The CCBA Building is ineligible for listing as a historic resource because it lacks the integrity necessary to convey its historic associations. For example, the vehicle loading bays have all been infilled with concrete blocks and aluminum frame windows. Multiple doors and windows along the building's primary elevation have been replaced. The original signage of the Challenge Cream and Butter Association has been painted over or removed, and all elements of the interior spaces related to the company's use of the building have been removed. The CCBA Building has thus lost the historic associations that might have allowed it to be eligible for listing as a historic resource, and this is not including the fact that the building has been used for the last 20-plus years as a live-work building with no apparent emphasis on historic preservation.

CEQA provides protection to four categories of historical resources, none of which apply to the CCBA Building. First, CEQA protects resources either listed in or determined to be potentially eligible for listing in the California Register of Historical Resources by the State Historic Resources Commission. The CCBA Building has not been so listed and has been specifically determined to be ineligible for listing in the California Register. Second, CEQA protects resources listed in local registers of historical resources or otherwise officially designated by a local government agency as historic by ordinance or resolution of the agency's governing body. The CCBA Building has not been determined to be a Historic Cultural Monument by the City, does not fall within a City Historic Preservation Overlay Zone, and has not otherwise been determined to be a historic resource by ordinance or resolution of the Los Angeles City Council. Third, CEQA protects resources listed in local surveys that have been approved by the State Office of Historic Preservation, among other criteria. The SurveyLA survey for the Central City North Community Plan area has not been finalized and published and has not been approved by the State Office of Historic Preservation.

Where a resource does not meet any of the foregoing three categories, CEQA provides a fourth category where a lead agency may nonetheless choose to exercise its discretion to treat a resource as a historic resource where it can be determined by substantial evidence that the resource at issue is historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Due to the aforementioned elimination of the building's integrity as a potential historic resource as a result of changes to the building that have occurred since the identified historic era, the City does not find a sound basis to treat the CCBA Building as a historic resource individually. As such, the City of Los Angeles, as the lead agency, has chosen not to exercise that discretion in this case with respect to the CCBA Building in the adoption of the Mitigated Negative Declaration in conjunction with the approval of Vesting Tentative Tract No. 71422-CN. While the City did not elect to consider the physical building individually historic, its status as a potential contributor to a potential historic district still remains intact

The Historic Resources Assessment Analysis concluded that the project would not eliminate the CCBA Building's status as a contributor to the potential historic district. According to LAMC Section 12.20.3, features designated as contributing shall meet one or more of the following criteria:

- Adds to the Historic architectural qualities or Historic associations for which a property is significant because it was present during the period of significance, and possesses Historic integrity reflecting its character at that time; or
- Owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city; or

- Retaining the building, structure, Landscaping, or Natural Feature, would contribute to the preservation and protection of the resource and its environment.

The project will preserve the existing CCBA Building, including a Project Design Feature that calls for the preservation of the CCBA Building's key character-defining features and the restoration of additional features including the original loading bay openings and primary elevations, in compliance with the Secretary of the Interior's Standards for Rehabilitation. It also incorporates a Mitigation Measure that would require documentation of the CCBA Building in accordance with the Historic American Buildings Survey. Moreover, the project's rehabilitation of the CCBA Building would include structural improvements including seismic retrofitting that, along with the other measures employed, would result in substantially greater preservation of the building than would occur in the absence of the project. Accordingly, the project will retain the historic architectural qualities and associations under LAMC Section 12.20.3 for which the CCBA Project was determined to be a potential contributor to the potential historic district by SurveyLA.

The project furthermore prominently features the CCBA Building. As provided in PDF-CULT-1, although the project proposes a large addition to the CCBA Building's roof and west elevation, the new construction is setback along 2nd and Vignes Streets to emphasize the original scale and massing of the former industrial structure, preserving the streetscape appearance of the CCBA Building.

While the Historic Resources Assessment Analysis found that the CCBA Building's contributor status would not be compromised as part of the proposed development, in the event that the project did undermine the eligibility status of the CCBA Building as a potential contributor to the potential district, it is worth noting, as stated in the MND, that upon project completion, the potential historic district would still contain the same percentage of contributing buildings. The immediate area surrounding the project site has already been affected by infill development and contains a low concentration of district contributors (5 out of 84). The project site is located on the outer edge of the potential district, directly adjacent to a recently completed mixed-use project. Furthermore, the primary character-defining features of the potential district, including improvements such as street grid, curb and gutter, any remaining historic streetlights, sidewalks, parkways and street trees, and uniform setbacks would be retained and/or restored under the project. The alteration and rehabilitation of the building under the project would not result in any significant impacts under CEQA to the potential district because it would not materially impair the significance of the historical setting such that the proposed district and potentially eligible individual resources in the district would be rendered ineligible for individual listing the National Register, California Register, or as a City Monument. This conclusion is supported by the implementation of MM-CULT-1, requiring recordation of the CCBA Building, and implementation of PDF-CULT-1.

<u>Open Space and Green Space</u>

Comments were received expressing concerns about the green space and open space related to the project. The project would provide public open space though the provision of the 1,183 square-foot ground floor courtyard along 2nd Street, which would be open to the public during regular retail hours and would include decorative hardscapes, ornamental trees, landscaped planters, patio tables, and a green wall lined with plants. The third floor will have 6,153 square feet of terrace with publicly accessible open space. There would be a total of 7,336 square feet of public open space.

The project would improve the streetscape fronting the project site by rehabilitating the deteriorated condition of the existing sidewalks, installing three new street trees and benches along 2nd Street, relocating two of the seven existing street trees, and installing benches along Vignes Street. A landscape plan incorporating the elements described above would be implemented as part of the project. The project will thus create a substantial increase in the amount of green space as compared to the current condition of the project site, which provides no public space and no green space.

Project Entitlements

Members of the public expressed concerns relating to whether variances are being sought to increase the size and scale of the project. There are several discretionary actions requested for the project, including requests for a General Plan Amendment, a Zone Change and Height District Change. These entitlements would permit the project to be developed at a greater floor area ratio and height than what is currently permitted on the site.[1] It would also make the project consistent with the zoning standards applicable to the Garey Building, located immediately adjacent to the project to the west. No variances are being sought with respect to allowing for additional building height or floor area.

The variances sought for the project do not relate to the height or size of the building. Rather, they have the purpose of: (1) providing a reduced aisle width and backup distance of 19 feet, 8 inches, with respect to the automobile parking drive aisle fronting the automated parking facility loading pallets, in lieu of LAMC aisle width and backup requirements; (2) permitting a reduced turning radius in connection with the egress turn onto the alley in lieu of the turning radius requirements; (3) permitting an automated bicycle valet, for short term and long term bicycle parking, in lieu of the location and siting requirements; and (4) permitting a reduced end stall width increase of two feet in lieu of the three feet otherwise required. Accordingly, the variances sought for the project relate only to allowing for the continued use of the existing alley on the north side of the project site without reducing the size of the existing CCBA Building, and allowing for the use of an automated bicycle parking valet.

Additional comments were made that object to a 6 to1 FAR for the project. However, the project is proposing to utilize an FAR of 3.47 to 1. While a 6 to 1 FAR is allowed under the zoning sought for the project, the full floor area rights under the new zoning designation are not being utilized. Furthermore, the MND analyzed the project based on the proposed FAR of 3.47 to 1; requesting additional floor area beyond that amount would require additional environmental review.

Notice Provided to Residents of 120 South Vignes Street

Comments were received regarding the notice for the Advisory Agency/Hearing Officer hearing provided to the residents of 120 South Vignes Street, a residential building located directly across Vignes Street from the project site also known as the Vignes Arts Building. An original Notice of Public Hearing was posted and circulated to the public on February 16, 2017 for a public hearing scheduled on March 22, 2017. It was discovered that the notice was not mailed to 17 residential units of the Vignes Arts Building when residents of that building submitted comment letters to staff.

An investigation indicated the reason notices were not mailed to the Vignes Arts Building residents is the units in that building do not appear on the Los Angeles County Assessor

[1] The current CM-1-RIO zoning of the project site permits a maximum FAR of 1.5 to 1 and unlimited height and stories. The requested (T)(Q)C2-2-RIO zone permits a maximum FAR of 6 to 1 and unlimited height and stories.

information from which the mailing list for the notices was generated. Upon the discovery, the March 22, 2017 hearing was postponed, corrected mailing labels were generated, and new hearing notices were mailed out to all prior recipients in addition to the Vignes Arts Building residents for the rescheduled Advisory Agency/Hearing Officer hearing on April 19, 2017 to provide those residents with sufficient notice and opportunity to participate in the public process with regard to the proposed project and requested entitlements.

Expedited Review and Construction Schedule

Comments were received indicating opposition to an "expedited" review and construction process for the project. The City has engaged in environmental review and prepared a MND in accordance with the requirements of CEQA. The City has also adhered to all applicable notice and procedural requirements in the environmental review and entitlement process for the project. Additionally, according to the applicant, the proposed construction schedule of 18 months is not an expedited schedule. Rather, it is a typical duration of construction for a project of this size.

14. Flood Insurance. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone X, areas determined to be outside 500-year flood plain. Currently, there are no flood zone compliance requirements for construction in these zones.

RESOLUTION

WHEREAS, the subject project is located within the area covered by the Central City North Community Plan, updated by the City Council on December 15, 2000; and

WHEREAS, the City Planning Commission recommended approval of a General Plan Amendment from Commercial Manufacturing to Regional Commercial for the subject property and recommended approval of a Zone Change and Height District Change from CM-1-RIO to (T)(Q)C2-2-RIO; and

WHEREAS, the approved project is for the change of use and addition to an existing two-story warehouse building into a seven-story, approximately 131-foot high, 102,679 square-foot commercial development; and

WHEREAS, the City Planning Commission at its meeting on June 8, 2017 approved the General Plan Amendment and recommended approval by the City Council of a General Plan Amendment over the subject property; and

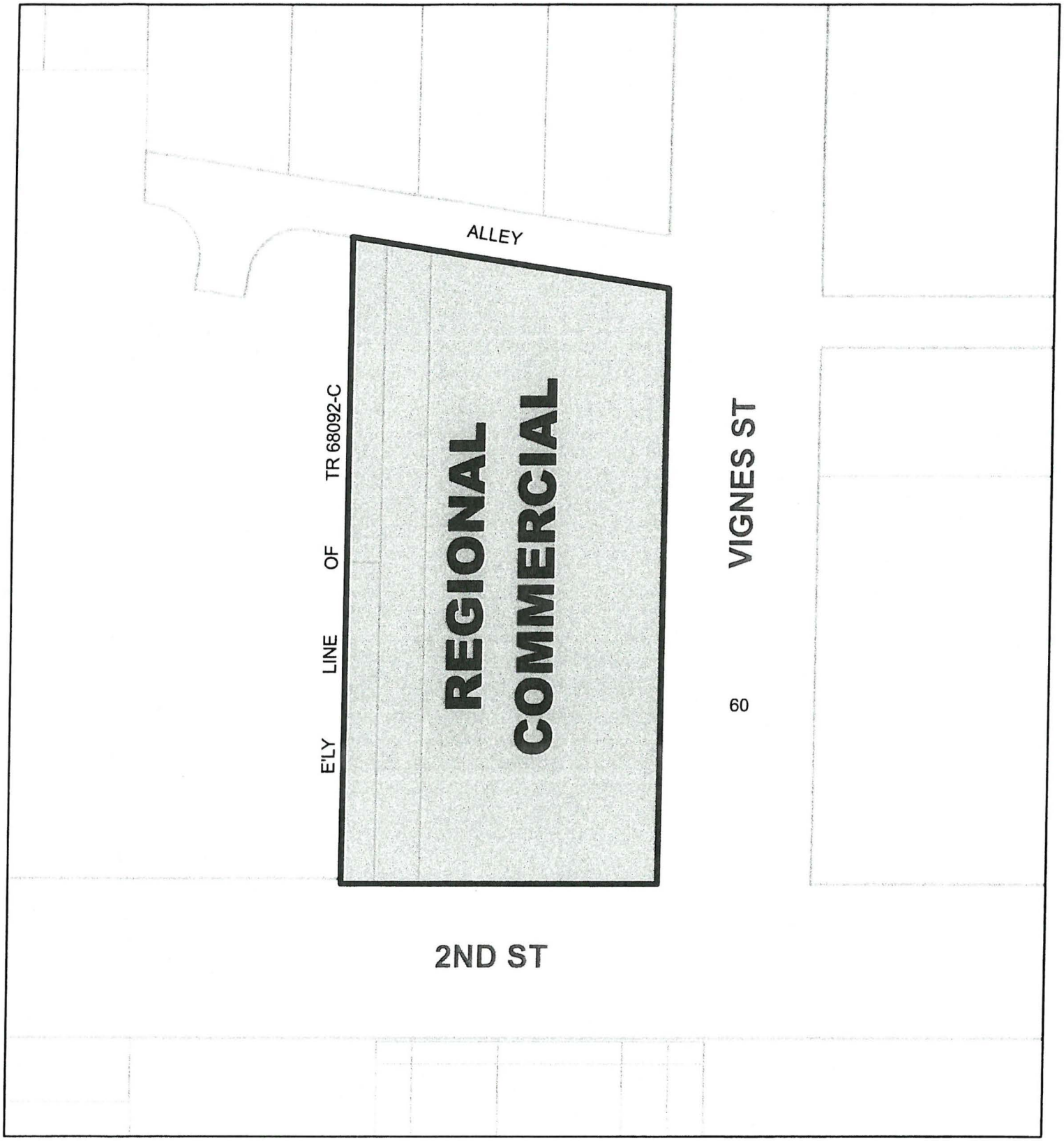
WHEREAS, pursuant to the provisions of the Los Angeles City Charter, the Mayor and City Planning Commission have transmitted their recommendations; and

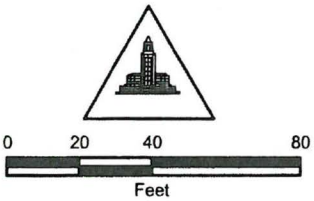
WHEREAS, the requested General Plan Amendment is consistent with the intent and purpose of the adopted Central City North Community Plan to designate land use in an orderly and unified manner; and

WHEREAS, the Regional Commercial land use designation and the (T)(Q)C2-2-RIO Zone and Height District will allow the project as described above which is consistent with the Plan and Zone; and

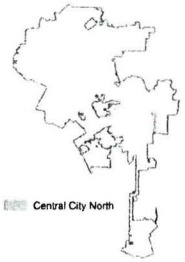
WHEREAS, the subject proposal has prepared a Mitigated Negative Declaration No. ENV-2016-1081-MND in accordance with the City's Guidelines for implementation of the California Environmental Quality Act (CEQA);

NOW, THEREFORE, BE IT RESOLVED that the Central City North Community Plan be amended as shown on the attached General Plan Amendment map.





City of Los Angeles



CPC-2016-1080-GPA-ZC-HD-MCUP-ZV-SPR

AA/ 051817

CENTRAL CITY NORTH

Data Sources: Department of City Planning & Bureau of Engineering

ADDENDUM TO THE INITIAL STUDY / MITIGATED NEGATIVE DECLARATION FOR THE 2ND AND VIGNES PROJECT
929-939 E. 2ND STREET
LOS ANGELES, CA 90012
CASE NO. ENV-2016-1081-MND

I. INTRODUCTION

This document was prepared pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code §§ 21000, *et seq*.) and the *State CEQA Guidelines* (California Code of Regulations, Title 14, §§ 15000, *et seq*.). This Addendum to the Initial Study / Mitigated Negative Declaration (IS/MND) for the 2nd and Vignes Project has been prepared to evaluate the potential environmental effects of modifications proposed for the 2nd and Vignes Project (Approved Project), which was adopted in February 2017. The Project Applicant is 929 E4 LLC (Project Applicant).

The Approved Project evaluated in the Adopted IS/MND consists of a renovation to the existing two-story commercial building with one subterranean level with the addition of five new levels above the existing building to create a seven-story, 131-foot high, 124,233-square-foot commercial development. The Project Applicant is proposing a modified project that would maintain the Approved Project's building height, but would relocate the parking from the fourth level of the building to the first level and basement level to create additional office space on the fourth level (which would now become two levels, the fourth level and fifth level). The additional level would result in six new levels above the existing building to create an eight-story commercial development (Modified Project). In addition to the relocation of the parking in the building, the Modified Project would add approximately 21,554 square feet of additional floor area to result in a total floor area of 124,233 square feet.

CEQA establishes the type of environmental documentation required when changes to a project occur after an MND is adopted. Specifically, *State CEQA Guidelines* Section 15164(b) states that:

> *An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*

State CEQA Guidelines Section 15162 requires a Subsequent EIR or MND when an EIR has already been certified or MND adopted, and one or more of the following circumstances exist:

> *(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant*

environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, California Public Resources Code (PRC) Section 21166 states no subsequent or supplemental EIR or MND shall be required by the lead agency or by any responsible agency unless one or more of the following events occur:

(a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.

(b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.

(c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

This Addendum describes the proposed modifications to the Approved Project and provides a comparison of the potential environmental effects associated with those modifications to the impacts of the Approved Project, as identified in the Adopted IS/MND for each of the environmental issue areas evaluated in the IS/MND. As discussed above, the Project Applicant is proposing a modified project that would maintain the Approved Project's building height, but would relocate the parking from the fourth level of the building to the first level and basement level to create additional office space on the fourth level (which would now become two levels, the fourth level and fifth level). The additional level would result in six new levels above the existing building to create an eight-story commercial development. In addition to the relocation of the parking in the building, the Modified Project would add approximately

21,554 square feet of additional floor area to result in a total floor area of 124,233 square feet. The analysis demonstrates that the Modified Project would not result in any new additional significant impacts, nor would it substantially increase the severity of previously anticipated significant impacts. Rather, all of the impacts associated with the Modified Project are within the envelope of impacts addressed in the Adopted IS/MND and do not constitute a new or substantially increased significant impact. Based on this determination, the Modified Project does not meet the requirements for preparation of a Subsequent or Supplemental MND pursuant to *State CEQA Guidelines* Section 15162. Accordingly, this Addendum to the IS/MND is the appropriate type of environmental documentation required for the Modified Project. An addendum does not require circulation for public review but can be included in or attached to a final EIR or an adopted negative declaration.

APPROVED PROJECT DESCRIPTION

1. PROJECT LOCATION

Regionally, the Project Site is located in the City of Los Angeles (City) Arts District within Downtown Los Angeles; refer to **Figure 1**, *Regional Vicinity*. Bunker Hill in Downtown Los Angeles is located approximately one mile to the west, Little Tokyo is located approximately 0.25 mile to the west, and Chinatown is located approximately 0.75 mile to the north of the Project Site. The channelized Los Angeles River is located approximately 1,000 feet east of the Project Site. Locally, the Project Site is located within two parcels at the southwest intersection of East 2nd Street and South Vignes Street at 929-939 East 2nd Street (Project Site) (Assessor Parcel Numbers 5163-004-007 and 5163-004-011). The combined lot area totals approximately 29,798 square feet (0.68 acre). The Project Site is bounded by East 2nd Street to the south, South Vignes Street to the east, and 1st Street to the north; refer to **Figure 2**, *Project Location Map*. Regional access to the Project Site is provided via the US 101 Highway (US 101). Local access to the Project Site is via East 2nd Street and South Vignes Street.

2. SURROUNDING LAND USES

Land uses immediately adjacent to the Project Site consist of the following:

North: Service alley, surface parking lot, a two-story commercial building occupied by Environmental Contracting Corporation, and 1st Street.

East: South Vignes Street and a two-story brick commercial building occupied by commercial retail uses on the ground level.

South: East 2nd Street and a two-to four-story brick commercial building occupied by commercial retail, creative office and restaurant uses.

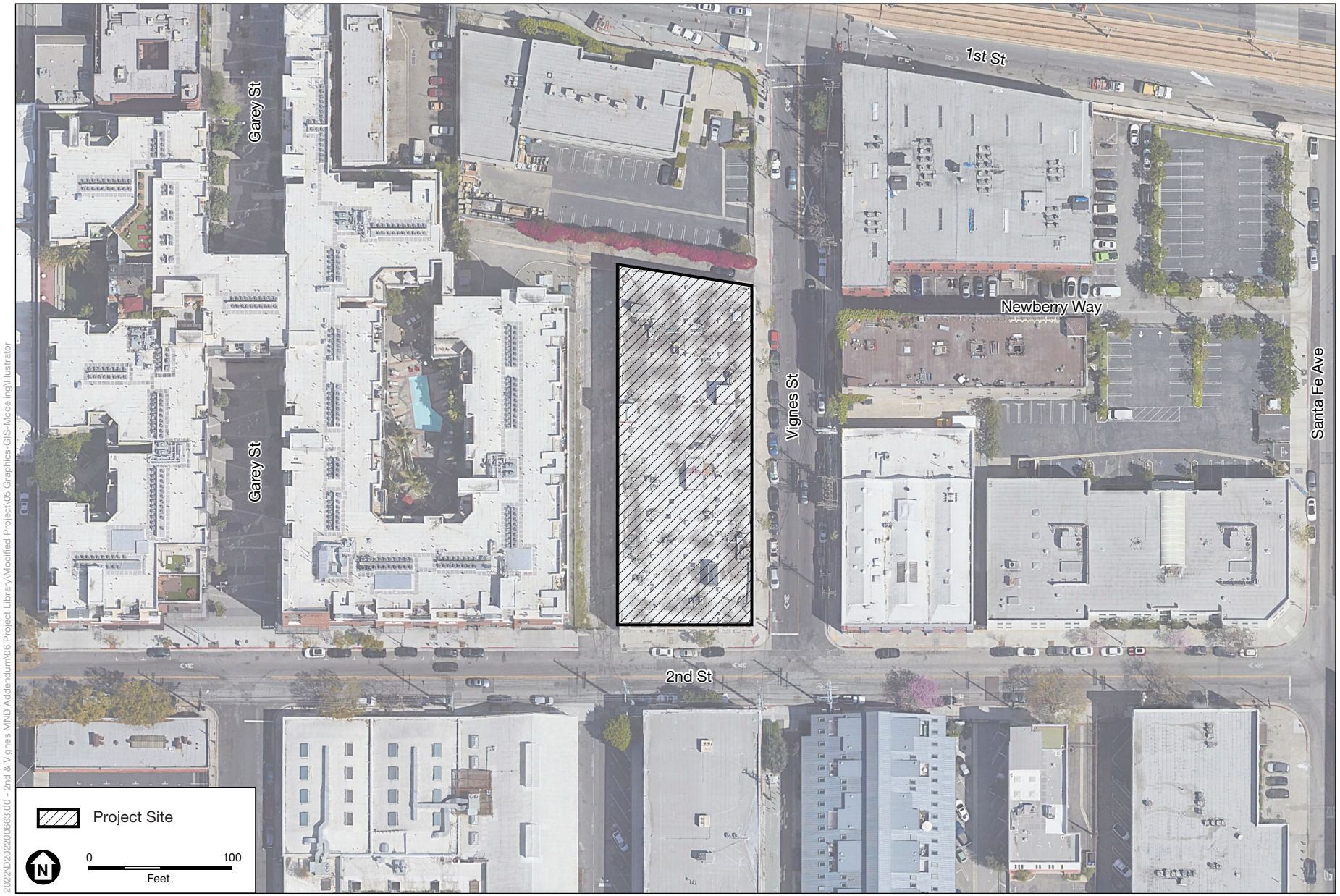
West: The Garey Building which is a five-story mixed-use development providing 320 apartment units and 15,290 square feet of retail and restaurant space.

SOURCE: ESRI

2nd and Vignes Project

Figure 1
Regional Vicinity

ESA



SOURCE: ESA, 2022; Google Earth, 2022

2nd and Vignes Project

Figure 2
Project Location Map

ESA

3. EXISTING SITE CONDITIONS

The earliest recorded non-agricultural use of the Project Site occurred in 1906 when the site was occupied by a lumber storage yard. The lumber yard was replaced in 1926 by the existing two-story utilitarian industrial building, when the Challenge Cream and Butter Association (CCBA) commissioned Los Angeles architect Charles F. Plummer to construct a new headquarters building. The existing two-story CCBA Building is a Class A reinforced concrete structure with foundations and walls made to support two additional levels, if needed. The CCBA Building rises to the heights of approximately 32 feet above the adjacent grade, excluding rooftop mechanical equipment and stairway/elevator enclosures. The CCBA Building contains approximately 66,663 square feet of gross building area. The building served as the main distributing plant and executive offices for the CCBA for approximately 38 years. In 1967, the property was purchases by Standard Oil, likely for oil rights only, since the building was left vacant during Standard Oil's ownership of the property. Oil wells were drilled near the property, but no oil extraction or development of wells occurs on the Project Site. The property changed owners in 1982 and the interior area was extensively renovated to accommodate 17 artist live/work lofts of varying size under a certificate of occupancy issued in 1988. Parking for the 17 artist live/work lofts was provided in the basement level and accessed via an entrance driveway and ramp on East 2nd Street. The basement level provides a total of 23 vehicle parking spaces.

4. GENERAL PLAN AND ZONING

The Project Site is located within the Central City North Community Plan (Community Plan) Area, one of 35 community plan areas within the City. The City's 35 community plans collectively comprise the Land Use Element of the City's General Plan. The Community Plan Land Use Map designates the Project Site as Regional Commercial with a corresponding zoning classification of (T)(Q)C2-2-RIO. The Project Site is located in the Arts District of the Los Angeles Business Improvement District (BID), which was historically a center of industrial, commercial industrial, and warehousing activity on the eastern edge of Downtown Los Angeles, but has since evolved to contain a more eclectic mix of uses including light industrial, commercial industrial, residential, warehouse, retail, live/work lofts, creative office, artist galleries, boutique retail stores, and restaurant/café uses.

5. PROJECT FEATURES OF THE APPROVED PROJECT

The Approved Project, as analyzed in the Adopted IS/MND, consists of a renovation to the existing two-story commercial building with one subterranean level and the addition of five new levels above the existing building to create a seven-story, 131-foot tall, 124,233-square-foot commercial development. The commercial development is comprised of a food market/restaurant, café, coffee bar, retail space, artist studios, and a private membership club providing spaces for offices, a screening room, retail, a gym, a pool, photo studios, events and a restaurant/lounge dispersed throughout the ground level, second, third, fifth, sixth and seventh levels. The Approved Project's uses generally fall within two categories: a private membership club and general commercial uses that are open to the public. Parking for 241 vehicles was to be provided in the basement level and fourth level, which consists of two levels

of the renovated existing building through the use of an automated lift and shuttle-carriage system accessed from an internal motorcourt along South Vignes Street. The Approved Project would provide 20 long-term bicycle spaces and 20 short-term bicycle spaces for a total of 40 bicycle parking spaces. The total project open space for the Approved Project totals 15,703 square feet, which includes the East 2nd Street Courtyard, retail terraces, and landscaped terraces for club members. Construction of the Approved Project is anticipated to take 18 months, with building construction and architectural coatings taking place in overlapping phases. The Project would require the excavation of 3,220 cubic yards of soil material from the Project Site, all of which would be exported off-site. The City of Los Angeles Planning Commission approved the Approved Project as described above in February 2017.

6. DESCRIPTION OF THE PROPOSED MODIFICATIONS TO THE PROJECT

After the City of Los Angeles Planning Commission approved the Approved Project in February 2017, the Project Applicant is proposing a modified project that would maintain the Approved Project's building height. Due to the changing economic conditions amid the global pandemic occurring post-entitlement of the Approved Project, some aspects of the Approved Project are proposed to be reconfigured to office uses to adequately address market demand, or lack thereof, for certain uses like a private club space, gym, spa, and retail.

2nd and Vignes (the Modified Project)

The Project Applicant is proposing a modified project that would maintain the Approved Project's building height. The Modified Project consists of a renovation to the existing two-story commercial building with one subterranean level with the addition of six new levels above the existing building to create an eight-story, 131-foot high, 124,233-square-foot commercial development; refer to **Figure 3**, *Project Site Plan* and **Figure 4**, *Building Section*. Additionally, the Modified Project would enhance the neighborhood aesthetics by relocating the parking (which will no longer be a mechanical automated parking system) from the fourth level of the building to the first level and basement level to create additional office space. The fourth level (which would now become two levels, the fourth level and fifth level) would now consist of office uses, art/photo studios, and screening room uses. When compared to the 33,961 square feet of office uses of the Approved Project, the Modified Project proposes 70,318 square feet of office uses resulting in the additional 36,357 square feet of office space. The Modified Project proposes 270 on-site vehicle spaces, 42 long-term bicycle spaces, and 19 short-term bicycle spaces resulting in an additional 29 on-site vehicle parking spaces, an additional 22 long-term bicycle spaces, and one less short-term bicycle space when compared to the Approved Project. Further, the Modified Project proposes 24,547 square feet of open space, resulting in an additional 8,844 square feet of open space compared to the Approved Project. In addition to the relocation of parking in the building, the Modified Project would add approximately 21,544 square feet of additional floor area, resulting in a total floor area of 124,233 square feet; please refer to **Table 1**, *Comparisons of Approved Project and Modified Project*. The Modified Project would maintain the current land use designation and zoning classification, but would change the Qualified Classification (Q Classification) to allow the increase in floor area of 21,544 square feet. The construction of the Modified Project is similar to the Approved

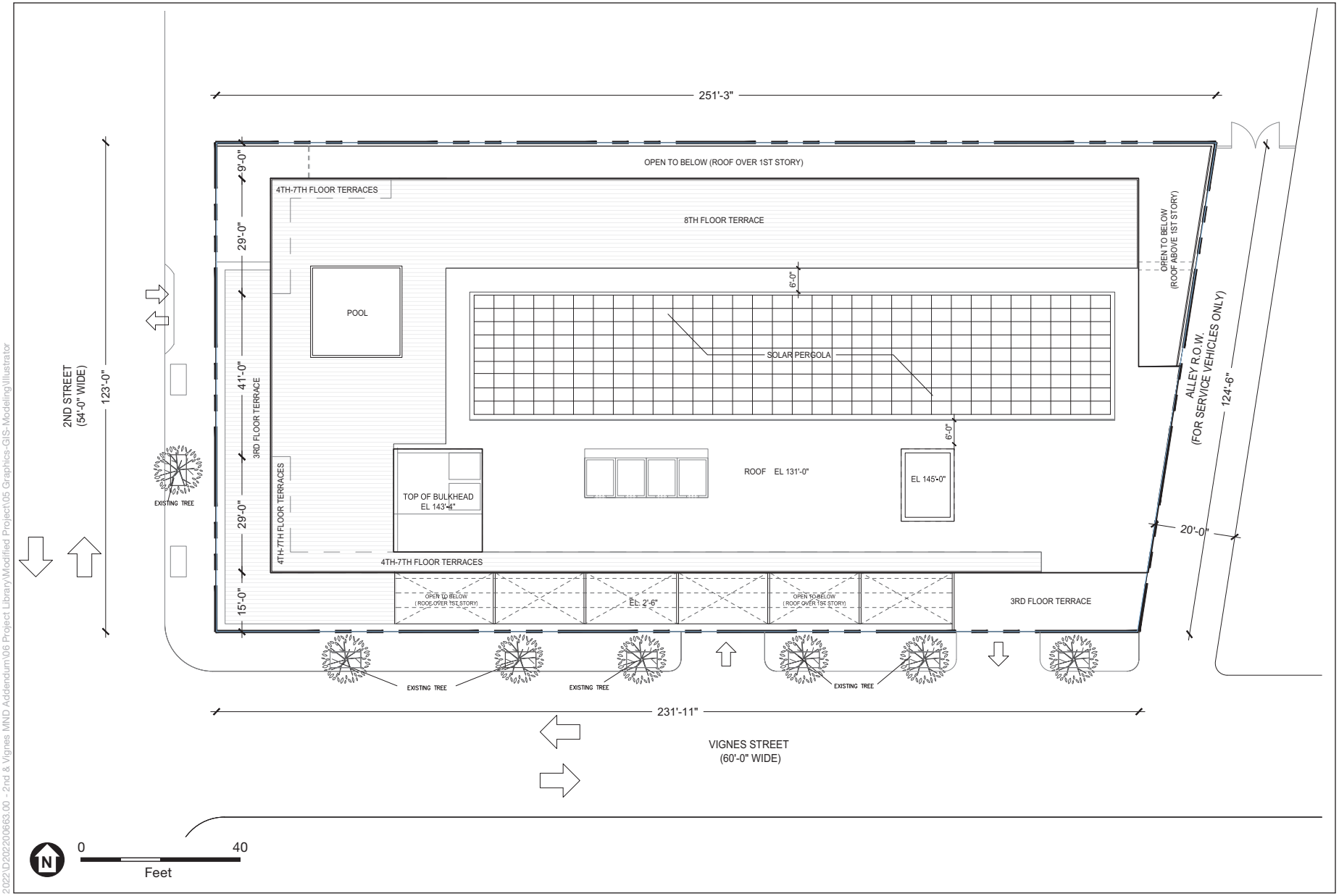
Project and is anticipated to take 18 months, with building construction and architectural coatings taking place in overlapping phases. Similar to the Approved Project, the Modified Project would require the excavation of 3,220 cubic yards of soil material from the Project Site, all of which would be exported off-site.

TABLE 1
COMPARISONS OF APPROVED PROJECT AND MODIFIED PROJECT

Approved Project			Modified Project			Difference in Square Feet (Modified – Approved)
Level	**Use**	**LAMC 12.03 (SF)**	**Level**	**Use**	**LAMC 12.03 (SF)**	
Basement	Mechanical Parking, MEP		**Basement**	Parking		
	Lobby	0		Lobby	—	
1st	Food Market/Café	6,054	**1st**	Restaurant	3,938	(2,116)
	Coffee Bar	550				(550)
	Retail	6,179				(6,179)
	Lobby/Member Services	1,534		Lobby	1,178	(356)
	Parking	0		Parking	—	0
2nd	Retail	10,630	**2nd**			(10,630)
	Artist Studios	1,000				(1,000)
	Screening Room	2,641				(2,641)
	Office	10,560		Office	19,653	9,093
3rd	Retail	3,712	**3rd**			(3,712)
	Café	1,859				(1,859)
	Member's Retail	985				(985)
	Gym	6,133				(6,133)
	Office	2,566		Office	16,135	13,569
	Terrace (covered)					0
	Terrace (uncovered)					
4th	Mechanical Parking	0	**4th**			0
				Office	17,265	17,265
			5th	Art/Photo Studio and Screening Room	17,265	17,265
5th	Office	18,871	**6th**			(18,871)
				Accessory Event Space	17,265	17,265
			6th Mezz	Accessory Event Space	3,735	3,735
6th	Photo Studio	9,064	**7th**			(9,064)
	Event	7,843				(7,843)
	Office	1,964		Office	17,265	15,301
7th	Dining Lounge	10,534	**8th**	Restaurant	10,534	0
Total		**102,679**			**124,233**	**21,554**

Note: If the use is left black under "Modified Project", this means the use is eliminated on that floor.

Source: Approved Project: Table 1 of CPC-2016-1080-GPA-ZC-HD-MCUP-ZA-SPR-1A; Modified Project: Morali Architects.



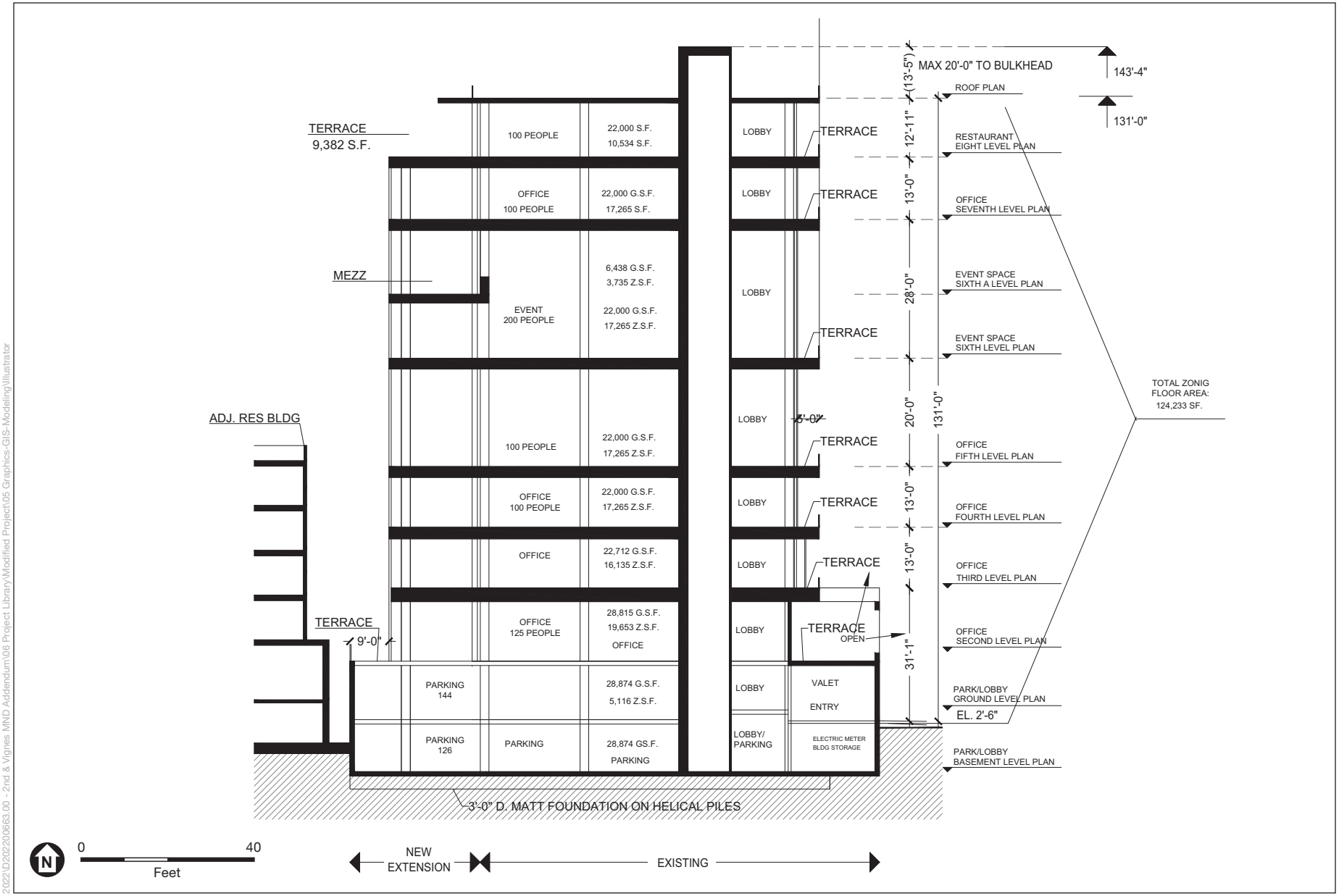
2022\D20200663.00 - 2nd & Vignes MND Addendum\06 Project Library\Modified Project\05 Graphics-GIS-Modeling\Illustrator

SOURCE: Morali Architects, 2022

2nd and Vignes Project

Figure 3
Project Site Plan

ESA



2022\D20200663.00 - 2nd & Vignes MND Addendum\06 Project Library\Modified Project\05 Graphics-GIS-Modeling\Illustrator

SOURCE: Morali Architects, 2022

2nd and Vignes Project

Figure 4
Building Section

ESA

II. ENVIRONMENTAL ANALYSIS

The following analysis addresses the environmental issues that were previously analyzed in the Adopted IS/MND for the Approved Project and determines if the Modified Project creates a new significant impact or increases the severity of an environmental impact as identified in the Adopted IS/MND. Provided below is an assessment of how changes to the Approved Project affect the conclusions of each respective environmental issue analyzed in the Modified Project. A summary of the Approved Project impact determination is provided for each threshold along with the Modified Project analysis. The thresholds of significance are based on the practices of the City of Los Angeles, the *L.A. CEQA Thresholds Guide*, and other sources as noted.

The City of Los Angeles Planning Commission approved the Approved Project as described above in February 2017. Subsequently, some threshold questions contained in Appendix G, Environmental Checklist Form, of the *State CEQA Guidelines* (Title 14, Division 6, Chapter 3) were updated and revised. The most recent updates became effective on December 28, 2018. Accordingly, this Addendum utilizes the updated Appendix G threshold questions. Where the updates result in a difference between the analysis contained in the Adopted IS/MND and this Addendum (for example, the relocation of the analysis of impacts to paleontological resources from the Cultural Resources Section to the Geology and Soils Section), the difference is described under the applicable analysis section.

The analysis presented in the following sections demonstrates that the Modified Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts

1. AESTHETICS

A. Approved Project

The Adopted IS/MND found that the Approved Project would not result in significant impacts related to aesthetics with the incorporation of project design features and the implementation of mitigation. The surrounding area is highly urbanized and the Adopted IS/MND concluded that the Approved Project would not adversely impact views of scenic vistas or resources. The Adopted IS/MND identified that while the proposed structures would be taller and greater in mass than the neighboring buildings, the Approved Project would be similar in size, scope and scale to many recently completed and proposed projects in the surrounding vicinity, including the Arts District. Scenic vistas would not be affected by the Approved Project as the general topography of the Project Site and surrounding area is flat with no substantial topographical variations. The Project Site is not located in a City-designated scenic vista. In addition, there are no State- or City-identified scenic highways in the surrounding Project area from which scenic vistas could be viewed. The Adopted IS/MND stated that although new views of the proposed retail/commercial uses would be visible from the surrounding properties and roadways, the Approved Project would not block significant scenic vistas. Based on the existing visual quality of the Project Site and its surroundings, the Adopted IS/MND concluded that the Approved Project would not

degrade the existing visual character or quality of the Project Site and its surroundings. **Project Design Features PDF-AES-1** through **PDF-AES-3** were included to ensure that attractive landscaping is provided and proper building and site maintenance, including maintaining a graffiti-free site, occurs during Project operation. The Adopted IS/MND found that nighttime illumination would be consistent with current levels, as the area is characterized by considerable levels of existing street lights in the urbanized environment. Further, the Approved Project would be subject to the regulations of nighttime illumination and lighting of the Los Angeles Municipal Code (LAMC). The Adopted IS/MND concluded that the Approved Project would not create a new source of substantial light which would adversely affect day or nighttime views in the Project area. Nonetheless, to further reduce Project-related illumination, project design features were included. **Project Design Features PDF-AES-4** and **PDF-AES-5** ensure outdoor lighting shall be designed to shine downward and installed with shielding and vehicles parked within the stacked parking system would not be permitted to have headlights on. The Adopted IS/MND concluded the Adopted Project would not create a substantial new source of glare which would adversely affect day or nighttime views in the Project Area. Incorporation of **Project Design Feature PDF-AES-6** would further reduce glare impacts by ensuring the exterior of the proposed building shall be constructed of materials such as high-performance low reflectively glass and pre-case concrete or fabricated wall surfaces. The Adopted IS/MND also included the implementation of **Mitigation Measure MM-AES-1** to minimize light spill beyond the Project Site. The Adopted IS/MND determined that impacts related to aesthetics would be less than significant with the incorporation of **Project Design Features PD-AES-1** through **PDF-AES-6** and the implementation of **Mitigation Measure MM-AES-1**.

B. Modified Project

The Modified Project would maintain the Approved Project's building height. The Modified Project consists of a renovation to the existing two-story commercial building with one subterranean level with the addition of six new levels above the existing building to create an eight-story, 131-foot high, 124,233-square-foot commercial development. The Modified Project proposes similar land uses as the Approved Project and would enhance the neighborhood aesthetic by relocating the parking (which will no longer be a mechanical automated parking system) from the fourth level of the building to the first level and basement level to create additional office space. In addition to the relocation of parking in the building, the Modified Project would add approximately 21,544 square feet of additional floor area, resulting in a total floor area of 124,233 square feet. Similar to the Approved Project, the Modified Project would not result in a significant impact on scenic resources, scenic highways, visual character or quality, or light and glare, as analysis of the additional eight levels of the building, and additional 21,544 square feet of floor area, proposed under the Modified Project is captured within analysis of the previously approved building envelope and façade of the Approved Project.

The Modified Project would be subject to the same regulatory compliance, required to incorporate the same **Project Design Features PDF-AES-1** through **PDF-AES-4** and **PDF-AES-6**, and required to implement the same **Mitigation Measure MM-AES-1** as identified for the Approved Project in the Adopted IS/MND. The Modified Project would not be subject to **Project Design Feature PDF-AES-5** due to the relocation of parking (which will no longer be a mechanical automated parking system) from the fourth level of the

building to the first level and basement level. The applicable project design features and mitigation measures listed in the Adopted IS/MND are included below and as Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to aesthetics. Thus, **Project Design Features PDF-AES-1** through **PDF-AES-4** and **PDF-AES-6**, and **Mitigation Measure MM-AES-1** from the Adopted IS/MND would be implemented by the Modified Project, and impacts associated with aesthetics would be less than significant.

C. Project Design Features and Mitigation Measure

The Adopted IS/MND for the Approved Project incorporated the following project design features related to aesthetics:

Project Design Feature PDF-AES-1: The ground floor plaza along 2nd Street shall include attractive landscaping. It shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

Project Design Feature PDF-AES-2: Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.

Project Design Feature PDF-AES-3: During construction of the Project, the exterior of buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91.8104.15.

Project Design Feature PDF-AES-4: Outdoor lighting shall be designed to shine downward and installed with shielding and be directed onto the Project Site, so that the light source does not directly illuminate any adjacent properties or the above night skies.

Project Design Feature PDF-AES-6: The exterior of the proposed building shall be constructed of materials such as high-performance low reflectivity glass and pre-cast concrete or fabricated wall surfaces.

The Adopted IS/MND for the Approved Project implemented the following mitigation measure related to aesthetics:

Mitigation Measure MM-AES-1: Exterior screening shall be installed to minimize the spill light from luminaires within open structure buildings from reaching beyond the Project Site. The screening shall also be installed so as to minimize the views and potential glare of headlights of motor vehicles within the garage from beyond the Project Site boundary. Screening measures

may include, but are not limited to, shielding attached to the luminaire, building, or site structures.

2. AGRICULTURE AND FORESTRY RESOURCES

A. Approved Project

The Adopted IS/MND identified that the Project Site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) and is not zoned for agricultural or forestry use. The Adopted IS/MND concluded that the Approved Project would not result in any potentially significant impacts to agricultural and forestry resources.

B. Modified Project

The Modified Project would be developed on the same Project Site as evaluated in the Adopted IS/MND. Accordingly, the Modified Project would not impact agricultural or forestry resources and, consequently, would not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to agricultural and forestry resources.

C. Mitigation Measures

No mitigation measures were required for agriculture and forestry resources in the Adopted IS/MND; no mitigation measures are required for the Modified Project.

3. AIR QUALITY

A. Approved Project

The Adopted IS/MND provided an air quality analysis for the Approved Project uses, which utilized the California Emissions Estimator Model (CalEEMod) to estimate air pollutant emissions for construction and operations, including from mobile sources. The emissions include volatile organic compounds (VOC), nitrogen oxides (NOx), carbon dioxide (CO), sulfur dioxide (SO_2), respirable particulate matter (PM10), and fine particulate matter (PM2.5). The emissions estimates were conducted to reflect 18-month construction and operational periods of the Approved Project.

The Approved Project is located within the 6,745-square-mile South Coast Air Basin (SoCAB). Therefore, the South Coast Air Quality Management District (SCAQMD) is required, pursuant to the Clean Air Act, to reduce emissions of criteria pollutants for which the SoCAB is in non-attainment (i.e., ozone, PM10, and PM2.5). The Adopted IS/MND for the Approved Project evaluated the potential for conflicts with the SCAQMD's 2016 Air Quality Management Plan (AQMP), which was the approved AQMP at the time of the analysis. The Adopted IS/MND determined that the implementation of the Approved Project would not be anticipated to conflict with or obstruct the implementation of the SCAQMD's 2016 Air Quality Management Plan (AQMP).

The Adopted IS/MND takes into consideration the Congestion Management Program (CMP). CMP was enacted by Metropolitan Transportation Authority (Metro) to address traffic congestion issues that could impact quality of life and economic vitality. The Adopted IS/MND shows that the Approved Project is expected to generate fewer than 50 trips during peak hour. As a result, the Approved Project would not exceed any CMP thresholds, and no impact to the CMP network would occur. Thus, the Approved Project would not conflict with or obstruct the implementation of the CMP.

Construction-related emissions associated with the Approved Project were estimated using CalEEMod. Construction of the Approved Project would generate emissions from the use of heavy-duty construction equipment, haul and vendor truck trips, and construction worker vehicles. Fugitive dust emissions would occur from demolition and soil handling activities. Fugitive VOC emissions would occur from the use of architectural coating products. The Adopted IS/MND determined that the mass daily regional emissions generated by the Approved Project's construction-related activities (Table B-1 of the Adopted IS/MND) would not exceed the SCAQMD significance thresholds for NOx, CO, SO_2, PM10, or PM2.5. However, the Adopted IS/MND determined that construction of the Approved Project would result in emissions of VOCs that would exceed the SCAQMD significance thresholds (unmitigated construction VOC emissions would be 125 pounds per day compared to the significance threshold of 75 pounds per day). The Adopted IS/MND found that with the implementation of **Mitigation Measure MM-AIR-1**, the Approved Project will limit the daily application of architectural coating applied on-site to 170 gallons per day with an average of 50 grams VOC per liter of coating. Implementation of **Mitigation Measure MM-AIR-1** would result in a reduction of VOC emissions from 125 pounds to approximately 71 pounds of VOC emissions per day, which would be less than the significance threshold of 75 pounds per day. Therefore, with the implementation of mitigation, construction of the Approved Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Operational-related emissions associated with the Approved Project were estimated using CalEEMod. Operation of the Approved Project would generate mobile source emissions from the increase in the number of vehicle trips to and from the Project Site as compared to conditions with existing uses on-site. The Approved Project would also generate emissions from on-site area sources such as natural gas combustion, landscaping equipment, and use of consumer products. The Adopted IS/MND determined that the mass daily regional emissions generated by the Approved Project's operational activities (Table B-3 of the IS/MND) would not exceed the SCAQMD significance thresholds for VOC, NOx, CO, SO_2, PM10, or PM2.5. Therefore, operation of the Approved Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

The Adopted IS/MND also determined that that localized air pollutant emissions generated by construction and operation of the Approved Project (Tables B-2 and B-4 of the Adopted IS/MND) would not generate emissions in excess of the SCAQMD localized significance thresholds; therefore, the Approved Project would not expose sensitive receptors in the vicinity of the Project Site to substantial pollutant concentrations for emissions of CO, NOx, PM10, and PM2.5. Due to the small lot size, relatively short construction duration and low demand for heavy duty diesel construction equipment (e.g., limited

earthmoving activities) needed to complete the Approved Project, toxic air contaminant (TAC) emissions from construction activities would be minimal and would not result in long-term health risks to nearby sensitive populations. During long-term operations, TACs could be emitted as part of periodic maintenance operations, cleaning, painting, etc., and from periodic visits from delivery trucks and service vehicles. However, these uses are expected to be occasional and result in minimal exposure to off-site sensitive receptors. As a result, impacts would be less than significant and mitigation measures would not be required as it pertains to sensitive receptor exposure of air pollution.

The Adopted IS/MND determined that construction and operation of the Approved Project would not generate nuisance odors at nearby sensitive receptors including: (1) long-term health care facilities; (2) rehabilitation centers; (3) convalescent centers; (4) retirement homes; (5) residences; (6) schools; (7) parks and playgrounds; (8) childcare centers; and (9) athletic fields.

Thus, the Adopted IS/MND found that air quality impacts associated with the Approved Project would be less than significant with the implementation of **Mitigation Measure MM-AIR-1**.

B. Modified Project

The Modified Project would be developed on the same site as the Approved Project and subject to the same regulatory compliance and mitigation measure identified in the Adopted IS/MND. Similar to the Approved Project, the Modified Project consists of a renovation of an existing two-story building. The Modified Project proposes six levels to be added to the existing building, increasing to a total of eight levels, as opposed to the seven levels proposed as part of the Approved Project. The Modified Project would add approximately 21,554 square feet of additional floor area, increasing the total floor area to 124,233 square feet, as compared to 102,679 square feet under the Approved Project. The Modified Project would include additional office space as opposed to specific private club, gym, spa, and retail uses included in the Approved Project. The Modified Project does not propose any substantial new uses or activities that would result in immense changes to the findings of the Adopted IS/MND.

Although the Modified Project does include the addition of a building level and an additional 21,554 square feet of floor area, the Adopted IS/MND's analysis would still pertain to the Modified Project. The Modified Project would split the fourth level into two levels, adding an additional level to the Approved Project. However, the total building envelope of the Modified Project would mostly remain the same as the Approved Project, with changes to driveway locations, minor construction adjustments to the interior and painting, and increased open space are being proposed as part of the change. The Modified Project would still implement **Mitigation Measure MM-AIR-1** to reduce the VOC emissions, and overall, the minimal increase in interior construction work would not substantially increase daily construction emission-over-emission levels disclosed in the Adopted IS/MND.

The proposed increase in square footage and office space would likely increase the levels of operational emissions for the Modified Project, including those from vehicle mileage trips (VMT) and other related building emissions (energy, consumer product use, etc.). The *929 East 2nd Street Project – Supplemental Transportation Impact Analysis*, prepared by KOA and dated August 17, 2022 (revised Transportation

Memo), calculated VMT using the VMT calculator. The VMT calculator was developed by the Lost Angeles Department of Transportation (LADOT) and calculates daily vehicle trips, daily VMT, daily household VMT per capita and daily work VMT per employee for land use projects. The unmitigated VMT calculation of the Modified Project indicated a total of 4,557 net daily vehicle trips and a 30,125 net daily VMT per the screening analysis. The VMT calculator was then used to determine the VMT per capita and incorporate Transportation Demand Management (TDM) project design features to reduce VMT. These project design features included reducing parking supply and inclusion of bike parking per LAMC (§ 12.21 A.4 and § 12.21 A.16). The Modified Project meets both of the following TDM strategies. With mitigation, the Modified Project generates a total of 3,963 net daily vehicle trips and 26,195 net daily VMT. These additional operational emissions would be a minor increase to the Approved Project's operational emissions. There is not expected to be significant changes between the emission levels for the Approved Project and Modified Project. The emission levels for the Modified Project would still be below SCAQMD significant thresholds shown in Table B-3 of the Adopted IS/MND.

The Modified Project includes some minor changes to the proposed building, including an additional level and 21,554-square-foot increase in floor area, so it is expected to result in a minor increase in the Modified Project's localized operational emissions. These include an increase in generated emissions from sources such as natural gas heaters, landscaping equipment, and consumer products. As previously discussed, the changes to building design in the Modified Project are not expected to produce any substantial new uses or activities. Since the Approved Project's localized operational emissions in Table B-2 and Table B-4 of the Adopted IS/MND are very low and well below the significance thresholds for VOC, NOx, CO, SO2, PM10, and PM2.5, the Modified Project's localized operational emissions will similarly be very low and well below the significance thresholds. Therefore, the Modified Project would have a less than significant impact on localized air quality resulting from long-term operational emissions, and mitigation measures would not be required.

The Modified Project can have the potential to emit odors during construction and operational activities. However, the Adopted IS/MND determined that construction and operation of the Approved Project would not generate nuisance odors at nearby sensitive receptors and the Modified Project is assumed to minimally increase any potential sources of odors relative to the Approved Project. Therefore, potential odor impacts would be less than significant and mitigation measures would not be required.

The Modified Project would be required to implement the same **Mitigation Measure MM-AIR-1** as identified for the Approved Project in the Adopted IS/MND. The mitigation measure is listed in the Adopted IS/MND and is included below and as Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to air quality. Thus, **Mitigation Measure MM-AIR-1** from the Adopted IS/MND would be implemented by the Modified Project, and impacts associated with air quality would be less than significant.

C. Mitigation Measure

The Adopted IS/MND for the Approved Project implemented the following mitigation measure related to air quality:

> **Mitigation Measure MM-AIR-1:** The Project shall limit daily application of architectural coatings applied on-site to 170 gallons per day with an average of 50 grams VOC per liter of coating, less water and less exempt compounds, or equivalent usage resulting in similar or less VOC emissions. For example, stains, specialty primers, and industrial maintenance coatings allowed by Rule 1113 that contain VOCs at a level of 100 grams per liter of coating, less water and less exempt compounds would be limited to 85 gallons per day on site. Compliance with this measure would result in approximately 71 pounds of VOC emissions per day, which would be less than the threshold of 75 pounds per day.

4. BIOLOGICAL RESOURCES

A. Approved Project

The Adopted IS/MND identified that the Project Site is located in a highly urbanized area and is currently developed with a two-story commercial building. The channelized Los Angeles River is located east of the Project Site, but it is a vertical-walled, concrete-lined segment of the stream. The Project Site does not contain any drainage channels to the river, riparian habitat, or other sensitive natural communities, as indicated in the City or regional plans or in regulations by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). Furthermore, the Project Site is not located in or adjacent to a Significant Ecological Area as defined by the City. Therefore, the Adopted IS/MND concluded that the Approved Project would not result in impacts to candidate, sensitive, or special status species and would not have an adverse effect on any riparian habitat or other sensitive natural community. The Adopted IS/MND also concluded that the Approved Project would not have an adverse effect on federally protected wetlands, as the Project Site does not contain any wetlands as defined by Section 404 of the Clean Water Act (CWA).

The Project Site does not contain substantial habitat for native resident or migratory species, or native nursery sites. Nonetheless, the Adopted IS/MND identified that the Project Site does include trees that could support raptor and/or songbird nests. Migratory nongame native bird species are protected under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The Adopted IS/MND for the Approved Project concluded that implementation of **Mitigation Measures MM-BIO-1a** and **MM-BIO-1b** would reduce the potential impact to a less than significant level.

A Tree Assessment Letter Report was prepared for the Approved Project and provided as Appendix B of the Adopted IS/MND, and identified that no locally protected biological resources, such as oak trees or California walnut woodlands, or other trees protected under the City's Protected Tree Ordinance

(Chapter IV, Article 6 of the LAMC), exist on the Project Site. In addition, the Adopted IS/MND concluded that the Project Site is not located within a habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan, and no conflicts would occur.

B. Modified Project

The Modified Project would be developed on the same Project Site as evaluated in the Adopted IS/MND. The Project Site remains as a developed lot in a highly urbanized area that is devoid of native vegetation communities. Similar to the Approved Project, should trees slated for removal contain active bird nests, **Mitigation Measures MM-BIO-1a** and **MM-BIO-1b** would require a delay in tree removal to occur outside of nesting season, in accordance with the Federal Migratory Bird Treaty Act. The mitigation measures listed in the Adopted IS/MND are included below and as Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to biological resources. Thus, **Mitigation Measures MM-BIO-1a** and **MM-BIO-1b** from the Adopted IS/MND would be implemented by the Modified Project and impacts to biological resources would be less than significant.

C. Mitigation Measures

The Adopted IS/MND for the Approved Project implemented the following mitigation measures related to biological resources:

> **Mitigation Measure MM-BIO-1a:** Any construction activities that occur during the nesting season (February 15 to August 31) shall require that all suitable habitat (i.e., street trees and shrubs) be surveyed for the presence of nesting birds by a qualified biologist, retained by the Applicant as approved by the City of Los Angeles Building and Safety, before commencement of clearing and prior to grading permit issuance. The survey shall be conducted within 72 hours prior to the start of construction. A copy of the preconstruction survey shall be submitted to the City of Los Angeles Building and Safety.
>
> **Mitigation Measure MM-BIO-1b:** If the required pre-construction survey detects any active nests, an appropriate buffer as determined by the biological monitor, shall be delineated, flagged, and avoided until the qualified biological monitor has verified that the young have fledged or the nest has otherwise become inactive.

5. CULTURAL RESOURCES

A. Approved Project

Historical Resources

The Adopted IS/MND described that the Approved Project would rehabilitate and adaptively reuse the former Challenge Creamery and Butter Association (CCBA) Building as a mixed-use commercial space and construct a five-story addition, which would rise above the existing two-story commercial building.

Based on the analysis in the Historical Resources Assessment Report (HRA) prepared for the Adopted IS/MND, the CCBA Building is not individually eligible as a historic resource at the federal, state, and local levels but is eligible as a contributor to a historic district because a district may be considered eligible as historic if all of the components lack individual distinction but the group as a whole achieves significance within its historic context. Because the CCBA Building was identified as a contributor to the Los Angeles Industrial Historic District (District), the Adopted IS/MND identified that the Approved Project would incorporate **Project Design Feature PDF-CULT-1** that would avoid potential impacts to the District by retaining and rehabilitating the CCBA Building in accordance with the Secretary of the Interior's Standards for Rehabilitation. Although the Approved Project's design substantially reduces adverse effects on the CCBA Building, **Mitigation Measure MM-CULT-1** was proposed to record the existing appearance of the CCBA Building due to the addition, as well as adverse effects related to scale and massing. With the incorporation of **Project Design Feature PDF-CULT-1** and the implementation of **Mitigation Measure MM-CULT-1**, the Adopted IS/MND concluded that upon Project completion, the CCBA Building would remain eligible as a contributor to the District and the District would remain eligible at the national, state and local levels. As such, the impacts of the Approved Project on historical resources would be less than significant.

Archaeological and Resources

The Adopted IS/MND identified that proposed excavation (down to 10 feet below surface grade) for the small building addition that would be added to the west side of the existing CCBA Building has a high potential for encountering buried historic period archaeological resources (e.g., refuse heaps, privies, foundations, cellars, etc.) associated with the former uses of the Project Site. As a result, **Mitigation Measures MM-CULT-2** through **MM-CULT-4** were identified to be implemented to ensure that potentially significant impacts to previously unknown archaeological resources that are unexpectedly discovered during the implementation of the Approved Project would be reduced to a less than significant level.

Human Remains

The Adopted IS/MND concluded that in the event that previously unknown human remains are encountered during construction excavations, **Mitigation Measure MM-CULT-5** would be implemented to ensure that any associated significant impacts would be reduced to a less than significant level.

B. Modified Project

Historical Resources

The Modified Project would be developed on the same Project Site as evaluated in the Adopted IS/MND. No new historic resources have been identified on the Project Site since preparation of the Adopted

IS/MND.[1] Similar to the Approved Project, the Modified Project would retain, restore, and upgrade the primary features of the CCBA Building that contribute to the surrounding District. The Modified Project would be required incorporate the same **Project Design Feature PDF-CULT-1** and required to implement **Mitigation Measure MM-CULT-1** as identified for the Approved Project in the Adopted IS/MND. The project design feature and mitigation measure are listed in the Adopted IS/MND and are included below and as Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to historical resources. Thus, **Project Design Feature PDF-CULT-1** and **Mitigation Measure MM-CULT-1** from the Adopted IS/MND would be implemented by the Modified Project, and impacts associated with historical resources would be less than significant.

Archaeological Resources

The Modified Project would be developed on the same Project Site and would maintain the Approved Project's building height, but would relocate the parking from the fourth level of the building to the first level and basement level to create additional office space on the fourth level (which would now become two levels, the fourth level and fifth level). In addition to the relocation of the parking in the building, the Modified Project would add approximately 21,554 square feet of additional floor area to result in a total floor area of 124,233 square feet. Similar to the Approved Project, the Modified Project would require the excavation of 3,220 cubic yards of soil material. The Modified Project does not change the proposed subterranean excavation compared to the Approved Project. Similar to the Approved Project, the proposed excavation for the small building addition that would be added to the west side of the existing CCBA Building has a high potential for encountering buried historic period archaeological resources (e.g., refuse heaps, privies, foundations, cellars) associated with the former uses of the Project Site. The Modified Project would be required to implement the same **Mitigation Measures MM-CULT-2** through **MM-CULT-4** as identified for the Approved Project in the Adopted IS/MND. The mitigation measures are listed in the Adopted IS/MND and are included below and as Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to archaeological resources. Thus, **Mitigation Measures MM-CULT-2** through **MM-CULT-4** from the Adopted IS/MND would be implemented by the Modified Project, and impacts associated with archaeological resources would be less than significant.

Human Remains

The Modified Project would be developed on the same Project Site and would maintain the Approved Project's building height, but would relocate the parking from the fourth level of the building to the first level and basement level to create additional office space on the fourth level (which would now become two levels, the fourth level and fifth level). In addition to the relocation of the parking in the building,

[1] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed August 2022.*

the Modified Project would add approximately 21,554 square feet of additional floor area to result in a total floor area of 124,233 square feet. Similar to the Approved Project, the Modified Project would require the excavation of 3,220 cubic yards of soil material. The Modified Project does not change the proposed subterranean excavation compared to the Approved Project. Similar to the Approved Project, in the event that previously unknown human remains are encountered during construction excavations, **Mitigation Measure MM-CULT-5** is prescribed to ensure that any associated significant impacts would be reduced to less than significant. The mitigation measure is listed in the Adopted IS/MND and is included below and as Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to disturbing human remains. Thus, **Mitigation Measure MM-CULT-5** from the Adopted IS/MND would be implemented by the Modified Project, and impacts associated with human remains would be less than significant.

C. Project Design Feature and Mitigation Measures

The Adopted IS/MND for the Approved Project incorporated the following project design feature related to cultural resources:

> **Project Design Feature PDF-CULT-1:** The Project shall incorporate design features that include preservation or in-kind replacement of the Building's windows, board-formed reinforced concrete exterior, and decorative cornice and frieze, as well as restoration of the original loading bay openings and primary (south and east) elevations in compliance with the Secretary of the Interior's Standards for Rehabilitation. The Project's plan for restoration of the Building's exterior features shall be developed in conjunction with a qualified architectural historian, historic architect, or historic preservation professional who satisfies the Secretary of the Interior's Professional Qualifications Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61.

The Adopted IS/MND for the Approved Project implemented the following mitigation measures related to cultural resources:

> **Mitigation Measure MM-CULT-1:** Prior to Project initiation, a recordation document prepared in accordance with Historic American Buildings Survey (HABS) Level III requirements shall be completed for the existing Building. The recordation document shall be prepared by a qualified architectural historian or historic preservation professional who satisfies the Secretary of the Interior's Professional Qualification Standards for Architectural History pursuant to 36 CFR 61. This document shall include a historical narrative on the architectural and historical importance of the Building, the Building's construction history, history of occupancy and use, association with the potential Los Angeles Industrial Historic District, and record the existing appearance of the Building in professional large format photographs. The Building's exteriors, representative interior spaces, character-defining features, as well as the property setting and contextual views shall be documented. All documentation components shall be completed in accordance with the

Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation (HABS standards). Copies of the completed report shall be distributed to the South Central Coastal Information Center at the California State University, Fullerton, City of Los Angeles Office of Historic Resources, and the City of Los Angeles Public Library Special Collections (Central Library).

Mitigation Measure MM-CULT-2: The Applicant shall retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards to oversee an archaeological monitor who shall be present during construction excavations such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (younger alluvium vs. older alluvium), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring may be reduced to part time inspections, or ceased entirely, if determined adequate by the archaeological monitor.

Mitigation Measure MM-CULT-3: In the event that archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. An appropriate buffer area shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by Project construction activities shall be evaluated by a qualified archaeologist. The Applicant shall coordinate with the archaeologist and the City to develop an appropriate treatment plan for the resources if they are determined to be potentially eligible for the California Register of Historical Resources or potentially qualify as unique archaeological resources as defined in §15064.5(a) and §21083.2(g) of the Public Resources Code, respectively. If the archaeological resources are prehistoric or Native American in origin, the Applicant shall consult with a representative from the Gabrielino Tribe(s) to determine whether the resource qualifies as a tribal cultural resource pursuant to §21074(a) of the Public Resources Code and to determine appropriate treatment. If preservation in place or avoidance is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis of the artifacts. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.

Mitigation Measure MM-CULT-4: The archaeological monitor shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources. The

report and the Site Forms shall be submitted by the Applicant to the City of Los Angeles, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.

Mitigation Measure MM-CULT-5: If human remains are encountered unexpectedly during implementation of the project, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD may, with the permission of the land owner, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the land owner to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this mitigation measure, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.

Whenever the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the descendants and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.

6. ENERGY

Since Adoption of the Adopted IS/MND, *State CEQA Guidelines* Appendix G was revised to include Energy as a new, stand-alone impact issue area.

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

A. Approved Project

Although Energy was not analyzed in the Adopted IS/MND, the Approved Project's contribution of greenhouse gas (GHG) emissions via Energy Sources is discussed for the Modified Project. GHG emissions associated with the Approved Project, as further discussed below, were found to be less than significant. The Modified Project is evaluated below as it pertains to the current Appendix G questions related to Energy

B. Modified Project

The Modified Project would be developed on the same site as the Approved Project. The Adopted IS/MND did not include energy as a specific area of analysis or discussion. Similar to the Approved Project, the Modified Project consists of a renovation of the existing two-story building. The Modified Project proposes six levels to be added to the existing building, increasing to a total to eight levels, as opposed to the seven levels proposed as part of the Approved Project. The Modified Project would add approximately 21,554 square feet of additional floor area increasing the total floor area to 124,233 square feet compared to 102,679 square feet under the Approved Project. The Modified Project would include additional office space as opposed to specific private club, gym, spa, and retail uses included in the Approved Project. The Modified Project does not propose any substantial new uses or activities that would result in significant changes in energy use (electricity and natural gas), which was not included in the Adopted IS/MND.

Electricity

Electricity transmission to the Project Site is provided and maintained by Los Angeles Department of Water and Power (LADWP). During construction of the Modified Project, electricity would be consumed to supply and convey water for dust control and, on a limited basis, may be used to power lighting, electronic equipment, and other construction activities necessitating electrical power. The Modified Project's construction electrical demand would be offset by the removal of existing uses, and electricity for construction would be obtained from the existing electrical lines that connect to the Project Site.

Construction-specific electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. When not in use, electric equipment would be powered off to avoid unnecessary energy consumption. Electricity use from construction would be short-term, limited to working hours, used for necessary construction-related activities, and represent a small fraction of the Modified Project's net annual operational electricity. Electrical construction equipment would also comply with California Code of Regulations, Title 24 (Title 24) requirements, which are a set of prescriptive standards establishing mandatory maximum energy consumption levels for buildings. Although Title 24 requirements typically apply to energy usage for buildings, long-term construction lighting (longer than 120 days) providing illumination for the Project Site and staging areas would also comply with applicable Title 24 requirements, which includes limits on the wattage allowed per specific area, resulting in the conservation of energy.[2] In addition, construction equipment would comply with energy efficiency requirements contained in the Federal Energy Independence and Security Act or previous Energy Policy Acts for electrical motors and equipment.[3] Therefore, construction of the Modified Project would not result in the wasteful, inefficient, or unnecessary consumption of electricity, especially as compared to the planned uses under the Approved Project, and the Modified Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Accordingly, impacts would be less than significant, and no mitigation measures would be required.

Project operation would result in the consumption of electricity (provided by LADWP). During operation, electricity would be supplied to the Project Site by LADWP from the existing electrical system. However, the Modified Project would require the installation of new on-site electrical distribution facilities and connection to the off-site electrical system. The Modified Project is required to comply with Title 24 standards and applicable California Code of Regulations, and Title 11 (CALGreen) requirements, which include the incorporation of energy efficient water features, lighting, and mechanical equipment to reduce energy consumption. In addition, LADWP would review the Modified Project's estimated electricity consumption in order to ensure that the estimated power requirement would be part of the total load growth forecast for the City and accounted for in the planned growth of the power system. Based on these factors, it is anticipated that LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to serve the Modified Project's electricity demand. As energy supplies of the existing purveyors are sufficient to serve the Modified Project in addition to existing commitments, operation of the Modified Project would not affect the local and/or regional energy supplies and would not require additional capacity. The Modified Project would be required to comply with the most recent State Energy Conservation Standards contained in Title 24 of the CCR standards, which is a set of prescriptive standards establishing mandatory maximum energy consumption levels for buildings. Along with CALGreen requirements, these standards include minimum energy efficiency requirements related to building envelope, mechanical systems (e.g., heating, ventilation, and air conditioning [HVAC] and water heating systems), indoor and outdoor lighting, and illuminated signs.

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[2] *California Building Energy Efficiency Standards, Title 24, Part 6, §110.9, §130.0, and §130.2.*

[3] *Energy Independence and Security Act of 2007. (Pub.L. 110-140).*

Specifically, as required by current Title 24 and CALGreen standards, the Modified Project would include installation of energy efficient heating and cooling systems, appliances (e.g., Energy Star®), equipment, and control systems, low-flow water-use fixtures, and energy-efficient pumps and motors for waste and storm water conveyance, fire water, and domestic water, reducing water consumption and water heating fuel (natural gas). Further, similar to the Approved Project, Project Design Feature PDF-LU-1 has been prescribed to include electric vehicles and charging stations for the Project. Implementation of Project Design Feature PDF-LU-1 would assist in reducing emissions generated by the Modified Project. The project design feature is listed in the Adopted IS/MND and is included below and as Appendix A to this Addendum. Therefore, operation of the Modified Project would not result in the wasteful, inefficient, or unnecessary consumption of electricity, especially when compared to the design changes relative to the Approved Project, discussed above. Also, the Modified Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Accordingly, impacts would be less than significant, and no mitigation measures would be required.

Natural Gas

Natural gas would be provided to the Project Site by Southern California Gas (SoCalGas). Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Thus, there would be no demand generated by construction, especially when compared to the design changes relative to the Approved Project, discussed above. Therefore, construction of the Modified Project would not result in the wasteful, inefficient, or unnecessary consumption of natural gas.

Natural gas required for the Modified Project operation would be supplied by SoCalGas from existing natural gas facilities. However, the Modified Project would require construction of new, on-site gas distribution lines to serve the new building and connection to existing off-site natural gas facilities. The Modified Project would be required to comply with Title 24 standards and CALGreen requirements, which includes the incorporation of energy efficient water features, lighting, and mechanical equipment to reduce energy consumption. Therefore, operation of the Modified Project would not result in the wasteful, inefficient, or unnecessary consumption of natural gas, especially when compared to the design changes relative to the Approved Project as discussed above. Accordingly, impacts would be less than significant, and no mitigation measures would be required.

C. Project Design Feature

The Adopted IS/MND for the Approved Project incorporated the following project design feature related to energy:

Project Design Feature PDF-LU-1: Of the total parking provided, five percent of spaces would be dedicated for electric vehicles and provide charging stations. In addition, twenty percent of spaces would be pre-wired for the future installation of electric charging stations.

7. GEOLOGY AND SOILS

Since Adoption of the IS/MND, *State CEQA Guidelines* Appendix G was revised to relocate the analysis of impacts to paleontological resources from the Cultural Resources Section to the Geology and Soils Section.

A. Approved Project

The Adopted IS/MND found that development on the Project Site would not expose people or structures to potentially adverse effects or otherwise result in significant impacts with respect to: surface fault rupture; seismicity and ground shaking; seismic-related ground failure and liquefaction; landslides; soil erosion or loss of topsoil; expansive soils; and soils incapable of supporting the use of septic tanks or alternative waste water disposal systems. However, the Adopted IS/MND identified that seismically-induced settlement or compaction of soil due to earthquake ground motion could result in damage, which would be considered a potentially significant impact to soil instability and unstable soils. The Adopted IS/MND concluded impacts would be reduced to a less than significant level through the implementation of **Mitigation Measure MM-GEO-1**, which requires all recommendations included in the Geotechnical Report prepared for the Approved Project to be followed. The Adopted IS/MND concluded that there are no known paleontological resources within the Project Site. The Project Site has surficial deposits of younger Quaternary Alluvium derived from the flood plain of the Los Angeles River. These deposits are not known for containing significant fossil vertebrates in the uppermost layers, but the underlying older Quaternary deposits found at varying depths have the possibility of yielding significant vertebrate fossils. However, the Adopted IS/MND identified that it is unlikely that excavations for the Project (excavation would not exceed 10 feet below the surface) would extend into the older sediments that would be conducive to retaining paleontological resources. The Adopted IS/MND concluded that no impacts would occur. Therefore, the Adopted IS/MND found that impacts associated with geology and soils would be less than significant with the implementation of mitigation.

B. Modified Project

The Modified Project would be developed on the same Project Site as evaluated in the Adopted IS/MND and would be subject to the same regulatory compliance and mitigation measure identified in the Adopted IS/MND. Similar to the Approved Project, the Modified Project would not expose people or structures to potentially adverse effects or otherwise result in significant impacts with respect to surface fault rupture; seismicity and ground shaking; seismic-related ground failure and liquefaction; landslides; soil erosion or loss of topsoil; expansive soils; soils incapable of supporting the use of septic tanks or alternative waste water disposal systems; or paleontological resources. The Modified Project would maintain the Approved Project's building height, but would relocate the parking from the fourth level of the building to the first level and basement level to create additional office space on the fourth level (which would now become two levels, the fourth level and fifth level). In addition to the relocation of the parking in the building, the Modified Project would add approximately 21,554 square feet of additional floor area to result in a total floor area of 124,233 square feet. Similar to the Approved

Project, the Modified Project would require the excavation of 3,220 cubic yards of soil material. The Modified Project does not change the proposed subterranean excavation compared to the Approved Project. Therefore, impacts associated with geology and soils during construction and operation of the Modified Project would be the same as under the Approved Project. To reduce potential impacts to soil instability and the result of unstable soils, the Modified Project would be required to implement the same **Mitigation Measure MM-GEO-1** as identified for the Approved Project in the Adopted IS/MND. The mitigation measure is listed in the Adopted IS/MND and is included below and as Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to geology and soils. Thus, **Mitigation Measure MM-GEO-1** from the Adopted IS/MND would be implemented by the Modified Project, and impacts associated with geology and soils would be less than significant.

C. Mitigation Measure

The Adopted IS/MND for the Approved Project implemented the following mitigation measure related to geology and soils:

> **Mitigation Measure MM-GEO-1:** All recommendations included in the Geotechnical Report prepared for the Project (provided in Appendix D of this MND) shall be followed. In regards to the foundation design, the existing foundations will need to be enlarged or strengthened as a result of the proposed addition and renovation. Where the existing footings will need to be enlarged, the new footings shall be designed to match the depth of the existing footings and shall bear into the underlying dense native soils. The proposed foundation plan shall be reviewed and approved by the geotechnical engineer and be in compliance with the City's Building Code. In regards to the slabs on grade, the concrete floor slabs should be a minimum of 5 inches in thickness. They should be cast over undisturbed natural geologic materials or properly controlled fill materials. Any materials loosened or over-excavated should be wasted from the site or properly compacted to 95 percent of the maximum dry density.

8. GREENHOUSE GAS EMISSIONS

A. Approved Project

The Adopted IS/MND found that the Approved Project's GHG emissions would be less than significant. Construction emissions were calculated similarly to those for the air quality study, using CalEEMod for fossil-fueled on-site construction equipment and off-site vehicles used to transport construction workers and supplies. For purposes of this analysis, it is considered reasonable and consistent with criteria pollutant calculations to consider the corresponding GHG emissions resulting from project-related incremental (net) increase in the use of on-road mobile vehicles, electricity, and natural gas as compared to existing conditions. This includes project construction activities such as demolition, hauling, and construction worker trips. Since potential impacts resulting from GHG emissions are long term rather than acute, GHG emissions are calculated on an annual basis. The results for the Greenhouse Gas

Impact Analysis are presented in Table B-5 of the Adopted IS/MND**,** *Construction Greenhouse Gas Emissions*. Construction and operations are analyzed together, and therefore, significance of construction related GHG emissions are discussed in conjunction with operational GHG emissions below.

The Approved Project's operational emissions were calculated using CalEEMod for mobile sources, area sources, building energy usage, water demand, and solid waste generation. The total annual GHG emissions, including 30-year amortization of construction, and annual operations, was 2,688 $MTCO_2e$ and have an efficiency of 2.81 $MTCO_2e$ of GHGs per service population member. This is substantially less than the SCAQMD's draft threshold of 4.8 $MTCO_2e$ per service population.[4] Therefore, the Adopted IS/MND found that the Approved Project would generate GHG emissions but would not exceed the draft thresholds of significance being considered by the SCAQMD. The Approved Project was able to reach low levels of GHG emissions due to application of building energy efficiency standards that include HVAC systems, lighting energy efficiency, and water efficient appliances and fixtures. In addition, the Approved Project is in compliance with City of Los Angeles Green Building Code Ordinance. The Los Angeles Green Building Code incorporates the mandatory portions of the California Green Building Standards (CALGreen) Code. The Approved Project would incorporate **Project Design Feature PDF-GHG-1** to implement additional GHG reduction measures.

The Adopted IS/MND found that the Approved Project would generate GHG emissions, but the emissions would not directly or indirectly, have a significant impact on the environment. Further, the Approved Project would be consistent with applicable plans to reduce GHG in California. Thus, the Adopted IS/MND found that the Approved Project would not result in significant impacts related to the generation of GHG emissions

B. Modified Project

The Modified Project would be developed on the same site as the Approved Project and subject to the same regulatory compliance and project design feature as discussed in the Adopted IS/MND. Similar to the Approved Project, the Modified Project consists of a renovation of the existing two-story building. The Modified Project proposes six levels to be added to the existing building, increasing to a total to eight levels, as opposed to the seven levels proposed as part of the Approved Project. The Modified Project would add approximately 21,554 square feet of additional floor area increasing the total floor area to 124,233 square feet compared to the 102,679 square feet under the Approved Project. Since the Modified Project has the same envelope of the Approved Project there is no expected significant change in total GHG emissions.

The Modified Project does not propose any new uses or activities that would result in significant changes to the findings of the Adopted IS/MND. The Modified Project includes the expansion of the proposed parking spaces and altering space designated for gym, club, spa, and retail use to emphasize

[4] *The 4.8 $MTCO_2e$ of GHGs per service population target is based on the same statewide 2020 GHG inventory in the CARB Scoping Plan, i.e., 295,530,000 $MTCO_2e/yr$*

office space. It includes an additional 20 long-term bicycle parking stalls and 23 more parking spaces. The proposed changes to building design between the Approved Project and the Modified Project would not affect the conclusions found in the Adopted IS/MND.

The Modified Project also reduces VMT by (1) Reduce Parking Supply: The LAMC, without consideration of parking reduction mechanisms, would require a total of 916 automobile parking spaces (§ 12.21 A.4). The Modified Project proposes to provide a total of 270 on-site automobile parking spaces, which represents a reduction of 646 automobile parking spaces from the amount required by direct compliance of the LAMC. (2) Include Bike Parking Per LAMC: The Modified Project meets City bicycle requirements per the LAMC (§ 12.21 A.16). These mitigation efforts would reduce net daily vehicle trips from 4,557 to 3,963. Like the Approved Project, the Modified Project will reduce VMT through the incorporation of project design features and the implementation of mitigation measures aligned with LAMC. Therefore, the Modified Project will not observe a significant increase of GHG emissions associated with VMT as compared to the Approved Project.

The Modified Project will observe similar GHG emissions as compared to the Approved Project for both construction and operation, and it will also institute measures to reduce GHG emissions. The Modified Project would generate GHG, but the emissions would not directly or indirectly have a significant impact on the environment. Further, there are no major changes in building or land use, or construction and operational activities, between the Approved and Modified Projects that could conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG. The Modified Project would be consistent with applicable plans to reduce GHG emissions in California. The Modified Project would be required to incorporate the same **Project Design Feature PDF-GHG-1** as identified for the Approved Project in the Adopted IS/MND. The project design feature is listed in the Adopted IS/MND and is included below and as Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to GHG emissions. Thus, **Project Design Feature PDF-GHG-1** from the Adopted IS/MND would be implemented by the Modified Project, and impacts associated with GHG emissions would be less than significant.

C. Project Design Feature

The Adopted IS/MND for the Approved Project incorporated the following project design feature related to GHG emissions:

Project Design Feature PDF-GHG-1: The following will be implemented as GHG reduction measures.

1. The use of materials and finished that emit low quantities of volatile organic compounds, or VOCs';

2. The installation of modern heating, ventilation, and air conditioning (HVAC) systems that utilize ozone-friendly refrigerants;

3. High-efficiency Energy Star® appliances;

4. Drought-resistant landscaping, stormwater retention, and the incorporate of water conservation features (i.e., dual-flush toilets, low-flow faucets); and

5. The provision of bicycle parking.

9. HAZARDS AND HAZARDOUS MATERIALS

A. Approved Project

The Adopted IS/MND found that the Project would result in no impacts related to hazardous materials near schools; hazardous material site listings; safety hazards near airports; and wildland fires. The Adopted IS/MND identified that construction of the Approved Project would involve the temporary use of hazardous substances in the form of concrete, hydraulic fluids, paints, cleaning materials, and vehicle fuels, all of which would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. In addition, the Adopted IS/MND identified that operation of commercial and office uses, such as those proposed by the Approved Project, would use minimal amounts of hazardous materials for routine cleaning and maintenance, as well as for operation of the proposed artist studios and HVAC system. All hazardous materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions during operation. Therefore, the Adopted IS/MND concluded that the Approved Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts were found to be less than significant.

The Adopted IS/MND found that the existing building contains asbestos containing materials (ACMs) in the roofing mastic and could contain polychlorinated biphenyls (PCBs) and lead based paint (LBP) due to the building's age. In addition, the Project Site was identified as being within a Methane Hazard Zone. The Adopted IS/MND identified that compliance with applicable rules and regulations related to ACMs, PCBs, and LBP; preparation and the implementation of an Asbestos Operations and Management Plan during demolition activities and a Health and Safety Plan during grading and construction; performance of a methane site investigation prior to grading activities; and inclusion of a methane mitigation system within the building would ensure that the Approved Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Impacts were concluded to be less than significant.

The Adopted IS/MND identified that construction activities associated with the Approved Project may temporarily affect access on portions of adjacent streets during certain periods of the day, which could potentially impair emergency access. Incorporation of **Project Design Features PDF-HAZ-1** and **PDF-HAZ-2** would ensure that potential short-term access impacts during construction would be less than significant. During operation, the Adopted IS/MND identified the Approved Project would not impair the implementation of or physically interfere with adopted emergency response or evacuation plans as the Approved Project design would be required to comply with City requirements and would be subject to

City review and approval prior to construction. Therefore, the Adopted IS/MND concluded that the Approved Project would result in less than significant impacts related to impairment or interference with emergency plans.

With the incorporation of **Project Design Features PDF-HAZ-1** and **PDF-HAZ-2**, the Adopted IS/MND concluded that impacts associated with hazards and hazardous materials would be less than significant.

B. Modified Project

The Modified Project would be developed on the same Project Site as evaluated in the Adopted IS/MND and would be subject to the regulatory compliance, project design features, and mitigation measures identified in the Adopted IS/MND The Modified Project would maintain the Approved Project's building height, but would relocate the parking from the fourth level of the building to the first level and basement level to create additional office space on the fourth level (which would now become two levels, the fourth level and fifth level). In addition to the relocation of the parking in the building, the Modified Project would add approximately 21,554 square feet of additional floor area to result in a total floor area of 124,233 square feet. The Modified Project would not impair or interfere with adopted emergency plans. Therefore, impacts associated with hazards and hazardous materials during construction and operation of the Modified Project would be the same as under the Approved Project. The Modified Project would be subject to the same regulatory compliance and required to incorporate the same **Project Design Features PDF-HAZ-1** and **PDF-HAZ-2**, as identified for the Approved Project in the Adopted IS/MND. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to hazards and hazardous materials. Thus, **Project Design Features PDF-HAZ-1** and **PDF-HAZ-2** from the Adopted IS/MND would be implemented by the Modified Project and impacts to hazards and hazardous materials would be less than significant.

C. Project Design Features

The Adopted IS/MND for the Approved Project incorporated the following project design features related to hazards and hazardous materials:

> **Project Design Feature PDF-HAZ-1:** If construction activities affect access to portions of the streets adjacent to the Project Site, the Project would implement traffic control measures, such as construction flagmen or installation of signage to maintain flow and access in the vicinity of the Project.
>
> **Project Design Feature PDF-HAZ-2:** The Project would develop a Construction Management Plan, in accordance with City Requirements, during Project construction, which would include the designation of a haul route, to ensure that emergency access is maintained during construction.

10. HYDROLOGY AND WATER QUALITY

A. Approved Project

The Adopted IS/MND concluded that compliance with the applicable regulatory requirements related to water quality would ensure that the Approved Project would not violate any water quality standards or waste discharge requirements. In addition, through preparation of a Low Impact Development (LID) plan and the implementation of a proposed infiltration well, cistern and other appropriate BMPs, as provided in **Project Design Feature PDF-HYDRO-1**, operational water quality impacts of the Approved Project were concluded to be less than significant. Since the Approved Project would not install any groundwater wells, and would not otherwise directly withdraw any groundwater, and because groundwater is below the proposed depth of excavation for the Approved Project, the Adopted IS/MND concluded that impacts to groundwater would be less than significant. The Adopted IS/MND identified that although the Approved Project may result in the temporary alteration of existing onsite drainage patterns, these changes would not result in substantial erosion or siltation due to stringent controls imposed via City grading and building permit regulations. The Adopted IS/MND concluded that the Approved Project would not result in significant erosion or siltation impacts from changes to drainage patterns and would not have the potential to alter drainage patterns or increase runoff that would result in flooding. The Adopted IS/MND found that the Project Site is not located adjacent to any unchannelized stream or river, and Project runoff would continue to drain into existing City storm drain infrastructure. The Adopted IS/MND identified that the Approved Project is subject to regulatory compliance regarding water quality including Standard Urban Storm Water Mitigation Plan (SUSMP) and the City's LID Ordinance requirements. The Adopted IS/MND found that compliance with the applicable regulatory requirements would ensure that the Approved Project results in less than significant water quality impacts. The Project Site is not located within a flood zone or within a City-designated inundation hazard area. As such, the Adopted IS/MND concluded that a less than significant impact associated with flooding would occur.

B. Modified Project

Under the Modified Project, construction activities associated with the proposed development would have a similar potential to result in impacts related to degradation of water quality as the Approved Project. The Modified Project would be developed on the same Project Site and maintain the Approved Project's building height. The Modified Project would relocate the parking from the fourth level of the building to the first level and basement level to create additional office space on the fourth level (which would now become two levels, the fourth level and fifth level). In addition to the relocation of the parking in the building, the Modified Project would add approximately 21,554 square feet of additional floor area to result in a total floor area of 124,233 square feet. Similar to the Approved Project, the Modified Project would require the excavation of 3,220 cubic yards of soil material. The Modified Project does not change the proposed subterranean excavation parameters or impervious surf area, compared to the Approved Project. As such, there is no potential for new or additional impacts related to hydrology and water quality would occur.

The Los Angeles Department of Water and Power (LADWP) is the water purveyor for the City and as identified in the Adopted IS/MND would have sufficient water supply for construction and operation of the Approved Project and as such would not deplete groundwater supplies or result in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. The Modified Project would not result in any changes which would increase the water supply demand at the Project site.

As discussed in the Adopted IS/MND, during operation, a dry well infiltration system would be utilized for storm water infiltration along with a detention tank with an overflow outlet directed to East 2nd Street. The overflow pipe would allow excess water to be discharged to appropriate discharge areas. With the implementation of the Approved Project's dry well system and compliance with applicable LID requirements, the Project is anticipated to decrease the quantity of stormwater leaving the Project Site.

The storm water pollution prevention plan (SWPPP) would contain BMPs to minimize primarily construction-related water quality impacts, but also contains some structural BMPs built into the Modified Project for ongoing water quality purposes over the life of the Modified Project. In addition, the Modified Project would be subject to the provisions of the SUSMP and LID requirements, designed to mitigate the impacts of increases in runoff and stormwater pollution as close to the source as possible. LID comprises a set of site design approaches and BMPs that promote the use of natural systems for infiltration, evapotranspiration, and use of stormwater. The Modified Project would be required to incorporate LID standards and practices to encourage the beneficial use of rain water and urban runoff; reduce stormwater runoff, promote rainwater harvesting; and allow for groundwater recharge. The Modified Project would be required to incorporate **Project Design Feature PDF-HYDRO-1** as identified for the Approved Project in the Adopted IS/MND. The project design feature is listed in the Adopted IS/MND and is included below as an Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to hydrology and water quality. Thus, **Project Design Feature PDF-HYDRO-1** from the Adopted IS/MND would be implemented by the Modified Project, and impacts associated with hydrology and water quality would be less than significant.

C. Project Design Feature

The Adopted IS/MND for the Approved Project incorporated the following project design feature related to hydrology and water quality:

> **Project Design Feature PDF-HYDRO-1:** The Project shall install a dry infiltration well system that would be designed in accordance with City of Los Angeles Guidelines to pretreat and infiltrate storm runoff before entering the storm drain system.

11. LAND USE AND PLANNING

A. Approved Project

The Adopted IS/MND found that the Approved Project would not physically divide an established community, as it would develop an existing commercial building within an established, heavily urbanized area. The Adopted IS/MND also found that with approval of the General Plan Amendment, Zone Change, and Height District Change, the Approved Project would be consistent with applicable land use policies and regulations set forth in applicable plans including the city of Los Angeles General Plan Framework Element Mobility Plan 2035, Plan for a Healthy Los Angeles Central City North Community Plan, City of Los Angeles municipal Code, City Planning Commission's Do Real Planning guidelines, Walkability Checklist, Southern California Association of Governments' (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the Los Angeles River Revitalization Master Plan. The Adopted IS/MND identified that the Approved Project would be consistent with the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP) with the incorporation of **Project Design Feature PDF-LU-1** to reduce emissions generated by the Approved Project. Furthermore, the Adopted IS/MND concluded that the Approved Project would not conflict with an applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP), as no such plans exist within the City. Although the channelized Los Angeles River is located east of the Project Site, the Project Site is devoid of vegetation and natural habitat, and thus does not support sensitive natural communities. Therefore, the Adopted IS/MND concluded that the Approved Project would result in less that significant impacts related to land use and planning.

B. Modified Project

The Modified Project would maintain the Approved Project's building height, but would relocate the parking from the fourth level of the building to the first level and basement level to create additional office space on the fourth level (which would now become two levels, the fourth level and fifth level). The fourth level (which would now become two levels, the fourth level and fifth level) would now consist of office uses, art/photo studios, and screening room uses. When compared to the 33,961 square feet of office uses of the Approved Project, the Modified Project proposes 70,318 square feet of office uses resulting in an additional 36,357 square feet of office space. The Modified Project proposes 270 on-site vehicle spaces, 42 long-term bicycle spaces, and 19 short-term bicycle spaces resulting in an additional 29 on-site vehicle parking spaces, an additional 22 long-term bicycle spaces, and one less short-term bicycle space when compared to the Approved Project. Further, the Modified Project proposes 24,547 square feet of open space, resulting in an additional 8,844 square feet of open space compared to the Approved Project. In addition to the relocation of the parking in the building, the Modified Project would add approximately 21,554 square feet of additional floor area to result in a total floor area of 124,233 square feet. The Project Site is located within the Central City North Community Plan and the RIO District. The General Plan designates the Site as Regional Commercial, which corresponds to the Site's current zoning designation of (T)(Q)C2-2-RIO. The Modified Project would maintain the current land use designation and zoning would change the Q Classification to allow an

increase in floor area from 102,679 square feet to 124,233 square feet. The zoning change would not conflict with any applicable land use policies or regulations as described in further detail below.

The Modified Project would not physically divide an established community and would not conflict with an applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP). Similar to the Approved Project, **Project Design Feature PDF-LU-1** has been prescribed to include electric vehicles and charging stations for the Project. Implementation of **Project Design Feature PDF-LU-1** would assist in reducing emissions generated by the Modified Project. The project design feature is listed in the Adopted IS/MND and is included below and as Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to land use. Thus, **Project Design Feature PDF-LU-1** from the Adopted IS/MND would be implemented by the Modified Project, and impacts associated with land use and planning would be less than significant.

C. Project Design Feature

The Adopted IS/MND for the Approved Project incorporated the following project design feature related to land use and planning:

> **Project Design Feature PDF-LU-1:** Of the total parking provided, five percent of spaces would be dedicated for electric vehicles and provide charging stations. In addition, twenty percent of spaces would be pre-wired for the future installation of electric charging stations.

12. MINERAL RESOURCES

A. Approved Project

The Adopted IS/MND identified that according to the Conservation Element of the City's General Plan, states that potentially significant sand and gravel deposits which need to be conserved are located along the Los Angeles River flood plain, coastal plain, and other water bodies and courses and lie along the floodplain between the San Fernando Valley and Downtown Los Angeles. The Project Site is located approximately 1,000 feet west of the channelized Los Angeles River and is classified by the City as containing significant mineral deposits. However, the Project Site is not designated as an existing mineral resource extraction area by the State of California or the U.S. Geological Survey. The Adopted IS/MND identified that Project Site is located in a heavily urbanized area, and although it may be classified as containing mineral resources, urban uses are the dominant and highest value use of the area and it would be infeasible to use the Project Site for purposes of mineral extraction. As such, the Adopted IS/MND concluded that the Approved Project would not result in the loss of availability of a known mineral resource of value to the region and residents of the State, nor of a locally important mineral resource recovery site, as the Approved Project would not propose to extract mineral resources or prevent them from being extracted by other means in the future and no impact to mineral resources would result from the Approved Project.

B. Modified Project

The Modified Project would be developed on the same Project Site as evaluated in the Adopted IS/MND. Impacts of the Modified Project would be the same as the Approved Project. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to mineral resources.

C. Mitigation Measures

No mitigation measures were required for mineral resources in the Adopted IS/MND; no mitigation measures are required for the Modified Project.

13. NOISE

A. Approved Project

The Adopted IS/MND found that the Approved Project requires compliance with noise regulations under Section 41.40 and 112.05 of the Los Angeles Municipal Code (LAMC). The Adopted IS/MND's noise analysis indicated that throughout an 18-month construction period, in accordance with Section 112.05 of the LAMC, construction activities, including delivery and haul routes, shall be restricted to the hours between 7:00 a.m. and 9:00 p.m. Monday through Friday and 8:00 a.m. and 6:00 p.m. on Saturday. No noise-generating construction activities shall take place on Sundays or national holidays. The Adopted IS/MND found that compliance with the noise regulations in Sections 41.40 and 112.05 of the LAMC would reduce any potential noise impacts to a less than significant level. The Adopted IS/MND found that the construction-related impacts of the Approved Project would, therefore, be less than significant with mitigation incorporated.

The Adopted IS/MND found that construction of the Approved Project would expose persons to or generate noise levels more than standards established by the City. Construction of the Approved Project would generate a substantial temporary or periodic increase in ambient noise levels within 500 feet of a residential zone to 75 dBA measured within 50 feet of source as seen in Table B-17 in the Adopted IS/MND's noise analysis. These sensitive receptors include the Garey Building, Newberry Lofts, Vignes Arts Building, and 923 East 3rd Street. The Garey Building is subject to the highest noise levels associated with the construction phase, 103 dBA. The highest contributor to noise is the concrete saw. The Approved Project proposed to implement various project designs and mitigation strategies to minimize noise impacts and produce less than significant impacts on nearby buildings to meet both LAMC regulations in Sections 41.40 and 112.05. These include **Project Design Feature PDF-NOISE-1** and **Mitigation Measures MM-NOISE-1** through **MM-NOISE-3**.

Mitigation Measures MM-NOISE-1 and **MM-NOISE-2** would reduce construction noise levels up to 5 dBA at off-site sensitive receptor locations. **Mitigation Measure MM-NOISE-3** would reduce

construction noise levels up to 20 dBA at residential uses east of the Project Site and up to 10 dBA at residential uses south and east of the Project Site. With the incorporation of **Project Design Feature PDF-NOISE-1** and **Mitigation Measures MM-NOISE-1** through **MM-NOISE-3**, the construction activities associated with the Approved Project would comply with the noise regulations established in Sections 41.40 and 112.05 of the LAMC. Therefore, with respect to the noise standards and regulations established in the LAMC, noise impacts during construction of the Approved Project would be reduced to less than significant.

The rapid attenuation characteristics of ground-borne vibration and distance of the related projects to the Approved Project Site shows there is no potential for the Approved Project to result in a cumulatively considerable contribution, when considered together with the related projects, to cumulatively significant construction-related or operational impacts. The Adopted IS/MND found that operation of the Approved Project would not generate a substantial permanent increase in ambient noise levels in the vicinity of the Project Site above levels existing without the Approved Project with project design features and mitigation measures including **Project Design Features PDF-NOISE-2** through **PDF-NOISE-4**, and **Mitigation Measures MM-NOISE-4** through **MM-NOISE-6**. Noise from construction of the Approved Project and related projects would be localized, thereby potentially affecting areas immediately within 500 feet from the construction site. Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to the Approved Project and other projects in the Project vicinity. Therefore, cumulative traffic generated noise impacts have been assessed based on the contribution of the Approved Project to the future cumulative base traffic volumes in the Project vicinity.

Implementation of **Mitigation Measure MM-NOISE-5** would reduce the maximum vibration impact associated with construction activities to a less than 0.04 inches per second peak particle velocity (PPV). Incorporation of **Project Design Feature PDF-NOISE-4** would transmit an alarm to on-site personnel with authorization to halt work in the vicinity if vibration velocities in excess of the established threshold occur. Furthermore, in the event damage occurs to historic finish materials due to construction vibration, such materials would be repaired in consultation with a qualified preservation consultant in a manner that meets the Secretary of the Interior's Standards. Implementation of **Mitigation Measure MM-NOISE-6** would prevent the use of high vibratory construction equipment. Thus, vibration impacts on the on-site historic buildings would be less than significant. With the incorporation of **Project Design Feature PDF-NOISE-4** and **Mitigation Measures MM-NOISE-5** and **MM-NOISE-6**, vibration impacts would be less than significant.

The Approved Project would not expose people residing or working in the Project area to excessive noise levels within an area covered by an airport land use plan. The Approved Project would not expose people residing or working in the area to excessive noise levels in the vicinity of a private airstrip.

B. Modified Project

The Modified Project would be developed on the same site as the Approved Project and subject to the same regulatory compliance, project design features, and mitigation measures discussed in the Adopted IS/MND. The Modified Project would be completed within the 18-month construction period similar to the Approved Project. Similar to the Approved Project, the Modified Project consists of a renovation of the existing two-story building. The Modified Project proposes six levels to be added to the existing building, increasing to a total of eight levels, as opposed to the seven levels proposed as part of the Approved Project. The Modified Project would add approximately 21,554 square feet of additional floor area increasing the total floor area to 124,233 square feet compared to the 102,679 square feet under the Approved Project. The Modified Project would include additional office space as opposed to specific private club, gym, spa, and retail uses included in the Approved Project. The Modified Project does not propose any substantial new uses or activities that would result in immense changes to the findings of the Adopted IS/MND noise analysis. The Modified Project does not propose any new uses or activities that would result in changes to the findings of the Adopted IS/MND.

The Modified Project includes similar on-site construction activities identified in the Approved Project. Noise from construction activities would be generated by vehicles and equipment involved during various stages of construction operations: site clearing, site grading and excavation, foundation construction, and building construction. The Modified Project's addition of one level and 21,554 square feet of additional office and parking space will minimally increase the levels of ambient noise on surrounding sensitive receptors seen in the Adopted IS/MND Table B-17. Similar to the Approved Project, sensitive receptors include the Garey Building, Newberry Lofts, Vignes Arts Building, and 923 East 3rd Street. The Garey Building is subject to the highest noise levels associated with the construction phase, 103 dBA. The highest contributor to noise is the concrete saw. However, the Modified Project would be subject to all project design features and mitigation measures identified in the Adopted IS/MND's noise analysis that would result in less than significant impacts. **Project Design Feature PDF-NOISE-1** and **Mitigation Measures MM-NOISE-1** through **MM-NOISE-4** are required to reduce temporary construction impacts to a less than significant level.

The Modified Project would undergo the same off-site construction activities set in the Approved Project. The Modified Project would have an estimated 3,220 cubic yards of grading that would occur, the majority of which would be exported off-site. The excavation would require a maximum of 9 haul trucks trips per day. The Modified Project's haul trucks would increase traffic noise from approximately 59.6 dBA (CNEL) at 25 feet distance along South Vignes Street between 1st Street and East 2nd Street to approximately 64.6 dBA (CNEL). However, this increase would not exceed the significance threshold of 75 dBA for short-term construction impacts. Therefore, noise impacts from off-site construction traffic would be less than significant and no mitigation measures are required.

The Modified Project is also subject to operational noise and noise from VMT after the construction period. The additional 21,554 square feet added in the Modified Project would increase VMT as discussed in the *929 East 2nd Street Project – Supplemental Transportation Impact Analysis*, prepared by KOA and dated August 17, 2022. This results in increase traffic noise caused by 4,557 net daily vehicle trips and a 30,125 net daily VMT per screening analysis. However, since there are additional project design features and mitigation measures required to comply with the LAMC (§ 12.21 A.4 and § 12.21 A.16), the total net daily VMT decreases to 3,963 net daily vehicle trips and 26,195 net daily VMT. Additionally, the incorporation of the same project design features (**PDF-NOISE-1** through **PDF-NOISE-4**) and mitigation measures (**MM-NOISE-1** through **MM-NOISE-6**) implemented in the Approved Project significantly decrease the level of exposure to noise and vibration.

The construction and operational analyses demonstrate that noise impacts will be similar between the Approved Project and Modified Project. The Modified Project shows no significant difference in noise levels despite the inclusion of additional square feet and another building level, as compared to the Approved Project.

Overall, the Modified Project would be required to incorporate the same **Project Design Features PDF-NOISE-1** through **PDF-NOISE-4** and implement the same **Mitigation Measures MM-NOISE-1** through **MM-NOISE-6**, as identified for the Approved Project in the Adopted IS/MND. The project design features and mitigation measures are listed in the Adopted IS/MND and are included below and as Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to noise and vibration. Thus, **Project Design Features PDF-NOISE-1** through **PDF-NOISE-4** and **Mitigation Measures MM-NOISE-1** through **MM-NOISE-6** from the Adopted IS/MND would be implemented by the Modified Project, and impacts associated with noise and vibration would be less than significant.

C. Project Design Features and Mitigation Measures

The Adopted IS/MND for the Approved Project incorporated the following project design features related to noise and vibration:

> **Project Design Feature PDF-NOISE-1:** The Applicant shall designate a construction relations officer to serve as a liaison with surrounding residents and property owners who is responsible for responding to any concerns regarding construction noise and vibration. The liaison's telephone number(s) shall be prominently displayed at the Project Site. Signs shall also be posted at the Project Site that includes permitted construction days and hours.
>
> **Project Design Feature PDF-NOISE-2:** All mechanical equipment used would be designed with appropriate noise control devices, such as sound attenuators, acoustics louvers, or sound screen/parapet walls to comply with noise limitation requirements provided in Section 112.02 of the LAMC.

Project Design Feature PDF-NOISE-3: The proposed facility shall incorporate noise-attenuating features (physical as well as operational) designed by a licensed acoustical sound engineer to minimize operational sounds beyond the property line. Measure shall include, but are not limited to, the use of wall and floor-ceiling assemblies separating commercial tenant spaces and public places that shall have a Sound Transmission Class (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

Project Design Feature PDF-NOISE-4: During construction, the contractor shall install and maintain at least two continuously operational automated vibrational monitors on the on-site historic building. The monitors must be capable of being programmed with two predetermined vibratory velocities levels: a first-level alarm equivalent to a level of 0.45 inches per second at the face of the building and a regulatory alarm level equivalent to a level of 0.5 inches per second at the face of the building. The monitoring system must produce real-time specific alarms (via text message and/or email to on-site personnel) when velocities exceed either of the predetermined levels. In the event of a first-level alarm, feasible steps to reduce vibratory levels shall be undertaken, including but not limited to halting/staggering concurrent activities and utilizing lower-vibratory techniques. In the event of an exceedance of the regulatory level, work in the vicinity shall be halted and the onsite historic building visually inspected for damage. Results of the inspection must be logged. 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 Adopted IS/MND for the Approved Project implemented the following mitigation measures related to noise and vibration:

Mitigation Measure NOISE-1: Noise-generating equipment operated at the Project Site shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

Mitigation Measure NOISE-2: Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.

Mitigation Measure NOISE-3: Temporary noise barriers (e.g., sound blankets) shall be used to block the line-of-site between construction equipment and noise-sensitive receptors (residences) during Project construction. Noise barriers shall be a minimum of 20-feet tall along the west, and 10-feet tall along the south and east boundaries, which are adjacent to residential uses.

Mitigation Measure NOISE-4: Amplified music from speakers located in the outdoor seating area at the southwest corner of the project may not exceed 75 dBA during the daytime or 63

dBA during the nighttime as measured at the southwestern property line adjacent to the Garey Building. Measurements shall be taken using a calibrated handheld or in-place noise monitor that meets the American National Standard Institute (ANSI) S1.4 specifications for sound level meters or equivalent. Sound system or speaker volume settings should be tested prior to the installation of permanent speakers or prior to the beginning of an event for temporary speakers. The maximum allowed sound system or speaker volume settings, based on the results of the measurements, shall be labeled on the settings controls and on-site personnel shall be required to comply with the maximum allowed volume settings. Speakers shall not be directed towards the Garey Building and shall be directed towards the interior of the Project Site.

Mitigation Measure NOISE-5: Heavy equipment shall not be used within 60 feet of the neighboring residential structures. Heavy equipment is defined as equipment with an engine size of 600 horsepower or greater and includes large dozers, large excavators, and large loaders).

Mitigation Measure NOISE-6: High vibratory construction equipment, such as use of a pile driver, shall not be used.

14. POPULATION AND HOUSING

A. Approved Project

The Adopted IS/MND found that construction of the Approved Project would not result in significant impacts related to population or housing. The Adopted IS/MND identified that the Approved Project would not have indirect effects on growth through such mechanisms as the extension of roads and infrastructure and did not propose residential uses. As such, population growth associated with the Approved Project would be less than significant and no mitigation measures are required. The Adopted IS/MND identified that the Approved Project would provide up to 102,679 square feet of market, retail, restaurant, and office uses, which would generate new employment on the Project Site. However, the projected Approved Project increase in employment is consistent with anticipated SCAG growth projections for the Central City North Community Plan area and the City. The Adopted IS/MND concluded that construction and operation jobs would be filled by employees within the region and projected employment growth associated with the Approved Project would be less than significant. The Approved Project does not include the extension of roads or other infrastructure, which could induce population growth. Furthermore, the Project Site does not contain any existing dwelling units, and therefore, the Approved Project would not displace any residents or dwelling units. The Adopted IS/MND determined that impacts related to population and housing would be less than significant.

B. Modified Project

The Modified Project would not have indirect effects on growth through such mechanisms as the extension of roads and infrastructure. Because there are no proposed residential uses, the Modified Project would only contribute to increasing the number of employees when compared to the Approved

Project. The Modified Project would provide up to 124,233 square feet of office, event, studio, restaurant, and lobby uses which would generate additional employment on the Project Site. The Modified Project's contribution to employment opportunities is summarized in **Table 2**, *Modified Project Increases in Employment*. As seen in Table 2, the Modified Project would result in 40 new retail/restaurant employees and 526 new office employees for a total generation of 566 new employees, an increase of 174 employees over the projected 392 employees anticipated under the Approved Project. The projected increase in employment of the Modified Project is compared to growth projections in the SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy for the Central City North Community Plan area and the City of Los Angeles in **Table 3**, *Project Employment Impacts*. As seen in Table 3, the increase in population generated from the Modified Project would remain consistent with the growth projections in the SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. Consequently, the Modified Project would not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to population and housing.

C. Mitigation Measures

No mitigation measures were required for population and housing in the Adopted IS/MND; no mitigation measures are required for the Modified Project.

TABLE 2

MODIFIED PROJECT INCREASES IN EMPLOYMENT

Use	Amount	Employment Generation Factor (per sq. ft.)[a]	Number of Employees
Retail/Restaurant (sq. ft.)[b]	14,472	0.00271	39
Office (sq. ft.)	109,761	0.00479	526
Total			566

[a] The employee generation factors for the listed uses are taken from the Los Angeles Unified School District, 2014 Developer Fee Justification Study, March 2014.
[b] As a separate rate is not provided for restaurant uses, the retail factor (Neighborhood Shopping Centers) was used. The total includes the restaurant uses on the first level and the eight level.
[c] The rate for standard commercial office was used for the offices, screening room, artist studios, photo studios, event space and lobbies.
Source: ESA, 2022

TABLE 3

PROJECT EMPLOYMENT IMPACTS

	Project Increase[a]	SCAG Projected Growth[b]	Project Percentage of Growth
Employment			
2016 - 2019 Buildout[c]			
Central City North Community Plan Area	566	1,880	30%
City of Los Angeles	566	76,176	0.7%
2016 - 2040 Projection Horizon			
Central City North Community Plan Area	566	8,925	6.3%
City of Los Angeles	566	371,143	0.2%

[a] From Table 2, Modified Project Increases in Employment.
[b] From Table B-20 in Appendix A of the Adopted IS/MND.

Source: ESA, 2022. Based on SCAG 2016 RTP/SCS projections.

15. PUBLIC SERVICES

A. Approved Project

The Adopted IS/MND identified that although the Approved Project could potentially increase demand for fire protection services, impacts would be less than significant through compliance with applicable regulatory requirements regarding building design, fire safety features, emergency safety provisions, Los Angeles Fire Department (LAFD) access, construction measures, and plot plan review. The Adopted IS/MND identified that the Approved Project would introduce new structures, visitors, and employees to the Project Site which could result in greater demand on Los Angeles Police Department (LAPD) police protection services. During construction of the Approved Project, potential conflicts with traffic on local streets could occur, as well as theft or vandalism to equipment, materials, vehicles, and facilities located on the Project Site, potentially requiring LAPD involvement. The Adopted IS/MND found that the incorporation of **Project Design Features PDF-PS-1** through **PDF-PS-10** would reduce potential impacts during Project construction and operation to a less than significant level.

The Adopted IS/MND found that in accordance with California Government Code Section 65995 and Education Code Section 17620, payment of statutory developer fees required through the implementation of **Mitigation Measure MM-PS-1** would provide full and complete mitigation related to potential impacts to school services for purposes of CEQA. Therefore, the Adopted IS/MND concluded that potential impacts related to school services would be less than significant with the implementation of mitigation.

The Adopted IS/MND found that the Project would provide public open space through the provision of the East 2nd Street Courtyard and retail terraces as well as private recreational amenities for club

members, which would reduce the Approved Project's limited demand for use of existing public recreational and park facilities. Therefore, the Adopted IS/MND found that potential impacts on park facilities would be considered less than significant.

The Adopted IS/MND found that potential new library visitors, if any, would include employees or visitors to the Project Site. The addition of new employees to the Project Site would not materially change demand on local libraries, as three libraries are located within 1.2 miles of the Project Site for their use. The Adopted IS/MND described that workers traveling to work may stop at a library that is outside of their residential neighborhood; however, such library stops would be incidental and typical of workers throughout the region. Therefore, the Adopted IS/MND concluded that a substantial increase in demand for library services such that the construction or expansion of library facilities would be required would not occur. Impacts were concluded to be less than significant.

The Adopted IS/MND found that the Approved Project would not substantially increase demand for public services or substantially degrade any public facility and as such, impacts were concluded to be less than significant.

B. Modified Project

The Modified Project would maintain the Approved Project's building height, but would relocate the parking from the fourth level of the building to the first level and basement level to create additional office space on the fourth level (which would now become two levels, the fourth level and fifth level). In addition to the relocation of the parking in the building, the Modified Project would add approximately 21,554 square feet of additional floor area to result in a total floor area of 124,233 square feet of event, studio, restaurant, and office uses which would generate new employment on the Project Site. Because there are no proposed residential uses, the Modified Project would only contribute to increasing the number of employees. The Modified Project would result in 566 new employees, an increase of 174 employees over the projected 392 employees anticipated under the Approved Project which may result in an increased demand for fire protection, police protection, park, and library services. Similar to the Approved Project, the Modified Project would have less than significant impacts related to increased demand for fire and police protection services through compliance with applicable regulatory requirements and the incorporation of **Project Design Features PDF-PS-1** through **PDF-PS-3**, **PDF-PS-5**, and **PDF-PS-7** through **PDF-PS-10.** The Modified Project would not be subject to **Project Design Features PDF-PS-4** and **PDF-PS-6** due to the removal of private membership club and retail uses.

Due to the additional 174 employees generated from the Modified Project, the number of students could slightly increase. However, compliance with California Government Code Section 65995, which would require the Project Applicant to pay all applicable school facility development fees prior to issuance of a building permit, would ensure that potential impacts on schools are less than significant. The Modified Project proposes 24,547 square feet of open space, resulting in an additional 8,844 square feet of open space compared to the Approved Project. Therefore, the Modified Project's limited demand for use of existing public recreational and park facilities would be further reduced compared to

the Approved Project, and potential impacts on park facilities would be less than significant. Similar to the Approved Project, the Modified Project would not result in a notable increase in the demand for library services. Further, three libraries are located within 1.2 miles of the Project Site to accommodate construction workers or employees generated by the Modified Project. Therefore, potential impacts on libraries would be less than significant. The Modified Project would be required to incorporate **Project Design Features PDF-PS-1** through **PDF-PS-3**, **PDF-PS-5**, and **PDF-PS**-7 through **PDF-PS-10,** as identified for the Approved Project in the Adopted IS/MND. The project design features are listed in the Adopted IS/MND and are included below and as Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to public services. Thus, **Project Design Features PDF-PS-1** through **PDF-PS-3**, **PDF-PS-5**, and **PDF-PS-7** through **PDF-PS-10** from the Adopted IS/MND would be implemented by the Modified Project, and impacts associated with public services would be less than significant.

C. Project Design Features and Mitigation Measure

The Adopted IS/MND for the Approved Project incorporated the following project design features related to public services:

Project Design Feature PDF-PS-1: The Project would incorporate a security program to ensure the safety of employees and site visitors. The design considers guidelines per the "Design out Crime Guidelines: Crime Prevention Through Environmental Design" published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213) 485-3134). This measure would be approved by the LAPD prior to issuance of building permits.

Project Design Feature PDF-PS-2: Private security personnel would monitor vehicle and pedestrian access to the construction areas and patrol the Project Site.

Project Design Feature PDF-PS-3: Construction fencing with gated and locked entry would be installed around the perimeter of the construction site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

Project Design Feature PDF-PS-5: The Project Site would be well-illuminated by security lighting in entryways, public areas, and parking facilities.

Project Design Feature PDF-PS-7: Valet staff would also be present to assist in parking vehicles and to monitor site activity, and vehicles would be parked within a controlled-access area not open to the public, visitors, or guests.

Project Design Feature PDF-PS-8: The Project proposes to provide closed-circuit television camera security systems, onsite security guards posted at the proposed alcohol uses, an alarm system installed as needed, pedestrian appropriate illumination at entryways, alleys, etc., and controlled access into and out of the parking garage.

Project Design Feature PDF-PS-9: All alcohol sales employees will receive STAR training in responsible alcohol sales; age verification devices and prompts will be part of the Point of Sale system to assist cashiers in prevention of sales to minors.

Project Design Feature PDF-PS-10: Potential effects on adjacent accessibility would be reduced with flagging and traffic control personnel.

The Adopted IS/MND for the Approved Project implemented the following mitigation measure related to public services:

Mitigation Measure MM-PS-1: 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.

16. RECREATION

A. Approved Project

The Adopted IS/MND found that because the Approved Project does not include residential uses, it would have minimal demand on existing park and recreational facilities. Although new visitors and employees to the Project Site would potentially increase demand and use of existing recreational facilities, the Approved Project would provide public open spaces through the provision of the East 2nd Street Courtyard, which includes decorative hardscapes, ornamental trees, landscaped planters and patio tables, the facilities would reduce the Project's limited demand for use of existing public recreational and park facilities. Therefore, the Adopted IS/MND concluded that impacts on parks or recreational facilities would be less than significant under the Approved Project, and no mitigation measures were required.

B. Modified Project

The Modified Project would maintain the Approved Project's building height, but would relocate the parking from the fourth level of the building to the first level and basement level to create additional office space on the fourth level (which would now become two levels, the fourth level and fifth level). In addition to the relocation of the parking in the building, the Modified Project would add approximately 21,554 square feet of additional floor area to result in a total floor area of 124,233 square feet of event, studio, restaurant, and office uses which would generate new employment on the Project Site. Because there are no proposed residential uses, the Modified Project would only contribute to increasing the number of employees. The Modified Project would result in 566 new employees, an increase of 174 employees over the projected 392 employees anticipated under the Approved Project. This increase in employees could potentially increase demand for recreational facilities and services compared to the Approved Project. However, the Modified Project proposes 24,547 square feet of open space, resulting in an additional 8,844 square feet of open space compared to the Approved Project. As such, the

Modified Project would not result in an increased demand for recreational facilities. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to recreation.

C. Mitigation Measures

No mitigation measures were required for recreation in the Adopted IS/MND; no mitigation measures are required for the Modified Project.

17. TRANSPORTATION

A. Approved Project

The Adopted IS/MND did not identify any significant impacts on transportation facilities that would result from the implementation of the Approved Project. Consistent with the *State CEQA Guidelines* that were effective at the time of publication, the Adopted IS/MND evaluated the Approved Project's consistency with plans, ordinances, or policies related to transportation facilities (including the Los Angeles County Congestion Management Plan [CMP]), impacts to air traffic patterns, potential to increase hazards or introduce incompatible uses, and impacts to emergency access. Although no significant impacts were identified, the Adopted IS/MND did identify implementation of **Project Design Feature PDF-TRAF-1**, which would serve to further reduce less-than-significant impacts related to temporary Project-related construction impacts to emergency access.

Among the transportation topics evaluated in the Adopted IS/MND, several are no longer applicable based on updates to the *State CEQA Guidelines* since the Adopted IS/MND was approved. The first is related to intersection operations, which was formerly evaluated as part of the evaluation of consistency with plans, ordinances, or policies. The Adopted IS/MND evaluated the Approved Project's impact on traffic operations at ten signalized study intersections near the Site; the intersection impact analysis was based on the performance measures of vehicle delay and level of service (LOS). Since approval of the Adopted IS/MND, the *State CEQA Guidelines* have been revised (Public Resources Code, section 21099, subdivision [b][3]) and these performance measures can no longer be used to determine the significance of a transportation impact under CEQA. Following this change, vehicle miles traveled (VMT) is now used by the City to assess vehicle-related impacts and, for this reason, this Addendum evaluates impacts to passenger vehicle travel using VMT rather than vehicle delay and LOS.

Consistency with the Los Angeles County Congestion Management Program (CMP) is also no longer applicable. The Los Angeles County CMP was previously a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990 that primarily utilized an LOS performance metric. Pursuant to California Government Code Section 65088.3, local jurisdictions may opt out of the CMP requirement without penalty if a majority of the local jurisdictions representing a majority of the County's population formally adopt resolutions requesting to opt out of the program. By August 28, 2019, fifty-seven local jurisdictions, which in total represent 8.5 million in population, had adopted resolutions electing to be exempt from the CMP. With the Los Angeles County region having

reached the statutorily required threshold, the provisions of the CMP are no longer applicable to any of the 89 local jurisdictions within Los Angeles County, regardless of whether or not a jurisdiction adopted an opt-out resolution. Therefore, CMP traffic impact analysis is no longer required within the County.

Finally, a project's potential to result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks, has also been removed from the *State CEQA Guidelines* since publication of the Adopted IS/MND.

B. Modified Project

Portions of the following impact analysis pertaining to transportation impacts are based on information contained in the Transportation Memo prepared for the Modified Project on August 17, 2022 (Appendix B. In addition to an analysis of potential CEQA transportation impacts, the Transportation Memo also includes an analysis of non-CEQA transportation issues for the purposes of satisfying the requirements of the City's Transportation Analysis Guidelines (TAG). The non-CEQA transportation includes an assessment the pedestrian, bicycle, and transit access; intersection operating conditions (i.e., vehicle delay, LOS, and queue lengths); and passenger loading operations. The Transportation Memo is included as Appendix B of this Addendum.

<u>Consistency with Plans, Ordinances, or Policies</u>

Consistent with the requirements set forth in the TAG, the review of the applicable plans and policies includes the Mobility Plan 2035, Plan for A Healthy Los Angeles, Central City North Community Plan, Los Angeles Vision Zero Plan, Citywide Design Guidelines, LAMC, Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), City Planning Department's Walkability Checklist, and LADOT Manual of Policies and Procedures Section 321. These are discussed in further detail below. Additionally, Attachment B of the Transportation Memo (see Appendix B) includes the LADOT Attachment D: Plan Consistency Worksheet that was used to conduct this evaluation and outlines general questions that assist in the determination of whether or not a development project conflicts with a plan, policy, or program.

Mobility Plan 2035: The City adopted the Mobility Plan 2035: An Element of the General Plan, in September 2016, which sets forth goals and policies to improve overall transportation in the City. The Mobility Plan designates East 2nd Street, the roadway bordering the Site to the south, as a Collector. This designation entails a 40-foot-wide roadway within a 66-foot-wide right-of-way. The segment of East 2nd Street adjacent to the Modified Project site presently has an approximately 40-foot-wide roadway within a 60-foot-wide right-of-way. The Modified Project proposes to provide a three-foot sidewalk dedication along East 2nd Street to fulfill the required half right-of-way width. The Mobility Plan designates South Vignes Street, the street bordering the Site to the east, as a Collector. This designation entails a 40-foot-wide roadway within a 66-foot-wide right-of-way. The segment of South Vignes Street adjacent to the Site presently has an approximately 40-foot-wide roadway within a 60-foot-wide right-of-way. The Modified Project would provide a three-foot sidewalk dedication along South Vignes Street to fulfill the required half right-of-way width. In terms of driveway access, the Modified Project aligns

with Mobility Plan policy based on the characteristics of the Site. The Modified Project would provide three driveways, which will be located along roadways adjacent to the Site designated as Collector Streets. These driveways will all be located over 75 feet from the intersection of South Vignes Street and East 2nd Street.

In summary, the Modified Project is consistent with the Mobility Plan 2035 for public right-of-way classification standards and dedications; policy alignment with Modified Project-initiated changes; and network access (Plan Consistency Worksheet, Sections II.A, II.B, and II.C, respectively).

Plan for a Healthy Los Angeles: The Plan for a Healthy Los Angeles, as established in March 2015, is meant to prioritize health and social equity in the City's plans for future growth and development. The Plan is guided by principles of holistic health, the link between community design and health, and active transportation, among other principles. Chapter 2 of The Plan, A City Built for Health, promotes multi-modal corridors and accessible services as features of a safe and healthy city. The development of the Modified Project would not preclude the Plan's goals of promoting active transportation and a healthy city. As a commercial project with short-term and long-term bicycle parking, the Modified Project would be supportive of this active mode of travel for employees and patrons alike.

Central City North Community Plan: The Central City North Community Plan, as adopted in December 2000, summarizes key issues and opportunities in the area through the development of goals, objectives, policies, and programs associated with multiple land uses including residential, commercial, and industrial projects that lie within its boundaries. The Modified Project supports the Plan's objectives of encouraging and expanding alternative modes of travel and improving the effectiveness of the public transportation system by increasing employment density within close proximity to high-quality transit facilities. In addition, the Modified Project would implement Transportation Demand Management (TDM) measures such as reduced parking and providing bicycle parking facilities, which would reduce the number of vehicle trips generated by the site, which would contribute to the Plan's stated objective to comply with the City's intersection operations standards (i.e., LOS). The establishment of a bicycle network within the roadway network is another key objective outlined in the Central City North Community Plan. The Modified Project would support and not preclude the implementation of bicycle lanes and routes on the adjacent roadways and within the larger Modified Project area. The Modified Project would also support and encourage the use of these facilities by providing dedicated bicycle storage for employees, guests, and patrons of the site.

Vision Zero: Vision Zero was launched by the Mayor of Los Angeles in August 2015 with the goal of eliminating all traffic fatalities citywide by 2025. Vision Zero specifically seeks to implement traffic safety treatments at intersections and along roadway segments to improve safety for pedestrians, bicyclists, and other vulnerable road users. The City has developed a High Injury Network (HIN) that identifies roadways having a high number of traffic collisions causing serious injury and death. Development projects proposed on a roadway identified as part of the City's HIN should be designed to enhance safety for non-motorized users. No roadways adjacent to the Modified Project are classified as a part of the HIN. The nearest HIN roadways are Alameda Street, located approximately 1,200 feet west of the

Modified Project, and East 2nd Street between Central Avenue and Alameda Street. The Modified Project would maintain the existing roadway infrastructure, dedicate additional width to adjacent sidewalks, and will not negatively affect the safety of pedestrians, bicycles, and other vulnerable roadway users.

Citywide Design Guidelines: The City's Citywide Design Guidelines are meant to promote maintaining neighborhood character, quality design, and creative development solutions. Guidelines 1-3 provide best practices in the area of Pedestrian-First Design that are as follows:

- Guideline 1 is to promote a safe, comfortable, and accessible pedestrian experience for all;
- Guideline 2 is to carefully incorporate vehicular access such that it does not degrade the pedestrian experience; and
- Guideline 3 is to design projects to actively engage with streets and public space and maintain human scale.

The Modified Project's proposed pedestrian facilities would provide sufficient pedestrian access at the first level entrance and along the surrounding sidewalks. The proposed vehicular access through the driveways along East 2nd Street and South Vignes Street would provide sufficient sight distance for entering and exiting motorists to identify pedestrians crossing the vehicular driveways. In additional, the Modified Project would remove the existing abandoned railroad tracks at the southwest corner of the site, which would improve Americans with Disabilities Act (ADA) access for Modified Project patrons, as well as other users of the sidewalk network. Therefore, the Modified Project would comply with the Citywide Design Guidelines.

Los Angeles Municipal Code: The LAMC bicycle parking ordinance § 12.21 A.16 requires the provision of commercial short-term bicycle parking spaces at rates of one space per 10,000 square feet of office floor area, one space per 2,000 square feet of restaurant/bar floor area, and one space per 10,000 square feet of other commercial use floor area. The LAMC requires the provision of long-term bicycle parking spaces at rates of one space per 5,000 square feet of office floor area, one space per 2,000 square feet of restaurant/bar floor area, and one space per 10,000 square feet of other commercial floor area. Based on these rates, the Modified Project would be required to provide a minimum of 15 short-term and 25 long-term bicycle parking spaces. The Modified Project would provide 19 short-term and 42 long-term bicycle parking spaces located on the Modified Project's ground floor near the entrance to the parking garage. The Modified Project would, therefore, provide convenient and adequate bicycle parking facilities.

Per standard parking requirements outlined in LAMC § 12.21 A.4 and the Modified Project's proposed commercial floor area, the Modified Project would require 364 automobile parking spaces. Since the Modified Project is located in the East Los Angeles State Enterprise Zone, LAMC § 12.21 A.4(x)(3) specifies that the Modified Project's minimum automobile parking requirement is one automobile space per 500 square feet of commercial floor area. After Enterprise Zone parking reductions, the Modified Project would be required to provide a minimum of 249 automobile spaces for all commercial uses. The

Modified Project would provide a total of 270 automobile parking spaces, thereby complying the LAMC parking requirement.

The current TDM requirements (LAMC § 12.26J) outline TDM measures that a development must implement and comply with, which include displaying mobility information, designating parking for carpool/vanpools, and providing bicycle parking. The Modified Project would provide a reduced amount of parking (consistent with LAMC 12.21 A.4[x][3]) and would provide at least the required bicycle parking spaces. Therefore, it would be in compliance with the City's TDM requirements.

SCAG RTP/SCS: the SCAG RTP/SCS balances future mobility and housing needs with economic, environmental, and public health goals in a long-term plan laid out from 2020-2045. The Modified Project is consistent with the SCAG RTP/SCS because the Modified Project would not result in a significant VMT impact, as detailed further in the discussion of *Consistency with State CEQA Guidelines* Section 15064.3, subdivision (b)(1) (VMT) (see below).

Walkability Checklist: The City's Walkability Checklist provides design strategies and guidelines for walkable streets. It promotes pedestrian-friendly features in the public right-of-way and on private property. The Department's Commercial Citywide Design Guidelines for Pedestrian-Oriented/ Commercial and Mixed-Use Projects provide a blueprint for sustainable and aesthetically pleasing residential and commercial development. These documents promote the provision of pedestrian-friendly, street-fronting entrances to commercial uses at surface grade. The Modified Project frontages on East 2nd Street and South Vignes Street would allow for easy pedestrian-friendly access to the Modified Project at the surface grade. Restaurant uses with outdoor, street-fronting seating would also be provided to enhance the pedestrian- friendly environment around the site.

LADOT Manual of Policies and Procedures Section 321: The LADOT Manual of Policies and Procedures Section 321 provides design standards and best practices for the location and sizing of driveway facilities. The requirements apply to driveways proposed along arterial roadways. As the Modified Project frontages are located along Collector streets, many of the provisions do not apply. However, the Modified Project would locate all driveways along both East 2nd Street and South Vignes Street over 75 feet from the nearest intersection (South Vignes Street and East 2nd Street). Review and approval of proposed driveway widths and locations would be subject to approval by the LADOT Citywide Planning Coordination Section. Further, the proposed one-way operation of the drop-off/pick-up facility along South Vignes Street near the northeast corner of the Site would be enforced through valet staff, as recommended by the LADOT guidance. Finally, all parking spaces and loading areas have been designed to be accessible without maneuvering within the public right-of-way, except as necessary within the alley north of the Site. Based on these driveway design considerations, the Modified Project would align with and support the goals and policies of the LADOT Manual of Policies and Procedures Section 321.

Conclusion: The Adopted IS/MND only considered the Approved Project's consistency with plans, ordinances, or policies, as it related to operational standards (i.e., vehicle delay, LOS). As noted previously, the *State CEQA Guidelines* have been revised since publication of the Adopted IS/MND and

these performance measures can no longer be used to determine the significance of a transportation impact under CEQA. Consequently, and consistent with the TAG, a more comprehensive review of a project's consistency with plans, ordinances are now required. Based on the discussion above, the Modified Project would not result in a new significant impact or substantial increase in the severity of previously identified impacts related to consistency with plans, ordinances, or policies.

Consistency with State CEQA Guidelines Section 15064.3, subdivision (b)(1) (VMT)

As outlined in the Mobility Plan 2035, the City has a goal of reaching a 20 percent reduction in VMT by 2035. In line with these goals, the City updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(1) of the *State CEQA Guidelines*, which asks if a development project would result in a substantial increase in VMT. As documented in the TAG, in order for a proposed land use project to have a less-than-significant VMT impact, two criteria must be met: (1) the land use project's household VMT per capita must be at least 15 percent below the average household VMT per capita, and (2) the land use project's work VMT per employee must be at least 15 percent below the average work VMT per employee. Based on average VMT for the Central Area Planning Commission (APC), where the Site is located, the significance thresholds for daily household VMT per capita and daily work VMT per employee are 6.0 and 7.6, respectively.

The Transportation Memo (Appendix B) documents the VMT analysis conducted for the Modified Project. Using LADOT's VMT calculator, which considers the Site location, proposed land use intensities, and quantifiable TDM strategies inherent to the Modified Project (i.e., reduced parking supply and providing bicycle parking consistent with the Los Angeles Municipal Code), work VMT per employee was calculated. The Modified Project is estimated to generate 3,963 net daily vehicle trips and 26,195 net daily VMT, which equates to a work VMT per employee of 7.0. Since this is below the significance threshold noted above for the Central APC (7.6 work VMT per employee), the Modified Project would result in a less-than-significant VMT impact, and would therefore be consistent with *State CEQA Guidelines* Section 15064.3, subdivision (b)(1).

As noted previously, consistency with *State CEQA Guidelines* Section 15064.3, subdivision (b)(1) was not considered in the Adopted IS/MND. Based on the above, the Modified Project would not result in a new significant impact or substantial increase in the severity of previously identified impacts related to VMT.

Hazardous Conditions

Site Access Analysis: The TAG provides two screening criteria to determine whether a project would potentially result in impacts due to geometric design hazards or incompatible uses:

1. *The land use project proposes new driveways, or introduces new vehicular access to the property from the public right-of-way.*
2. *The land use project proposes, or is required, to make modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.).*

The Modified Project would introduce three driveways to the existing roadway network: a full-access driveway along East 2nd Street at the southwest corner of the Site and a pair of one-way driveways along South Vignes Street near the northeast corner of the site. The southerly driveway along South Vignes Street would provide inbound-only access, while the northerly driveway would provide outbound-only egress. Both East 2nd Street and South Vignes Street, adjacent to the Site, are designated in the Mobility Plan 2035 as Collector Streets that experience relatively low pedestrian and bicycle volumes. Thus, while these driveways would cross the existing pedestrian and bicycle paths of travel, sufficient sight distance would be provided at the driveway locations for traffic traveling to and from the Modified Project Site, thereby not introducing any hazardous condition that would diminish the ability of pedestrian, bicycle, and vehicular traffic to operate safely. Based on this assessment, the Modified Project would result in a less-than significant impact related to geometric design feature of incompatible use hazards.

Freeway Safety Analysis: The *Interim Guidance for Freeway Safety Analysis* was developed by the LADOT to address State of California Department of Transportation ("Caltrans") comments regarding freeway off-ramp and mainline safety considerations, especially as they pertain to freeway off-ramp queueing and mainline speed differentials. The analysis guidance presented in the memorandum are used to evaluate whether conditions along Caltrans off-ramp facilities resulting from a development project represent a potential safety impact under CEQA. The freeway safety analysis screening for determining if a development project is required to conduct a freeway ramp analysis is based on the following criterion:

> *"Will the development project add 25 or more vehicle trips to any freeway off-ramp in either the morning or afternoon peak hour?"*

As documented in the Transportation Memo (Appendix B), the Modified Project's weekday peak-hour trip generation estimates indicate that the Project will generate at most 193 inbound vehicle trips during a peak hour (weekday PM peak hour). Per the trip distribution percentages identified in the Adopted IS/MND, the largest inbound trip distribution percentage along a Caltrans off-ramp facility is seven percent at the Interstate 10 eastbound off-ramp to Porter Street (Santa Fe Avenue). Thus, the largest Modified Project trip contribution to a freeway off-ramp is expected to be 14 trips at this location during the PM peak hour. Since the Modified Project would not add 25 or more trips to any freeway off-ramp during either the AM or PM peak hour, the Modified Project would not result in a freeway safety impact and does not require further freeway off-ramp or mainline analysis.

Consequently, the Modified Project would not result in a new significant impact or substantial increase in the severity of previously identified impacts related to hazardous conditions.

<u>Emergency Access</u>

As compared to the Approved Project, vehicular access (including emergency vehicles) to and from the Site would not change with the Modified Project. Immediate vehicular access would be provided from 1st Street, East 2nd Street, and South Vignes Street. Additionally, emergency vehicles would be able to

access the western and northern frontages of the project via two existing driveways/alleys. As part of project approvals and permitting, all new driveways constructed as part of the Modified Project would be subject to review and approval by the Los Angeles Fire Department (LAFD) to ensure that all relevant LAFD requirements are met.

While emergency access would remain unchanged from existing conditions with the implementation of the Modified Project, short-term construction activities that may temporarily affect access on portions of adjacent streets during certain periods of the day. However, this potential for a temporary change in access would be guided through development of construction best management practices, and would be a less-than-significant impact. Similar to the Approved Project, the Modified Project would implement **Project Design Feature PDF-TRAF-1 (Construction Management Plan)**. All elements of **Project Design Feature PDF-TRAF-1 (Construction Management Plan)** from the Approved Project, which are detailed above in Section 17.A, *Approved Project*, would also apply to the Modified Project.

Consequently, the Modified Project would not result in a new significant impact or substantial increase in the severity of previously identified impacts related to emergency access.

C. Project Design Feature

The Adopted IS/MND for the Approved Project incorporated the following project design features related transportation:

PDF-TRAF-1: The Applicant shall prepare a detailed Construction Management Plan that shall include, but not be limited to, the following elements, as appropriate:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including estimated duration of construction and daily hours of construction.
- Prohibition of construction worker or equipment parking on adjacent streets.
- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to Vignes Street and E. 2nd Street to ensure traffic safety on public rights of way. These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety at the Site's Vignes Street and E. 2nd Street driveways.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men).
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets.
- Containment of construction activity within the Site boundaries.

- Prohibition on construction-related vehicles/equipment parking on surrounding public streets.
- Safety precautions for pedestrians through such measures as alternate routing and protection barriers shall be implemented.
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours.
- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- Temporary pedestrian facilities should be adjacent to the Site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

18. TRIBAL CULTURAL RESOURCES

Since Adoption of the Adopted IS/MND, *State CEQA Guidelines* Appendix G was revised to include Tribal Cultural Resources as a new, stand-alone impact issue area.

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

A. Approved Project

The analysis within the Adopted IS/MND is based on Project notification and request to consult letters that the City submitted to eight (8) Native American individuals and organizations on the City's AB 52 Notification List in 2016. The Soboba Band of Luiseño Indians provided a response stating that the Soboba Band had no specific concerns regarding known cultural resources within the Project Site and requested that a Native American monitor be present during future ground-disturbing activities. As a result of AB 52 consultations for the Project, no known tribal cultural resources were identified at the Project Ste. As such, the Adopted IS/MND concluded that the Approved Project would result in no impact to known tribal cultural resources.

A. Modified Project

The Modified Project would be developed on the same Project Site as evaluated in the Adopted IS/MND. Impacts of the Modified Project would be the same as the Approved Project. Consequently, the Modified Project would not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to tribal cultural resources.

B. Mitigation Measures

No mitigation measures were required for tribal cultural resources in the Adopted IS/MND; no mitigation measures are required for the Modified Project.

19. UTILITIES AND SERVICE SYSTEMS

A. Approved Project

The Adopted IS/MND found that the Approved Project would generate an increase in wastewater compared to existing conditions, but would not exceed wastewater generation treatment capacity at the Hyperion Treatment Plant, and would not exceed the requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). The Adopted IS/MND concluded a less than significant impact related to wastewater would occur. The Adopted IS/MND also found that the Approved Project would result in an increase in water demand compared to existing conditions; however, existing water facilities that serve the Project Site were determined to have adequate capacity available to accommodate the required fire flows and domestic water demand generated by the Approved Project. In addition, the Adopted IS/MND found that compliance with water conservation measures and the implementation of LID requirements would further reduce the Approved Project's water demand. The Adopted IS/MND identified existing water and wastewater facilities would have the capacity to serve the Project Site and no new water or wastewater treatment facilities or expansion of existing facilities would be required. Thus, the Adopted IS/MND concluded impacts related to water and wastewater would be less than significant.

Regarding stormwater, the Adopted IS/MND identified that the exiting Project Site is fully developed or paved that the Approved Project would not increase the volume or flow rate of storm runoff as the impervious surface would not increase. The Approved Project's stormwater flows would not exceed the capacity of the existing storm drain system, and the implementation of applicable LID requirements

would further reduce stormwater flows. In addition, a final plan check by the City Bureau of Engineering would ensure that adequate storm drain system capacity is available prior to Project approval. Therefore, the Adopted IS/MND concluded that potential impacts related to stormwater would be less than significant.

The Adopted IS/MND found that the Approved Project would result in less than significant impacts associated with solid waste since the capacity of the region-wide landfills would be sufficient to accommodate the Approved Project. Further, the Adopted IS/MND identified the Approved Project would be in compliance with applicable federal, state, and local statutes and regulations related to solid waste. Nonetheless, standard City Regulatory Compliance Measures and **Project Design Features PDF-USS-1** through **PDF-USS-4** were applied to ensure that the Approved Project would comply with the City's Construction and Demolition Waste Recycling Ordinance and the City's required solid waste reduction goals.

The Adopted IS/MND identified that the Approved Project would potentially increase demand for other utilities and service systems, including electricity, natural gas, and transportation-related energy use. However, compliance with energy and water efficiency standards and measures as well as reduced vehicle trips and VMT due to the Approved Project's land use characteristics and site design features were concluded to reduce potential impacts. Therefore, the Adopted IS/MND found that impacts related to other utilities and service systems would be less than significant.

B. Modified Project

The Modified Project would maintain the Approved Project's building height, but would relocate the parking from the fourth level of the building to the first level and basement level to create additional office space on the fourth level (which would now become two levels, the fourth level and fifth level). In addition to the relocation of the parking in the building, the Modified Project would add approximately 21,554 square feet of additional floor area to result in a total floor area of 124,233 square feet of event, studio, restaurant, and office uses which would generate new employment on the Project Site. Because there are no proposed residential uses, the Modified Project would only result in an increased number of employees. The Modified Project would result in 566 new employees, an increase of 174 employees over the projected 392 employees anticipated under the Approved Project. This increase in employees could potentially increase the demand for water, electricity, natural gas, and energy use and increase wastewater and solid waste generation. Similar to the Approved Project, the Modified Project would have less than significant impacts related to stormwater as the Modified Project would not increase the volume or flow rate of storm runoff since the existing site is currently fully developed or paved. Despite the increase in commercial square footage under the Modified Project, potential impacts related to water and wastewater would remain less than significant as existing water facilities near the Project Site would continue to have adequate capacity available to accommodate the required fire flows and domestic water demand generated by the Modified Project. In addition, similar to the Approved Project, compliance with water conservation measures and the implementation of LID requirements would further reduce the Modified Project's projected water demand and existing stormwater flows.

Despite the slight increase in commercial square footage under the Modified Project, potential impacts related to solid waste and landfill capacity would remain less than significant as the Modified Project would be required to comply with applicable federal, state, and local statutes and regulations and would incorporate **Project Design Features PDF-USS-1** through **PDF-USS-4**. In addition, despite a potential slight increase in electricity, natural gas, and energy use under the Modified Project, compliance with current energy and water efficiency standards and measures as well as reduced vehicle trips and VMT due to the Modified Project's proximity to public transit and site design features would ensure that potential impacts related to other utilities and service systems would remain less than significant. The Modified Project would be required to incorporate the same **Project Design Features PDF-USS-1** through **PDF-USS-4** as identified for the Approved Project in the Adopted IS/MND. The project design features are listed in the Adopted IS/MND and are included below as Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to utilities and service systems. **Project Design Features PDF-USS-1** through **PDF-USS-4** from the Adopted IS/MND would be implemented by the Modified Project, and as such, impacts associated with utilities and service systems would be less than significant.

C. Project Design Features

The Adopted IS/MND for the Approved Project incorporated the following project design features related to utilities and service systems:

Project Design Feature PDF-USS-1: Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the Project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.

Project Design Feature PDF-USS-2: All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

Project Design Feature PDF-USS-3: To facilitate on-site separation and recycling of demolition and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program.

Project Design Feature PDF-USS-4: Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program.

20. WILDFIRE

Potential impacts related to emergency evacuation and wildfire were discussed in the Adopted IS/MND as part of Section IV.8, Hazards and Hazardous Materials (see Question h, specifically). However, since adoption of the Adoption of IS/MND, the *State CEQA Guidelines* Appendix G has been revised to include a stand-alone wildfire issue area as part of the Checklist. AS such, consistent with current *State CEQA Guidelines* Appendix G, the following presents an analysis of the potential impacts related to wildfire that would occur under the Modified Project.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

b. Due to the slope, prevailing winds, and other factors, would a project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment?

d. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes?

e. Approved Project

As identified in the Adopted IS/MND, the Project Site is located in a highly urbanized area. No wildlands are present on the Project Site or surrounding area. The Project Site is located within an area that is designated in the General Plan Safety Element, Exhibit D, Selected Wildfire Hazard Area, as an Industrialized Area, which is correlated with greater risk of public exposure to atmospheric releases of hazardous materials and flammable or explosive materials. Since the uses immediately adjacent to the Project Site are residential and commercial, it is unlikely that there will be atmospheric releases in the Project vicinity. The Adopted Project would be designed to, and its operations implemented in a matter than, would comply with applicable State and local code and ordinances, including the City of Los Angeles Department of Public Works' street standards related to construction requirements, and Division 7 of the Building Code regarding provision of fire-resistant building materials and smoke control. The Adopted IS/MND concluded that the Approved Project would not expose people or structures to a significant risk involving wildfires. No mitigation was required.

f. Modified Project

The Project Site is located in a developed area of the City and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not located in a Very High Fire Hazard Severity Zone; nor is the Project Site within a wildland fire hazard area. Therefore, no impact from wildland fires would occur and no mitigation measures are required. Similar to the Approved Project, the Modified Project would be designed to, and its operations implemented in a matter than, would comply with applicable State and local code and ordinances including the City of Los Angeles Department of Public Works' street standards related to construction requirements, and Division 7 of the Building Code regarding provision of fire-resistant building materials and smoke control. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to wildfires.

A. Mitigation Measures

No mitigation measures were required for wildfire in the Adopted IS/MND; no mitigation measures are required for the Modified Project.

III. CONCLUSION

Based on the above analyses, which compared the potential effects of the Modified Project with the potential impacts of the Approved Project as discussed in the Adopted IS/MND, the City concludes that the Modified Project would not require major revisions of the Adopted IS/MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (*State CEQA Guidelines* § 15162(a)(1)). In addition, no substantial changes have occurred with respect to the circumstances under which the project would be undertaken which would require major revisions of the Adopted IS/MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (*State CEQA Guidelines* § 15162(a)(2)). Finally, no new information of substantial importance has been presented which would show that the Modified Project would have one or more significant effects not discussed in the Adopted IS/MND; that significant effects previously examined will be substantially more severe than shown in the Adopted IS/MND; that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents declined to adopt the mitigation measures or alternatives; or that mitigation measures or alternatives which are considerably different from those analyzed in the Adopted IS/MND would substantially reduce one or more significant effects on the environment, but the project proponents declined to adopt the mitigation measures or alternatives (*State CEQA Guidelines* § 15162(a)(3)). Therefore, none of these conditions described in *State CEQA Guidelines* § 15162 requiring preparation of a subsequent IS/MND or EIR are present. Substantial evidence supporting the conclusions presented above is provided in the proceedings of this Addendum (*State CEQA Guidelines* § 15164(e)).

APPENDIX A

MITIGATION MEASURES FROM THE ADOPTED IS/MND

AESTHETICS

The Adopted IS/MND for the Approved Project required the following project design features and mitigation measure related to aesthetics:

Project Design Feature PDF-AES-1: The ground floor plaza along 2nd Street shall include attractive landscaping. It shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

Project Design Feature PDF-AES-2: Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.

Project Design Feature PDF-AES-3: During construction of the Project, the exterior of buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91.8104.15.

Project Design Feature PDF-AES-4: Outdoor lighting shall be designed to shine downward and installed with shielding and be directed onto the Project Site, so that the light source does not directly illuminate any adjacent properties or the above night skies.

Project Design Feature PDF-AES-6: The exterior of the proposed building shall be constructed of materials such as high-performance low reflectivity glass and pre-cast concrete or fabricated wall surfaces.

Mitigation Measure MM-AES-1: Exterior screening shall be installed to minimize the spill light from luminaires within open structure buildings from reaching beyond the Project Site. The screening shall also be installed so as to minimize the views and potential glare of headlights of motor vehicles within the garage from beyond the Project Site boundary. Screening measures may include, but are not limited to, shielding attached to the luminaire, building, or site structures.

AIR QUALITY

The Adopted IS/MND for the Approved Project required the following mitigation measure related to air quality:

Mitigation Measure MM-AIR-1: The Project shall limit daily application of architectural coatings applied on-site to 170 gallons per day with an average of 50 grams VOC per liter of coating, less water and less exempt compounds, or equivalent usage resulting in similar or less VOC emissions. For example, stains, specialty primers, and industrial maintenance coatings allowed

by Rule 1113 that contain VOCs at a level of 100 grams per liter of coating, less water and less exempt compounds would be limited to 85 gallons per day on site. Compliance with this measure would result in approximately 71 pounds of VOC emissions per day, which would be less than the threshold of 75 pounds per day.

BIOLOGICAL RESOURCES

The Adopted IS/MND for the Approved Project required the following mitigation measures related to biological resources:

Mitigation Measure MM-BIO-1a: Any construction activities that occur during the nesting season (February 15 to August 31) shall require that all suitable habitat (i.e., street trees and shrubs) be surveyed for the presence of nesting birds by a qualified biologist, retained by the Applicant as approved by the City of Los Angeles Building and Safety, before commencement of clearing and prior to grading permit issuance. The survey shall be conducted within 72 hours prior to the start of construction. A copy of the preconstruction survey shall be submitted to the City of Los Angeles Building and Safety.

Mitigation Measure MM-BIO-1b: If the required pre-construction survey detects any active nests, an appropriate buffer as determined by the biological monitor, shall be delineated, flagged, and avoided until the qualified biological monitor has verified that the young have fledged or the nest has otherwise become inactive.

CULTURAL RESOURCES

The Adopted IS/MND for the Approved Project required the following project design feature and mitigation measures related to cultural resources:

Project Design Feature PDF-CULT-1: The Project shall incorporate design features that include preservation or in-kind replacement of the Building's windows, board-formed reinforced concrete exterior, and decorative cornice and frieze, as well as restoration of the original loading bay openings and primary (south and east) elevations in compliance with the Secretary of the Interior's Standards for Rehabilitation. The Project's plan for restoration of the Building's exterior features shall be developed in conjunction with a qualified architectural historian, historic architect, or historic preservation professional who satisfies the Secretary of the Interior's Professional Qualifications Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61.

Mitigation Measure MM-CULT-1: Prior to Project initiation, a recordation document prepared in accordance with Historic American Buildings Survey (HABS) Level III requirements shall be completed for the existing Building. The recordation document shall be prepared by a qualified architectural historian or historic preservation professional who satisfies the Secretary of the Interior's Professional Qualification Standards for Architectural History pursuant to 36 CFR 61.

This document shall include a historical narrative on the architectural and historical importance of the Building, the Building's construction history, history of occupancy and use, association with the potential Los Angeles Industrial Historic District, and record the existing appearance of the Building in professional large format photographs. The Building's exteriors, representative interior spaces, character-defining features, as well as the property setting and contextual views shall be documented. All documentation components shall be completed in accordance with the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation (HABS standards). Copies of the completed report shall be distributed to the South Central Coastal Information Center at the California State University, Fullerton, City of Los Angeles Office of Historic Resources, and the City of Los Angeles Public Library Special Collections (Central Library).

Mitigation Measure MM-CULT-2: The Applicant shall retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards to oversee an archaeological monitor who shall be present during construction excavations such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (younger alluvium vs. older alluvium), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring may be reduced to part time inspections, or ceased entirely, if determined adequate by the archaeological monitor.

Mitigation Measure MM-CULT-3: In the event that archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. An appropriate buffer area shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by Project construction activities shall be evaluated by a qualified archaeologist. The Applicant shall coordinate with the archaeologist and the City to develop an appropriate treatment plan for the resources if they are determined to be potentially eligible for the California Register of Historical Resources or potentially qualify as unique archaeological resources as defined in §15064.5(a) and §21083.2(g) of the Public Resources Code, respectively. If the archaeological resources are prehistoric or Native American in origin, the Applicant shall consult with a representative from the Gabrielino Tribe(s) to determine whether the resource qualifies as a tribal cultural resource pursuant to §21074(a) of the Public Resources Code and to determine appropriate treatment. If preservation in place or avoidance is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis of the artifacts. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.

Mitigation Measure MM-CULT-4: The archaeological monitor shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources. The report and the Site Forms shall be submitted by the Applicant to the City of Los Angeles, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.

Mitigation Measure MM-CULT-5: If human remains are encountered unexpectedly during implementation of the project, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD may, with the permission of the land owner, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the land owner to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this mitigation measure, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.

Whenever the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the descendants and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.

ENERGY

The Adopted IS/MND for the Approved Project required the following project design feature related to energy:

> **Project Design Feature PDF-LU-1:** Of the total parking provided, five percent of spaces would be dedicated for electric vehicles and provide charging stations. In addition, twenty percent of spaces would be pre-wired for the future installation of electric charging stations.

GEOLOGY AND SOILS

The Adopted IS/MND for the Approved Project required the following mitigation measures related to geology and soils:

> **Mitigation Measure MM-GEO-1:** All recommendations included in the Geotechnical Report prepared for the Project (provided in Appendix D of this MND) shall be followed. In regards to the foundation design, the existing foundations will need to be enlarged or strengthened as a result of the proposed addition and renovation. Where the existing footings will need to be enlarged, the new footings shall be designed to match the depth of the existing footings and shall bear into the underlying dense native soils. The proposed foundation plan shall be reviewed and approved by the geotechnical engineer and be in compliance with the City's Building Code. In regards to the slabs on grade, the concrete floor slabs should be a minimum of 5 inches in thickness. They should be cast over undisturbed natural geologic materials or property controlled fill materials. Any materials loosened or over-excavated should be wasted from the site or properly compacted to 95 percent of the maximum dry density.

GREENHOUSE GAS EMISSIONS

The Adopted IS/MND for the Approved Project required the following project design feature related to greenhouse gas emissions:

> **Project Design Feature PDF-GHG-1:** The following will be implemented as GHG reduction measures.
>
> 1. The use of materials and finished that emit low quantities of volatile organic compounds, or VOCs';
>
> 2. The installation of modern heating, ventilation, and air conditioning (HVAC) systems that utilize ozone-friendly refrigerants;
>
> 3. High-efficiency Energy Star® appliances;
>
> 4. Drought-resistant landscaping, stormwater retention, and the incorporate of water conservation features (i.e., dual-flush toilets, low-flow faucets); and

5. The provision of bicycle parking.

HAZARDS AND HAZARDOUS MATERIALS

The Adopted IS/MND for the Approved Project required the following project design features related to hazards and hazardous materials:

Project Design Feature PDF-HAZ-1: If construction activities affect access to portions of the streets adjacent to the Project Site, the Project would implement traffic control measures, such as construction flagmen or installation of signage to maintain flow and access in the vicinity of the Project.

Project Design Feature PDF-HAZ-2: The Project would develop a Construction Management Plan, in accordance with City Requirements, during Project construction, which would include the designation of a haul route, to ensure that emergency access is maintained during construction.

HYDROLOGY AND WATER QUALITY

The Adopted IS/MND for the Approved Project required the following project design feature related to hydrology and water quality:

Project Design Feature PDF-HYDRO-1: The Project shall install a dry infiltration well system that would be designed in accordance with City of Los Angeles Guidelines to pretreat and infiltrate storm runoff before entering the storm drain system.

LAND USE AND PLANNING

The Adopted IS/MND for the Approved Project required the following project design feature related to land use and planning:

Project Design Feature PDF-LU-1: Of the total parking provided, five percent of spaces would be dedicated for electric vehicles and provide charging stations. In addition, twenty percent of spaces would be pre-wired for the future installation of electric charging stations.

NOISE

The Adopted IS/MND for the Approved Project required the following project design features and mitigation measures related to noise:

Project Design Feature PDF-NOISE-1: The Applicant shall designate a construction relations officer to serve as a liaison with surrounding residents and property owners who is responsible for responding to any concerns regarding construction noise and vibration. The liaison's

telephone number(s) shall be prominently displayed at the Project Site. Signs shall also be posted at the Project Site that includes permitted construction days and hours.

Project Design Feature PDF-NOISE-2: All mechanical equipment used would be designed with appropriate noise control devices, such as sound attenuators, acoustics louvers, or sound screen/parapet walls to comply with noise limitation requirements provided in Section 112.02 of the LAMC.

Project Design Feature PDF-NOISE-3: The proposed facility shall incorporate noise-attenuating features (physical as well as operational) designed by a licensed acoustical sound engineer to minimize operational sounds beyond the property line. Measure shall include, but are not limited to, the use of wall and floor-ceiling assemblies separating commercial tenant spaces and public places that shall have a Sound Transmission Class (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

Project Design Feature PDF-NOISE-4: During construction, the contractor shall install and maintain at least two continuously operational automated vibrational monitors on the on-site historic building. The monitors must be capable of being programmed with two predetermined vibratory velocities levels: a first-level alarm equivalent to a level of 0.45 inches per second at the face of the building and a regulatory alarm level equivalent to a level of 0.5 inches per second at the face of the building. The monitoring system must produce real-time specific alarms (via text message and/or email to on-site personnel) when velocities exceed either of the predetermined levels. In the event of a first-level alarm, feasible steps to reduce vibratory levels shall be undertaken, including but not limited to halting/staggering concurrent activities and utilizing lower-vibratory techniques. In the event of an exceedance of the regulatory level, work in the vicinity shall be halted and the onsite historic building visually inspected for damage. Results of the inspection must be logged. 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.

Mitigation Measure NOISE-1: Noise-generating equipment operated at the Project Site shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

Mitigation Measure NOISE-2: Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.

Mitigation Measure NOISE-3: Temporary noise barriers (e.g., sound blankets) shall be used to block the line-of-site between construction equipment and noise-sensitive receptors (residences) during Project construction. Noise barriers shall be a minimum of 20-feet tall along

the west, and 10-feet tall along the south and east boundaries, which are adjacent to residential uses.

Mitigation Measure NOISE-4: Amplified music from speakers located in the outdoor seating area at the southwest corner of the project may not exceed 75 dBA during the daytime or 63 dBA during the nighttime as measured at the southwestern property line adjacent to the Garey Building. Measurements shall be taken using a calibrated handheld or in-place noise monitor that meets the American National Standard Institute (ANSI) S1.4 specifications for sound level meters or equivalent. Sound system or speaker volume settings should be tested prior to the installation of permanent speakers or prior to the beginning of an event for temporary speakers. The maximum allowed sound system or speaker volume settings, based on the results of the measurements, shall be labeled on the settings controls and on-site personnel shall be required to comply with the maximum allowed volume settings. Speakers shall not be directed towards the Garey Building and shall be directed towards the interior of the Project Site.

Mitigation Measure NOISE-5: Heavy equipment shall not be used within 60 feet of the neighboring residential structures. Heavy equipment is defined as equipment with an engine size of 600 horsepower or greater and includes large dozers, large excavators, and large loaders).

Mitigation Measure NOISE-6: High vibratory construction equipment, such as use of a pile driver, shall not be used.

PUBLIC SERVICES

The Adopted IS/MND for the Approved Project required the following project design features and mitigation measure related to public services:

Project Design Feature PDF-PS-1: The Project would incorporate a security program to ensure the safety of employees and site visitors. The design considers guidelines per the "Design out Crime Guidelines: Crime Prevention Through Environmental Design" published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213) 485-3134). This measure would be approved by the LAPD prior to issuance of building permits.

Project Design Feature PDF-PS-2: Private security personnel would monitor vehicle and pedestrian access to the construction areas and patrol the Project Site.

Project Design Feature PDF-PS-3: Construction fencing with gated and locked entry would be installed around the perimeter of the construction site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

Project Design Feature PDF-PS-5: The Project Site would be well-illuminated by security lighting in entryways, public areas, and parking facilities.

Project Design Feature PDF-PS-7: Valet staff would also be present to assist in parking vehicles and to monitor site activity, and vehicles would be parked within a controlled-access area not open to the public, visitors, or guests.

Project Design Feature PDF-PS-8: The Project proposes to provide closed-circuit television camera security systems, onsite security guards posted at the proposed alcohol uses, an alarm system installed as needed, pedestrian appropriate illumination at entryways, alleys, etc., and controlled access into and out of the parking garage.

Project Design Feature PDF-PS-9: All alcohol sales employees will receive STAR training in responsible alcohol sales; age verification devices and prompts will be part of the Point of Sale system to assist cashiers in prevention of sales to minors.

Project Design Feature PDF-PS-10: Potential effects on adjacent accessibility would be reduced with flagging and traffic control personnel.

Mitigation Measure MM-PS-1: 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.

TRANSPORTATION

The Adopted IS/MND for the Approved Project required the following project design feature related to transportation:

PDF-TRAF-1: The Applicant shall prepare a detailed Construction Management Plan that shall include, but not be limited to, the following elements, as appropriate:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including estimated duration of construction and daily hours of construction.
- Prohibition of construction worker or equipment parking on adjacent streets.
- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to Vignes Street and E. 2nd Street to ensure traffic safety on public rights of way. These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety at the Site's Vignes Street and E. 2nd Street driveways.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men).

- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets.
- Containment of construction activity within the Site boundaries.
- Prohibition on construction-related vehicles/equipment parking on surrounding public streets.
- Safety precautions for pedestrians through such measures as alternate routing and protection barriers shall be implemented.
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours.
- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- Temporary pedestrian facilities should be adjacent to the Site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

UTILITIES AND SERVICE SYSTEMS

The Adopted IS/MND for the Approved Project required the following project design features related to utilities and service systems:

Project Design Feature PDF-USS-1: Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the Project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.

Project Design Feature PDF-USS-2: All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents,

water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

Project Design Feature PDF-USS-3: To facilitate on-site separation and recycling of demolition and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program.

Project Design Feature PDF-USS-4: Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program.

APPENDIX B

929 EAST 2ND STREET PROJECT – SUPPLEMENTAL TRANSPORTATION IMPACT ANALYSIS PREPARED BY KOA, DATED AUGUST 17, 2022

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MONTEREY PARK ORANGE ONTARIO SAN DIEGO LA QUINTA CULVER CITY

TECHNICAL MEMORANDUM

Date: August 17, 2022

To: Wes Pringle, Transportation Engineer – Los Angeles Department of Transportation

From: Ryan Kelly, Senior Engineer – KOA Corporation

Subject: 929 East 2nd Street Project – Supplemental Transportation Impact Analysis

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Following the approval of the Mitigated Negative Declaration (MND) for the 929 East 2nd Street Project (the "Approved Project"), the Applicant is requesting an addendum to the MND (ENV-2016-1081-MND) in order to construct a modified version of the mixed-use development (the "Modified Project"). Under the Modified Project, the development would include a similar mix of uses. However, it would have a slightly larger development envelope and would shift from private membership club uses to a more traditional office mixed-use composition. This supplemental transportation impact analysis (TIA) has been prepared to assess the transportation impacts of the Modified Project, reflective of the updated California Environmental Quality Act (CEQA) analysis requirements in the latest Los Angeles Department of Transportation (LADOT) *Transportation Assessment Guidelines* [July 2020] (the "TAG"). As shown in the following analysis, the Modified Project is not anticipated to generate any immitigable CEQA transportation impacts. Therefore, this technical memorandum supports the Modified Project MND addendum request.

APPROVED PROJECT DESCRIPTION

The Approved Project consisted of the renovation to the existing building and addition of five new levels to create a seven-story, 131-foot tall, 102,679 square-foot (per Zoning floor area calculations) mixed-use development with a private membership club and general commercial uses open to the public. The Transportation Impact Study for the Approved Project (the "2016 TIS"), approved by LADOT staff on June 2, 2016 as shown in Attachment A, included the following project description:

> *The existing on-site uses consist of a two-story industrial building containing 17 artist live/work loft units. These existing uses would be removed in conjunction with development of the Project. The Project's proposed uses are divisible into two primary categories: a private membership club and general commercial uses which are open to the public. The private membership club would not be open to the public, only to patrons with active memberships, and would include 1,024 gross square feet of specialty retail space, 8,157 gross square feet of event space, a 10,784 gross square-foot lounge/bar, 42,716 gross square feet of office space for temporary non-daily use by club members, 3,043 gross square feet of photo studios, a 6,378 gross square-foot gym/spa, and a 49-seat (1,933 gross square-foot) screening room. The commercial space open to the public would total 36,955 gross square feet of retail and restaurant uses. Approximately 76 percent (28,154 gross square feet) of the public commercial space would be dedicated to retail uses, and 24 percent (8,801 gross square feet) would be dedicated to restaurant uses.*

The Project would provide on-site parking on multiple floors, with the majority of parking accessed via three car lifts on the ground floor and an automated parking system. Automated parking would be provided on one subterranean and two above-ground levels. Access to the Project would be provided via an entry driveway intersecting the west side of Vignes Street approximately 70 feet north of 2nd Street. Egress from the Project would be provided via an exit driveway intersecting the west side of Vignes Street near the northerly end of the site, as well as from the service alley that borders the north side of the site and intersects the west side of Vignes Street.

Approximately 247 parking spaces would be provided for the Project.

MODIFIED PROJECT DESCRIPTION

The Modified Project consists of the demolition of the existing two-story building to construct an eight-story, 144-foot tall, 124,233 square foot (per Zoning floor are calculations) mixed-use development consisting of office, restaurant, artist studio, screening room, and event space. This supplemental TIA has been prepared based on the Modified Project description below.

Since the preparation of the 2016 TIS that evaluated impacts associated with the Approved Project, the 0.68-acre site at the northwest corner of 2nd Street and Vignes Street in the Central City North Community Plan area of the City of Los Angeles (the "City") has been vacated, with no active uses within the existing structure. The location of the Modified Project site is shown in Figure 1, Modified Project Site Vicinity and Study Intersection Location Map.

The Modified Project will consist of a variety of commercial uses located within the proposed office mixed-use building. Office space totaling 90,612 square feet will be provided on the basement, 2nd, 3rd, 4th, and 7th Floors of the building. The restaurant component of the Modified Project will include 5,673 square feet of high-turnover restaurant space on the 1st Floor and 14,462 square feet of high-turnover restaurant on the building's 8th Floor. The 5th Floor will house the artist and photo studio space, each measuring 7,296 square feet in size, as well as a 188-seat screening room. The event space will located on the Modified Project's 6th Floor and 6th Floor Mezzanine, with 28,688 square feet of total floor area.

As shown in Figure 2, Conceptual Modified Project Site Plan, Modified Project vehicular access/egress will be provided from a full-access driveway that will intersect the north side of 2nd Street, near the southwest corner of the site. This driveway will provide access to the Modified Project's subterranean parking level. A pair of one-way driveways intersecting the west side of Vignes Street, near the northeast corner of the site, will provide access to the Modified Project's drop-off/pick-up area and at-grade parking level. The southerly and northerly Vignes Street driveways will provide site access and egress, respectively, allowing for south-to-north circulation through the drop-off/pick-up facility. Access to a small number of parking spaces will also be provided along the alley that runs along the north edge of the Modified Project site.

The automobile parking will be provided on one subterranean and one at-grade parking level. As proposed, a total of 270 automobile parking spaces will be provided with the two parking levels. All on-site parking operations will be attended, provided via valet service operating from the drop-off/pick-up area. Additionally, the Modified Project would provide 42 long-term and 19 short-term bicycle parking stalls, which is consistent with Los Angeles Municipal Code (LAMC) Section 12.21.A.16 outlining bicycle parking requirements. Both the long-term and short-term bicycle parking would be provided on the Modified Project's 1st Floor, near the entrance to the parking garage.

CEQA ANALYSIS OF TRANSPORTATION IMPACTS

Following the passage of Senate Bill 743 (SB 743), the State of California's Governor's Office of Planning and Research (OPR) was tasked with developing new guidelines for evaluating transportation impacts under CEQA. These guidelines are intended to promote the reduction of greenhouse gas emissions and develop multimodal and diverse transportation networks by shifting the transportation performance metric from automobile delay and level of service (LOS) to vehicle miles traveled (VMT). As a result, OPR determined that under the proposed update to the CEQA guidelines, VMT would be established as the primary metric for evaluating environmental and transportation impacts.

In response to the updates to the CEQA guidelines, the LADOT updated the City's TAG in July 2020 to conform to the requirements of SB 743. The TAG replaced the *Transportation Impact Studies 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 significance thresholds to apply in order to determine if a development project would result in transportation impacts under the updated CEQA guidelines. The development project would have a significant impact should any of the following be true:

1. The development project would conflict with the City's plans, programs, ordinances, or policies.
2. The development project would cause substantial VMT.
3. The development project would substantially increase hazards due to a geometric design feature or incompatible use(s).

CONFLICTING WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES (THRESHOLD T-1)

In line with the City's efforts to achieve a transportation system that meets the needs of all roadway users, the City has adopted numerous transportation-related plans and policies that promote safety for motorists, pedestrians, bicyclists, and transit riders. In order for the goals of these policies to be fully realized, it is paramount that development projects align with these plans and policies. For this reason, the updated TAG establishes the following threshold to ensure that proposed development projects contribute to achieving an accessible and sustainable transportation network.

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

The TAG has also established three screening criteria for determining which development projects are required to assess compliance with the City's plans, programs, ordinances, and policies. If any of the criteria are met, a compliance assessment is required. The criteria are listed below:

1. The development project requires 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.
2. The development project is known to directly conflict with a transportation plan, policy, or program adopted to support multi-modal transportation options or public safety.
3. The development project is proposing to, or is required to, make modifications to the public right-of-way (e.g., street dedications and/or improvements in the right-of-way, reconfigurations of the curb line, etc.).

Based on the above screening criteria, the Modified Project would meet the following screening questions:

- The Modified Project requires a discretionary action.
- The Modified Project is required to provide a street dedication.

Therefore, the Modified Project's compliance with the City's plans and policies needs to be assessed and is discussed in further detail below.

The review of the applicable plans and policies included the Mobility Plan 2035, Plan for A Healthy Los Angeles, Central City North Community Plan, Los Angeles Vision Zero Plan, Citywide Design Guidelines, LAMC, Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), City Planning Department's Walkability Checklist, and LADOT Manual of Policies and Procedures Section 321. These are discussed in further detail below. Additionally, Attachment B includes the LADOT Attachment D: Plan Consistency Worksheet (the "Plan Worksheet") that was used to conduct this evaluation and outlines general questions that assist in the determination of whether or not a development project conflicts with a plan, policy, or program.

In conclusion, the Modified Project will support and not preclude the implementation of the City's transportation-related goals and policies. Therefore, the Modified Project will not have a significant impact regarding compliance with the City's plans, programs, ordinances, or policies. The Modified Project is also not expected to contribute to a cumulative impact related to implementation of the City's transportation-related goals and policies, as there are no related development projects in the direct Modified Project vicinity that could affect local policy compliance.

MOBILITY PLAN 2035

The Modified Project would embrace the objectives of the Mobility Plan 2035, which also includes the goals and policies of the City of Los Angeles General Plan and Bicycle Plan. The Mobility Plan designates 2nd Street, the roadway bordering the Modified Project site to the south, as a Collector. This designation entails a 40-foot wide roadway within a 66-foot wide right-of-way. The segment of 2nd Street adjacent to the Modified Project site presently has an approximately 40-foot wide roadway within a 60-foot wide right-of-way. The Modified Project proposes to provide a three-foot sidewalk dedication along 2nd Street to fulfill the required half right-of-way width.

The Mobility Plan designates Vignes Street, the street bordering the Modified Project site to the east, as a Collector. This designation entails a 40-foot wide roadway within a 66-foot wide right-of-way. The segment of Vignes Street adjacent to the Modified Project site presently has an approximately 40-foot wide roadway within a 60-foot wide right-of-way. The Modified Project proposes to provide a three-foot sidewalk dedication along Vignes Street to fulfill the required half right-of-way width.

In terms of driveway access, the Modified Project aligns with Mobility Plan policy based on the characteristics of the Modified Project site. The Modified Project is providing only three driveways, which will be located along roadways adjacent to the Modified Project site designated as Collector Streets. These driveways will all be located over 75 feet from the intersection of Vignes Street & 2nd Street.

In summary, the Modified Project is consistent with the Mobility Plan 2035 for public right-of-way classification standards and dedications; policy alignment with Modified Project-initiated changes; and network access (Plan Worksheet, Sections II.A, II.B, and II.C, respectively).

PLAN FOR A HEALTHY LOS ANGELES

The Plan for a Healthy Los Angeles, as established in March 2015, is meant to prioritize health and social equity in the City's plans for future growth and development. The Plan is guided by principles of holistic health, the link between community design and health, and active transportation, among other principles. Chapter 2 of The Plan, A City Built for Health, promotes multi-modal corridors and accessible services as features of a safe and healthy city. The development of the Modified Project will not preclude the Plan's goals of promoting active transportation and a healthy city. As a commercial project with short-term and long-term bicycle parking, the Modified Project will be conducive to this active mode of travel for employees and patrons alike.

CENTRAL CITY NORTH COMMUNITY PLAN

The Central City North Community Plan, as adopted in December 2000, summarizes key issues and opportunities in the area through the development of goals, objectives, policies, and programs associated with multiple land uses including residential, commercial, and industrial projects that lie within its boundaries. Under the Land Use Plan Policies and Programs (Chapter 3), transportation section, several transportation goals and policies are noted for the area. The Modified Project supports the objectives of encouraging and expanding alternative modes of travel and improving the effectiveness of the public transportation system by increasing employment density within close proximity to high-quality transit facilities. This will allow employees and visitors of the Modified Project site a convenient alternative to private vehicle travel when accessing the site.

The Central City North Community Plan also notes that the plan area seeks to comply with the City's objective that intersection LOS not exceed LOS E. Modified Project effects on local circulation conditions are analyzed in the Modified Project Access and Circulation Evaluation section of this memorandum. The Modified Project results in minor increases to intersection delay and queues at the evaluated signalized study intersections. The With Modified Project conditions will maintain LOS E or better conditions at both Alameda Street & 2nd Street and Vignes Street & 1st Street during both peak hours under existing (2022) and future year (2025) conditions. The increases to delay that would be experienced are minor for the overall intersections and intersection approaches. In support of the goal of maintaining LOS E at intersections within the community plan area, the Modified Project is also proposing to implement Transportation Demand Management (TDM) measures such as reduced parking and providing bicycle parking facilities, which will also help to reduce the number of vehicle trips generated by the site. While the benefits of these TDM measures are accounted for in the VMT analysis prepared for the Modified Project, no trip reductions were conservatively assumed within the access and circulation evaluation.

The establishment of a bicycle network within the roadway network is another key objective outlined in the Central City North Community Plan. The Modified Project will support and not preclude the implementation of bicycle lanes and routes on the adjacent roadways and within the larger Modified Project area. The Modified Project will also support and encourage the use of these facilities by providing dedicated bicycle storage for employees, guests, and patrons of the site.

The Modified Project will help realize several of the transportation programs noted within the community plan area.

VISION ZERO

Vision Zero was launched by the Mayor of Los Angeles in August 2015 with the goal of eliminating all traffic fatalities citywide by 2025. Vision Zero specifically seeks to implement traffic safety treatments at intersections and along roadway segments to improve safety for pedestrians, bicyclists, and other

vulnerable road users. The City of Los Angeles has developed a High Injury Network (HIN) that identifies roadways having a high number of traffic collisions causing serious injury and death. Development projects proposed on a roadway identified as part of the City's HIN should be designed to enhance safety for non-motorized users. No roadways adjacent to the Modified Project are classified as a part of the HIN. The nearest HIN roadways are Alameda Street, located approximately 1,200 feet west of the Modified Project, and 2nd Street between Central Avenue and Alameda Street. The Modified Project will maintain the existing roadway infrastructure, dedicate additional width to adjacent sidewalks, and will not negatively affect the safety of pedestrians, bicycles, and other vulnerable roadway users.

CITYWIDE DESIGN GUIDELINES

The Los Angeles Department of City Planning established *Citywide Design Guidelines* meant to promote maintaining neighborhood character, quality design, and creative development solutions. Guidelines 1-3 provide best practices in the area of Pedestrian-First Design that are as follows:

- Guideline 1 is to promote a safe, comfortable, and accessible pedestrian experience for all
- Guideline 2 is to carefully incorporate vehicular access such that it does not degrade the pedestrian experience
- Guideline 3 is to design projects to actively engage with streets and public space and maintain human scale

The Modified Project's proposed pedestrian facilities provide sufficient pedestrian access at the first-floor entrance and along the surrounding sidewalks. The proposed vehicular access through the driveways along 2nd Street and Vignes Street provide sufficient sight distance for entering and exiting motorists to identify pedestrians crossing the vehicular driveways. In additional, the Modified Project will remove the existing abandoned railroad tracks at the southwest corner of the site, which will improve ADA access for Modified Project patrons, as well as other users of the sideway network. Therefore, the Modified Project is compliant with the *Citywide Design Guidelines*.

LOS ANGELES MUNICIPAL CODE

The LAMC bicycle parking ordinance § 12.21 A.16 requires the provision of commercial short-term bicycle parking spaces at rates of one space per 10,000 square feet of office floor area, one space per 2,000 square feet of restaurant/bar floor area, and one space per 10,000 square feet of other commercial use floor area. The LAMC requires the provision of long-term bicycle parking spaces at rates of one space per 5,000 square feet of office floor area, one space per 2,000 square feet of restaurant/bar floor area, and one space per 10,000 square feet of other commercial floor area. Based on these rates, the Modified Project would meet the LAMC bicycle parking requirements by providing at least 15 short-term and 25 long-term bicycle parking spaces. The Modified Project will provide 19 short-term and 42 long-term bicycle parking spaces, located on the Modified Project's ground floor near the entrance to the parking garage. The Modified Project will, therefore, provide convenient and adequate bicycle parking facilities.

Per standard parking requirements outlined in LAMC § 12.21 A.4 and the Modified Project's proposed commercial floor area, the Modified Project would require 364 automobile parking spaces. Since the Modified Project is located in the East Los Angeles State Enterprise Zone, LAMC § 12.21 A.4(x)(3) specifies that the Modified Project's minimum automobile parking requirement is one automobile space per 500 square feet of commercial floor area. After Enterprise Zone parking reductions, the Modified Project would be required to provide a minimum of 249 automobile spaces for all commercial uses. The Modified Project proposes to provide a total of 270 automobile parking spaces. By providing fewer parking spaces than

standard LAMC parking requirement rates, the reduced parking supply will help reduce single-occupancy vehicle travel.

The current TDM requirements (LAMC § 12.26J) outline TDM measures that a development must implement and comply with, which include displaying mobility information, designating parking for carpool/vanpools, and providing bicycle parking. The Modified Project will be in compliance with the LAMC. This includes reducing the parking supply and providing the required bicycle parking spaces. It should be noted that the Modified Project will feature a reduced parking supply and bicycle parking as TDM strategies for the VMT analysis, as discussed in the following section.

In reviewing the abovementioned LAMC requirements, the Modified Project does not conflict with the bicycle, vehicle, or TDM policies. The Modified Project's compliance with LAMC requirements is also addressed in the Plan Worksheet, Section II.D.

SCAG RTP/SCS

The SCAG RTP/SCS balances future mobility and housing needs with economic, environmental, and public health goals in a long-term plan laid out from 2020-2045. The Plan Worksheet, Section II.E, addresses whether or not a development project is consistent with regional plans such as the SCAG RTP/SCS. The Modified Project is consistent with the SCAG RTP/SCS because the Modified Project would not result in a significant VMT impact, as detailed further in the following section.

WALKABILITY CHECKLIST

The Los Angeles Department of City Planning's Walkability Checklist provides design strategies and guidelines for walkable streets. This document promotes pedestrian-friendly features in the public right-of-way and on private property. The Department's Commercial Citywide Design Guidelines for Pedestrian-Oriented/Commercial & Mixed-Use Projects provide a blueprint for sustainable and aesthetically pleasing residential and commercial development. These documents promote the provision of pedestrian-friendly, street-fronting entrances to commercial uses at surface grade. The Modified Project frontages on 2nd Street and Vignes Street will allow for easy pedestrian-friendly access to the Modified Project at the surface grade. Restaurant uses with outdoor, street-fronting seating are also provided to enhance the pedestrian-friendly environment around the site.

LADOT MANUAL OF POLICIES AND PROCEDURES SECTION 321

The LADOT Manual of Policies and Procedures Section 321 provides design standards and best practices for the location and sizing of driveway facilities. The requirements presented in this document primarily apply to driveways proposed along arterial roadways. As the Modified Project frontage is located along Collector streets, many of the provisions do not apply. However, as suggested, the Modified Project will locate all driveways along both 2nd Street and Vignes Street, dedicated as Collector streets, over 75 feet from the nearest intersection (Vignes Street & 2nd Street). Review and approval of proposed driveway widths and locations will be subject to approval by the LADOT Citywide Planning Coordination Section. Further, the one-way operation of the drop-off/pick-up facility along Vignes Street near the northeast corner of the site will be reinforced through valet staff, ensuring that the one-way operation will be maintained, as recommended by the LADOT guidance. Finally, all parking spaces and loading areas have been designed to be accessible without maneuvering within the public right-of-way, except as necessary within the alley north of the Modified Project site. Based on these driveway design considerations, the Modified Project will align with and support the goals and policies of the LADOT Manual of Policies and Procedures Section 321.

CAUSING SUBSTANTIAL VEHICLE MILES TRAVELED (THRESHOLD T-2.1)

As outlined in the Mobility Plan 2035, the City has a goal of reaching a 20 percent reduction in VMT by 2035. In line with these goals, the City has updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(1) of the CEQA Guidelines, which asks if a development project would result in a substantial increase in VMT. The TAG sets the following criterion for determining significant transportation impacts based on VMT:

> *For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?*

To assist in determining which development projects would conflict with CEQA Guidelines section 15064.3, subdivision (b)(1), the TAG establishes two screening criteria to evaluate whether further analysis is required of a land use project's VMT impact. Both of the following criteria must be met in order to require further analysis of a land use project's VMT contribution:

1. The land use project would generate a net increase of 250 or more daily vehicle trips.
2. The land use project would generate a net increase in daily VMT.

In addition, the TAG provides specific instructions for evaluating the VMT contributions of retail and restaurant uses. Should a land use project contain retail or restaurant components that are small-scale or local-serving in nature, the retail/restaurant portion of the land use project can be assumed not to result in a significant VMT impact. The retail/restaurant component of a land use project should be considered small-scale or local-serving if the total retail and restaurant square footage does not exceed 50,000 square feet. For a mixed-use development, if the retail/restaurant component does not exceed 50,000 square feet in floor area, that component can be considered to have a less-than-significant VMT impact; however, the remaining portions of the land use project are subject to further VMT analysis per the above screening criteria.

After the initial screening, the TAG provides guidance for further analysis of the VMT contribution of a land use project. Under the updated TAG, two forms of VMT are analyzed: (1) household VMT per capita and (2) work VMT per employee. The household VMT per capita is the home-based VMT produced by the residential component of a land use project divided by the number of residents within the development. The work VMT per employee is the home-based work VMT attracted by the non-residential uses of a land use project divided by the number of employees within the development. As outlined in the TAG, in order for a proposed land use project to have a less-than-significant VMT impact, two criteria must be met: (1) the land use project's household VMT per capita must be at least 15 percent below the average household VMT per capita, and (2) the land use project's work VMT per employee must be at least 15 percent below the average work VMT per employee. Table 1 shows the thresholds corresponding to 15 percent below the average household VMT per capita and average work VMT per employee. These thresholds have been determined individually for each of the seven Area Planning Commission (APC) areas within the City. The significance thresholds to be applied are determined based on the land use project's APC area, in this case, the Central APC.

Table 1: LADOT Thresholds for Significant VMT Impacts

Area Planning Commission	Daily Household VMT per Capita	Daily Work VMT per Employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

Along with the updated TAG, LADOT developed the VMT Calculator, which calculates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee for land use projects. The VMT Calculator utilizes average daily trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition, 2012) and empirical trip generation data to determine the base daily trips associated with a land use project. The number of daily trips is further refined using data from the Environmental Protection Agency's (EPA's) Mixed-Use (MXD) Model and the City's Travel Demand Forecasting (TDF) Model.

The VMT Calculator also determines population and employment estimates for a land use project based on rates developed from U.S. Census data for the City of Los Angeles and employment data from a variety of sources, including the Los Angeles Unified School District and the San Diego Association of Governments (SANDAG). The VMT Calculator then uses trip length information from the TDF Model, in combination with the daily trips and population/employment estimates, to calculate the land use project's daily VMT, household VMT per capita, and work VMT per employee. The VMT Calculator also provides a menu of TDM strategies that can be implemented for a land use project, either as project features or mitigation measures, to reduce the project's daily vehicle trips and VMT. Further detail on the VMT Calculator can be found in the City of Los Angeles VMT Calculator Documentation (May 2020).

To determine whether the Modified Project requires further VMT analysis, the Modified Project's proposed land uses were inputted into the VMT Calculator. As shown in Attachment C, the Retail (High-Turnover Sit-Down Restaurant), Retail (Quality Restaurant), Retail (Movie Theater) and Office (General Office) land use rates were applied for the corresponding proposed Modified Project uses. Since the land uses within the VMT Calculator do not align with the proposed Modified Project uses, the square footage associated with the artist and photo studio space was assumed to be part of the Office (General Office) use and the event space was treated as Retail (Quality Restaurant) use. These assumptions are in line with those assumed in the approved 2016 TIS. Attachment C contains summary reports of the VMT Calculator outputs. As shown, based on the VMT Calculator, Version 1.3 v141, the Modified Project would generate 4,557 net daily vehicle trips and 30,125 net daily VMT per the screening analysis. As the Modified Project would generate more than 250 net daily trips and would result in a net increase in daily VMT, the Modified Project would meet both screening criteria and further VMT is required. It should be noted that, for the purposes of VMT screening per the TAG, Modified Project features that qualify as TDM measures are excluded from the calculations.

The VMT Calculator was then utilized to determine household VMT per capita. The Modified Project would not include residential uses; therefore, the Modified Project would not generate household VMT per capita. The Modified Project proposes to incorporate some of the TDM strategies listed in the VMT Calculator (allowable per the LAMC) as part of the Modified Project development. Therefore, certain project design features were considered in the VMT calculations for the Modified Project. The TDM measures included as project features are:

1. Reduce Parking Supply: The LAMC, without consideration of parking reduction mechanisms, would require a total of 364 automobile parking spaces (§ 12.21 A.4). The Modified Project proposes to provide a total of 270 on-site automobile parking spaces, which represents a reduction of 94 automobile parking spaces from the amount required by direct application of the LAMC.
2. Include Bike Parking Per LAMC: The Modified Project meets City bicycle requirements per the LAMC (§ 12.21 A.16).

With the abovementioned TDM strategies implemented as part of the Modified Project (just including the project features), the Modified Project is anticipated to generate 3,963 net daily vehicle trips and 26,195 net daily VMT. The VMT Calculator determined that the Modified Project would generate a work VMT per employee of 7.0. Since the Modified Project is located within the Central APC area, the appropriate threshold of significance with which to compare the Modified Project's work VMT estimate is 7.6 daily work VMT per employee, as shown previously in Table 1. Therefore, the Modified Project is not expected to have a significant VMT impact based on the work VMT results. In addition, per guidance from the TAG, as a project with a less-than-significant work VMT per employee impact, the Modified Project can be assumed not to have a cumulative impact related to VMT. The VMT Calculator output reports are provided in Attachment C.

SUBSTANTIALLY INDUCING ADDITIONAL AUTOMOBILE TRAVEL (THRESHOLD T-2.2)

Transportation projects that contribute to increased vehicular capacity may contribute to inducing vehicular travel. The City has updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(2) of the CEQA Guidelines, which gives the discretion to agencies to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. The TAG sets the following criterion for determining significant transportation impacts based on VMT for transportation projects:

> *For a transportation project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(2)?*

Since the Modified Project is not a transportation project, threshold T-2.2 does not apply.

SUBSTANTIALLY INCREASING HAZARDS DUE TO GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE (THRESHOLD T-3)

In line with Vision Zero policies, the TAG seeks to identify any potential impacts that could arise due to roadway modifications proposed as part of a development project. These impacts include potential conflicts between motorists, bicyclists, and pedestrians, as well as increases in operational delays and vehicle queuing at development project driveways. Potential impacts would be determined based on the location of proposed driveways and the ability for motorists entering and exiting the project site to identify conflicting vehicular, pedestrian, and bicycle traffic. Therefore, the TAG has established the following threshold to determine if a development project would result in a significant impact based on the creation of roadway hazards:

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

The TAG also establishes two screening criteria to assist in determining which development projects would potentially result in impacts due to geometric design hazards or incompatible uses. If either of the following conditions is present for a proposed development project, then further analysis of potential hazards is required:

1. The land use project proposes new driveways, or introduces new vehicular access to the property from the public right-of-way.
2. The land use project proposes, or is required, to make modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.).

The Modified Project is proposing to introduce three driveways to the existing roadway network: a bidirectional, full-access driveway along 2nd Street at the southwest corner of the Modified Project site and a pair of one-way driveways along Vignes Street near the northeast corner of the site. The southerly driveway along Vignes Street would provide inbound-only access, while the northerly driveway would provide outbound-only egress. Both 2nd Street and Vignes Street, adjacent to the site, are designated as Collector Streets that experience relatively low pedestrian and bicycle volumes. Thus, while these driveways would cross the existing pedestrian and bicycle paths of travel, sufficient sight distance will be provided at the driveway locations for both inbound and outbound Modified Project traffic to be able to identify conflicting pedestrian, bicycle, and vehicular traffic. Based on this assessment, the Modified Project is not anticipated to have a significant impact related to geometric design feature of incompatible use hazards. With no nearby related projects, the Modified Project is also not expected to contribute to a significant cumulative hazard impact.

FREEWAY SAFETY ANALYSIS SCREENING

The *Interim Guidance for Freeway Safety Analysis* was developed by the LADOT to address State of California Department of Transportation ("Caltrans") comments regarding freeway off-ramp and mainline safety considerations, especially as they pertain to freeway off-ramp queueing and mainline speed differentials. The analysis guidance presented in the memorandum are used to evaluate whether conditions along Caltrans off-ramp facilities resulting from a development project represent a potential safety impact under CEQA. The freeway safety analysis screening for determining if a development project is required to conduct a freeway ramp analysis is based on the following criterion:

Will the development project add 25 or more vehicle trips to any freeway off-ramp in either the morning or afternoon peak hour?

The Project's weekday peak-hour trip generation estimates (presented in the Modified Project Access and Circulation Evaluation section of this report) indicate that the Project will generate at most 193 inbound vehicle trips during a peak hour (weekday PM peak hour). Per the Project trip distribution percentages approved by LADOT in the 2016 TIS, the largest inbound trip distribution percentage along a Caltrans off-ramp facility is seven percent at the Interstate 10 eastbound off-ramp to Porter Street (Santa Fe Avenue). Thus, the largest Modified Project trip contribution to a freeway off-ramp is expected to be 14 trips at this location during the PM peak hour. Since the Modified Project will not add 25 or more trips to any freeway off-ramp during either the AM or PM peak hour, the Modified Project is not anticipated to represent a potential safety impact and does not require further freeway off-ramp or mainline analysis.

NON-CEQA TRANSPORTATION ANALYSIS

In addition to the analysis required under the revised CEQA Guidelines, the LADOT has outlined four additional analysis areas that should be reviewed for proposed development projects. LADOT has requested that two of the four additional analysis areas be conducted as part of this Supplemental Traffic Impact Analysis. This section outlines the methodologies applied for and the results of these two analyses.

PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS ASSESSMENT

Per the updated TAG, a development project must evaluate the potential negative effects on the pedestrian, bicycle, and transit facilities that surround the site. These effects can include either the removal or degradation of existing facilities, or the increasing of demand on inadequate facilities. The TAG has established the following three screening criteria in which all must be met to require further analysis regarding a development project's effect on the pedestrian, bicycle, and transit networks:

1. The land use project involves a discretionary action that would be under review by the Department of City Planning.
2. The land use project would include the construction or addition of either of the following: (1) 50 or more dwelling units, guest rooms, or combination thereof; or (2) 50,000 or more square feet of non-residential space.
3. The land use project would generate a net increase of 1,000 or more daily vehicle trips; or the project has frontage along an Avenue, Boulevard, or Collector of 250 or more linear feet; or the project has frontage spanning an entire block along a roadway designated as an Avenue or Boulevard.

As described previously, the Modified Project proposes a total of 105,204 square feet of office space, 20,135 square feet of high-turnover (sit-down) restaurant space, 28,688 square feet of event space, and a 188-seat movie theater. Per the VMT Calculator, the Modified Project would generate 4,557 net daily vehicle trips without consideration of the project features that qualify as TDM measures. Additionally, as shown in Figure 2, the Modified Project has approximately 120 feet and 230 feet of frontage on 2nd Street and Vignes Street, respectively, which are both are Collector streets. Therefore, based on daily vehicle trip generation, the Modified Project meets the three screening criteria requiring further analysis of pedestrian, bicycle, and transit facilities surrounding the site.

The Modified Project vicinity features a variety of pedestrian, bicycle, and transit facilities. A survey was conducted of the pedestrian, bicycle, and transit infrastructure within an approximate one-quarter mile radius of the site. An overview of these study area facilities is geographically depicted in Figure 3. ADA compliant curb ramps are provided at most intersections in the Modified Project vicinity, with numerous ramps featuring tactile warning strips along Alameda Street, 1st Street, and 2nd Street. Marked crosswalks are provided at major intersections along Alameda Street and 1st Street, as well as at the intersection of Traction Avenue & 3rd Street. A majority of these crosswalks have continental markings to improve pedestrian visibility for motorists. Pedestrian push-buttons are provided at signalized marked crosswalks along Alameda Street and 1st Street. Bicycle facilities in the Modified Project vicinity include Class II bicycle lanes along 1st Street and 3rd Street and temporary sharrows along Vignes Street and 2nd Street, during ongoing construction on the Metro L line along 1st Street. Bicycle racks are located along the north side of 3rd Street, adjacent to many of the Arts District retail and restaurant uses. Bike share facilities operated by the Los Angeles County Metropolitan Transportation Authority ("Metro") are provided in the greater project vicinity, with the nearest stations being located by the northwest corners of Rose Street & Traction Avenue and Santa Fe Avenue & 3rd Street, southwest and southeast of the Modified Project site, respectively.

Transit facilities near the Modified Project site include bus stops along major travel routes, located on Alameda Street, Temple Street, and 1st Street, in addition to the future Regional Connector Little Tokyo/Arts District station near the corner of Alameda Street & 1st Street. Most bus stops in the vicinity of the Modified Project do not provide benches or shade structures. The following sections evaluate the Modified Project's effects on these various facilities.

REMOVAL OR DEGRADATION OF FACILITIES

The Modified Project has frontage along two roadways: 2nd Street and Vignes Street. As the Modified Project would modify the sidewalks adjacent to the site, the bicycle, pedestrian, and transit facilities along these roadways have the potential to be removed or degraded by the construction of the Modified Project. Sidewalks are provided along the south and east sides of the Modified Project site, with widths of approximately 10 feet. ADA curb ramps are provided near the southeast corner of the site at the intersection of Vignes Street & 2nd Street. The Modified Project will maintain these facilities in addition to the existing street trees along these roadways which serve as a buffer between the sidewalk and adjacent vehicular traffic. All adjacent Modified Project sidewalks will meet the dimensional requirements of the Mobility Plan 2035. In addition, the Modified Project proposes to remove the abandoned railroad tracks located at the southwest corner of the Modified Project site. These tracks currently serve as an impediment to pedestrian and ADA access along the north side of 2nd Street. Therefore, development of the Modified Project will enhance pedestrian/ADA mobility and not degrade existing facilities.

On-street bicycle facilities adjacent to the Project include temporary bicycle sharrows along Vignes Street and 2nd Street, which provide an alternative travel route while there is ongoing construction along 1st Street. These facilities are expected to be removed prior to the completion of the Modified Project. No bike share facilities or bicycle racks are currently provided adjacent to the site. Thus, construction of the Modified Project will not affect any bicycle facilities along these roadways. In fact, the Modified Project proposes to provide short-term bicycle parking spaces within the at-grade parking garage, which will improve bicycle parking options for patrons of the Modified Project and bicyclists within the surrounding area. Thus, the Modified Project will supplement and upgrade the bicycle facilities surrounding the project site.

No transit lines or facilities are located along the roadways adjacent to the Modified Project site. As such the Modified Project will not require changes to bus stop locations or rerouting of existing transit lines. Therefore, the existing transit facilities in the Modified Project vicinity will not be degraded.

INTENSIFICATION OF USE

As the Modified Project is located in the Arts District with convenient access to a variety of land uses and extensive transit, bicycle, and pedestrian facilities, some of the Modified Project patrons, employees, and visitors are likely to arrive at and depart from the site by walking, bicycling, transit, or a combination of these modes. Therefore, the Modified Project will likely increase demand on the transit, bicycle, and pedestrian facilities in the Modified Project vicinity. As shown in Attachment D, the methodology from the National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Capture Estimation for Mixed-Use Developments was used to estimate the Modified Project's weekday peak-hour trip generation, through the use of the NCHRP 684 Internal Trip Capture Estimation Tool. The peak-hour vehicular trip generations for the proposed Modified Project land uses were estimated using the ITE *Trip Generation Manual* (11th Edition, 2021) and were inputted into the NCHRP Estimation Tool, along with mode spit and average vehicle occupancy ratio (VOR) data that was estimated using the City's TDF Model. The mode split and VOR data were calculated for the Transportation Analysis Zone (TAZ) in which the Modified Project is located for the model base year (2016) and the model future year (2040). Interpolation

between these factors was used to determine the mode split and VOR factors for this study's existing (2022) and future (2025) analysis years. Using this methodology, the Modified Project's peak-hour pedestrian trip generation was calculated for internal capture, transit, and non-motorized trips. The Modified Project person trip generation for internal capture, transit, and non-motorized trips associated with the proposed uses are presented in Table 2. As shown, at Modified Project completion, the site is expected to generate 2,070 daily external, non-vehicular person trips, with 120 external person trips during the AM peak hour and 205 external person trips during the PM peak hour. The NCHRP Internal Trip Capture Estimation Tool worksheets are provided in Attachment D.

Table 2: Modified Project Weekday Person Trip Generation Summary

Person Trip Generation Summary							
	Average	AM Peak Hour			PM Peak Hour		
Description	Weekday[1]	In	Out	Total	In	Out	Total
PROPOSED USES							
Office							
Office Internal Person Trips[1]	238	31	19	50	7	8	15
Office External Trips by Transit[1]	95	12	1	13	2	11	13
Office External Trips by Walk/Bicycle[1]	282	35	2	37	6	34	40
Restaurant							
Restaurant Total Internal Person Trips[1]	537	19	31	50	12	11	23
Restaurant External Trips by Transit[1]	405	11	7	18	24	13	37
Restaurant External Trips by Walk/Bicycle[1]	1,200	32	20	52	72	39	111
Entertainment							
Movie Theater Total Internal Person Trips[1]	177	0	0	0	4	4	8
Movie Theater External Trips by Transit[1]	22	0	0	0	0	1	1
Movie Theater External Trips by Walk/Bicycle[1]	66	0	0	0	1	2	3
Proposed Project Total Internal Person Trips	**952**	**50**	**50**	**100**	**23**	**23**	**46**
Propsoed Project Total External Person Trips	**2,070**	**90**	**30**	**120**	**105**	**100**	**205**
Existing Project Total External Person Trips	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Net Project Total Internal Person Trips	**952**	**50**	**50**	**100**	**23**	**23**	**46**
Net Project Total External Person Trips	**2,070**	**90**	**30**	**120**	**105**	**100**	**205**

Notes:

1) See Table 9-A (D): Internal and External Trips Summary (Entering Trips), Table 9-A (O): Internal and External Trips Summary (Exiting Trips), Table 9-P (D): Internal and External Trips Summary (Entering Trips), and Table 9-P (O): Internal and External Trips Summary (Exiting Trips) from the NCHRP 684 Internal Trip Capture Estimation Tool for the Proposed Project scenario in Attachment D.

As shown in Table 2, the majority of the external non-vehicular trips arriving to and departing from the site will occur via walking or bicycling. As the Modified Project is surrounded by numerous residential and commercial uses between Alameda Street and Santa Fe Avenue, there are many potential destinations to and from which non-motorized trips would we drawn. Within the area, major pedestrian and bicycle corridors include 2nd Street, 3rd Street, Hewitt Street, and Santa Fe Avenue, which serve as the primary roadways connecting the Modified Project with the surrounding uses. These streets are characterized by relatively low vehicular traffic volumes and travel speeds, and they provide sidewalks measuring between 10 and 12 feet in width. Most intersections along these roadways provide curb ramps, with an ADA accessible route provided along at least one side of each roadway. Marked crosswalks and/or all-way stop intersection control are provided at various intersections, including Hewitt Street & 2nd Street and Santa Fe Avenue & 3rd Street, in the Modified Project vicinity. These crosswalks and intersection controls will allow Modified Project pedestrians identified and regulated places to cross the roadways, instead of at unmarked or uncontrolled locations.

Bicycle facilities in the area include Class II bike lanes along 1st Street and 3rd Street, as well as temporary sharrows along Vignes Street and 2nd Street. In conjunction with the Modified Project bicycle parking, the connectivity these facilities provide to the larger regional bicycle network proposed within the Mobility Plan 2035 establishes the Modified Project and surrounding area as a bicycle-friendly environment. While the sharrows along Vignes Street and 2nd Street will likely be removed following completion of the Metro L line construction, direct connectivity to the Modified Project site via these roadways will be maintained as the low vehicle volumes and slow speeds will allow these roadways to operate as shared facilities.

In addition, as shown in Table 2, the Modified Project will also increase transit demand in the Modified Project study area. Following the completion of Metro's Regional Connector Project, the majority of transit demand for the Modified Project will be drawn to and from the Little Tokyo/Arts District station at Alameda Street & 1st Street. As a result of the construction along these roadways due to the Regional Connector Project, the sidewalk facilities will be reconstructed and will provide pedestrians with a path of travel free of obstructions and gaps. Other transit stops north of the Modified Project site, near the intersection of Vignes Street & Temple Street, feature signage and benches and are connected to the site via ADA accessible paths of travel. Thus, while the Modified Project will increase pedestrian, bicycle, and transit demand on the facilities in the immediate Modified Project vicinity, these facilities are ample and in good condition and can accommodate the added demands of the Modified Project.

MODIFIED PROJECT ACCESS AND CIRCULATION EVALUATION

The TAG requires development projects to evaluate potential operational and capacity constraints related to access to and egress from the project site. These constraints are typically affected by the configuration and placement of driveways, location of nearby bicycle and pedestrian facilities, and design of access points. The TAG has established the following two screening criteria, both of which must be met to require further analysis of potential operational and capacity constraints:

1. The land use project involves a discretionary action that would be under review by the Department of City Planning.
2. The land use project would generate a net increase of 250 or more daily vehicle trips.

The Modified Project will meet both of the screening criteria as it will require a discretionary action under the Department of City Planning and it will generate a net increase of 250 or more daily vehicles trips (Modified Project will generate 4,557 net daily vehicle trips per Modified Project VMT screening). Therefore, further analysis is required of potential access and circulation constraints of the Modified Project site. Per the TAG, operational and passenger loading evaluations have been conducted to determine the Modified Project's effects on adjacent roadway travel. These evaluations are detailed in the sections below.

OPERATIONAL EVALUATION

To determine the effects of the Modified Project on the operation of vehicular travel within the immediate Modified Project vicinity, an evaluation was conducted to determine the Modified Project's contribution to delay and queuing at intersections adjacent to the Modified Project under existing and future conditions. A Modified Project completion year of 2025 has been assumed. In consultation with the LADOT, the following site-adjacent and nearby study intersections were selected for the analysis of potentially adverse Modified Project traffic effects:

1. Alameda Street & 2nd Street (signalized)
2. Vignes Street & 1st Street (signalized)

This section outlines the results of the delay and queuing analysis for Existing (2022) and Future (2025) conditions during the weekday AM and PM peak hours. This analysis was conducted in accordance with the methodology outlined in the TAG.

ANALYSIS METHODOLOGY

An analysis of existing and future weekday AM and PM peak-hour traffic conditions at the study intersections, listed above, was performed through the use of established traffic engineering techniques. Two methodologies were used to determine the traffic operations at the study intersections. The analyses for both methodologies were undertaken using Trafficware's Synchro Studio, which includes both Synchro and SimTraffic software, to model the traffic operations at the study intersections.

The first methodology used to analyze and evaluate traffic operations at the study intersections is based on procedures outlined in the *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis* (HCM)[1]. The HCM methodology determines intersection LOS based on operational vehicle delay. The term LOS describes the quality of traffic flow. LOS values of A through C indicate excellent-to-decent traffic flow conditions. LOS D corresponds with fair conditions that may experience substantial delay during portions of the peak hours, but without excessive backups. LOS E represents poor conditions, with volumes at or near the capacity of the intersection and long lines of vehicles that may have to wait through several signal cycles. LOS F is characteristic of failure (i.e., the intersection is overloaded, vehicular movements may be restricted or prevented, and delays and vehicle queues become increasingly longer). The LOS ranges for the HCM methodology are shown in Table 3 for signalized intersections.

Table 3: HCM LOS & Delay for Signalized Intersections

LOS	Delay (seconds/vehicle)			
A	<=	10.0		
B	>	10.0	<=	20.0
C	>	20.0	<=	35.0
D	>	35.0	<=	55.0
E	>	55.0	<=	80.0
F	>	80.0		

Source: *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis*, Exhibit 19-8 for signalized intersections.

The second methodology consisted of a Synchro queuing analysis in order to evaluate potential issues associated with queued vehicles at the study intersections. A Synchro traffic model was constructed to model the two study intersections. Queuing conditions along the intersection approaches were evaluated to identify potential queuing issues associated with "gridlock" congestion. Gridlock refers to the traffic condition where queues from a congested intersection impede traffic flow through upstream intersections. Additionally, the left-turn queues at the study intersections were analyzed specifically to determine whether vehicles would spillover from the left-turn pockets or center two-way left-turn lane into adjacent through traffic lanes.

[1] Limitations in the calculation methodologies presented in the *Highway Capacity Manual, Sixth Edition* do not allow for the evaluation of the signal timing conditions at Vignes Street & 1st Street associated with the light-rail operation. Thus, to accurately evaluate conditions at this intersection, the *Highway Capacity Manual Fourth Edition* (HCM2000) was used to calculate the delay conditions.

Per the TAG, access constraints can be related to extensive queueing or operational delays. For this reason, results from the quantitative delay-based and queuing analyses were evaluated in combination to determine whether the Modified Project would have an adverse effect on the operations of project-adjacent vehicular facilities. Adverse impacts were determined when the results of these analyses demonstrated considerable increases in vehicular delay and queuing associated with the addition of Modified Project traffic.

EXISTING (2022) TRAFFIC VOLUMES

Traffic volumes for existing conditions at the study intersections were obtained from manual traffic counts conducted in May 2022 when schools were in session. In accordance with updated TAG, the traffic counts conducted for this study cover the weekday morning and afternoon peak commute periods. Peak-hour volumes were determined individually for each intersection based on the combined four (4) highest consecutive 15-minute volumes for all vehicular movements at the intersection. Weekday AM and PM peak-hour volumes at the study intersections are illustrated in Figures 4(a) and 4(b), respectively. The manual intersection traffic volume count data sheets are provided in Attachment E.

A number of traffic improvements have been implemented in the study area in recent years to make more efficient and effective use of the existing street system. The signalized study intersections are operating under the City's Adaptive Traffic Control System (ATCS) and Automated Traffic Surveillance and Control (ATSAC) System have been implemented throughout the City. ATCS/ATSAC is a highly sophisticated computerized system that continually monitors traffic demand at signalized intersections within the system and modifies traffic signal timing in real time to maximize capacity and decrease overall delay. These intersection capacity improvements have been incorporated in the analysis of Existing (2022) and Future (2025) traffic conditions by optimizing signal timing in the Synchro network at the study intersections. In addition, traffic signal timing at Vignes Street & 1st Street has been adjusted to accommodate transit priority along 1st Street. Eastbound and westbound light rail trains with transit priority run along 1st Street. To account for transit priority at these intersections, phase durations have been adjusted to shorten eastbound and westbound left-turn green time, as these movement are restricted during the transit phases. Based on transit scheduling, phase reductions were assumed to occur every fourth signal cycle.

Information pertaining to intersection characteristics, such as geometrics, traffic signal operations, and on-street parking restrictions were obtained from field checks and City engineering plans. The existing lane configuration and traffic control conditions for the two study intersections are illustrated in Attachment F. It should be noted that during the traffic count data collection period, construction along 1st Street resulted in atypical lane configurations along the westbound approach to Vignes Street. The lane configuration assumptions for Existing (2022) conditions reflect the lane configurations present along this approach at the time of the data collection.

MODIFIED PROJECT TRAFFIC

The following section describes the methodology used to determine the trip generation, distribution, and assignment of the Modified Project.

<u>Trip Generation</u>

The ITE *Trip Generation Manual* (11th Edition, 2021) was used to develop the traffic characteristics of the Modified Project's proposed uses. Information was obtained from the Trip Generation Manual for ITE Land Use Code (LUC) 445 – Movie Theater, LUC 710 – General Office Building, LUC 931 – Fine Dining (Quality) Restaurant, and LUC 932 – High-Turnover (Sit-Down) Restaurant. These rates were applied to develop the Modified Project's trip generation. Table 4 presents the trip generation rates used to generate the weekday

daily and peak-hour traffic volumes for the Modified Project. As discussed previously, the trip generation of the Modified Project's art and photo studio space was calculated using the rates for LUC 710 – General Office Building, and event space trips were calculated using rates for LUC 931 – Fine Dining (Quality) Restaurant.

For this analysis, since the VMT Calculator does not calculate weekday AM or PM peak-hour trip generation estimates, the ITE *Trip Generation Manual* rates provided in Table 4 were used to determine the weekday daily, AM peak-hour, and PM peak-hour trips generated by the Modified Project. As these rates do not account for such trip-reducing factors as internally captured trips, significant transit usage and/or walk trip potential, or pass-by trips, the baseline trip estimates reflect a conservative condition. These trip-reducing factors are important considerations in determining the actual traffic-generating characteristics of a development project and, therefore, adjustments were made to the Modified Project's baseline trip generation estimates.

Table 4: Modified Project Weekday Trip Generation Rates

<u>Movie Theater, ITE LUC 445 - General Urban/Suburban setting</u>
Daily: T = 1.76 trips per seat
AM Peak Hour: T = 0.00 trips per seat[1]
PM Peak Hour: T = 0.08 trips per seat; IB = 44%, OB = 56%

<u>General Office Building, ITE LUC 710 - General Urban/Suburban setting</u>
Daily: T = 10.84 trips per 1,000 square feet
AM Peak Hour: T = 1.52 trips per 1,000 square feet; IB = 88%, OB = 12%
PM Peak Hour: T = 1.44 trips per 1,000 square feet; IB = 17%, OB = 83%

<u>Fine Dining (Quality) Restaurant, ITE LUC 931 - General Urban/Suburban setting</u>
Daily: T = 83.84 trips per 1,000 square feet
AM Peak Hour[2]: T = 0.73 trips per 1,000 square feet; IB = 80%, OB = 20%
PM Peak Hour: T = 7.80 trips per 1,000 square feet; IB = 67%, OB = 33%

<u>High-Turnover (Sit-Down) Restaurant, ITE LUC 932 - General Urban/Suburban setting</u>
Daily: T = 107.20 trips per 1,000 square feet
AM Peak Hour: T = 9.57 trips per 1,000 square feet; IB = 55%, OB = 45%
PM Peak Hour: T = 9.05 trips per 1,000 square feet; IB = 61%, OB = 39%

Source: Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021).
[1] As a screening room associated with office and restaurant land uses in a mixed-use development, it is not expected to be utilized typically during the AM peak hour.
[2] AM peak hour of adjacent street traffic directional distribution not provided for LUC 931 (Fine Dining Restaurant). Directional distribution of the AM peak hour of generator assumed.

Given the mix of proposed uses on the Project site, it is expected that there would be trip interactions between individual uses that would not require the use of a vehicle. It is generally recognized that residents, visitors, employees, and patrons of a site will utilize other on-site uses if they are conveniently located and/or provide useful services or amenities, with the level of interaction dependent upon the number of residents, visitors, employees, and patrons; service providers; accessibility; and other factors. For the Modified Project, some of the office employees and visitors would be expected to patronize the on-site

commercial restaurant and entertainment uses. The event space, artist studios, photo studios, and screening room will operate in concert with the on-site office space and restaurant uses. Thus, a reduction in trips between the office, commercial restaurant, and entertainment use components would be expected. As recommended in the ITE *Trip Generation Handbook* (3rd Edition, 2017) and the TAG, the methodology outlined in the NCHRP Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments was used to estimate internal trip capture between Modified Project land use components. The internal capture methodology and calculations are and included as Attachment D of this report.

The use of public transportation is an important consideration in the evaluation of a development project's trip-generating potential. The Modified Project is well served by bus and rail lines of multiple transit operators. These transit operators provide both local and regional routes that are readily accessible to Modified Project patrons, employees, and visitors. Significant transit use is not accounted for in the ITE *Trip Generation Manual* General Urban/Suburban setting trip rates and equations. Because the trip rates for the General Urban/Suburban setting do not consider significant transit connectivity, adjustments were made to the Modified Project trip generation to account for transit usage associated with the proposed land uses. The NCHRP Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments was also used to estimate the transit and non-motorized trip generation for each of the proposed Modified Project land uses. The transit and non-motorized mode split assumptions were gathered from the LADOT TDF model.

Trip reduction factors for the Modified Project also account for the presence of "pass-by" trips. As some motorists pass by the Modified Project, the specific convenient facilities provided by the Modified Project (or other factors) produce a stop at the site. Such activity is considered to be an interim stop along a trip which existed irrespective of the development of the Modified Project, and therefore vehicles making these stops are not considered to be newly generated Modified Project-related traffic. The LADOT has developed a series of recommended pass-by trip reduction percentages for various development types and sizes. In line with these guidelines, pass-by trip reductions were applied to the Modified Project's proposed commercial restaurant uses (Fine Dining [Quality] Restaurant and High-Turnover [Sit-Down] Restaurant). More conservative pass-by rates were applied than those allowed per the TAG for these restaurant uses, given that the Fine Dining Restaurant use is being used to represent the Modified Project's event space. No pass-by credits were applied to the entertainment (Movie Theater) component, as it would operate in conjunction with the other uses in the office mixed-use development.

Based on the trip generation rates and aforementioned trip reduction factors, projections of the amount of vehicle, transit, and walk/bicycle traffic to be generated by the Modified Project were derived. Table 5 summarizes the weekday trip generation for the Modified Project. As shown in Table 5, once completed and occupied, the Modified Project is anticipated to generate a total of 3,809 net vehicle trips per weekday, with 222 net vehicle trips during the AM peak hour and 384 net vehicle trips during the PM peak hour. These peak-hour trips were distributed through the two study intersections to analyze the Modified Project's effects.

<u>Trip Distribution and Assignment</u>

Estimation of the directional distribution of Modified Project trips was the next step in the analytical process. The primary factors affecting the trip distribution patterns are the nature of the Modified Project uses, existing traffic patterns, characteristics of the surrounding roadway system, geographic location of the Modified Project site and its proximity to freeways and major travel routes, residential areas from which employees would likely be drawn, and the various regions generating visitors and patrons. Based on these factors, the overall Modified Project directional trip distributions were determined and are summarized in

Table 5: Modified Project Weekday Trip Generation Summary

Land Use	ITE Code	Intensity[2]	Average Weekday	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Generation Rates									
Movie Theater	445	1 st	1.76	--	--	--	44%	56%	0.08
General Office Building	710	1 ksf	10.84	88%	12%	1.52	17%	83%	1.44
Fine Dining Restaurant[3]	931	1 ksf	83.84	80%	20%	0.73	67%	33%	7.80
High-Turnover (Sit-Down) Restaurant	932	1 ksf	107.20	55%	45%	9.57	61%	39%	9.05

Trip Generation Summary

Description	Size	Average Weekday[9]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
PROPOSED USES								
Office								
General Office Baseline Vehicle Trips	105.204 ksf	1,140	141	19	160	26	125	151
Office Person Trips[4]		1,803	223	30	253	41	198	239
Office Internal Person Trips[5]		238	31	19	50	7	8	15
Office External Person Trips[5]		1,565	192	11	203	34	190	224
Office External Trips by Vehicle (including pass-by trips)[5]		751	92	5	97	16	92	108
Office External Trips by Transit[5]		95	12	1	13	2	11	13
Office External Trips by Walk/Bicycle[5]		282	35	2	37	6	34	40
Office External Trips by Vehicle (with pass-by trip adjustment)[6]		751	92	5	97	16	92	108
Restaurant								
High-Turnover (Sit-Down) Restaurant Baseline Vehicle Trips	20.135 ksf	2,158	106	87	193	111	71	182
Fine Dining (Quality) Restaurant Baseline Vehicle Trips	28.688 ksf	2,405	17	4	21	150	74	224
Restaurant Total Baseline Vehicle Trips	48.823 ksf	4,563	123	91	214	261	145	406
Restaurant Total Person Trips[4]		7,205	194	144	338	412	229	641
Restaurant Total Internal Person Trips[5]		537	19	31	50	12	11	23
Restaurant Total External Person Trips[5]		6,668	175	113	288	400	218	618
Restaurant External Trips by Vehicle (including pass-by trips)[5]		3,201	84	54	138	192	105	297
Restaurant External Trips by Transit[5]		405	11	7	18	24	13	37
Restaurant External Trips by Walk/Bicycle[5]		1,200	32	20	52	72	39	111
Restaurant External Trips by Vehicle (with pass-by trip adjustment)[7]		2,881	76	49	125	173	95	268
Entertainment								
Movie Theater Baseline Vehicle Trips	188 st	331	0	0	0	7	8	15
Movie Theater Total Person Trips[4]		530	0	0	0	11	13	24
Movie Theater Total Internal Person Trips[5]		177	0	0	0	4	4	8
Movie Theater Total External Person Trips[5]		353	0	0	0	7	9	16
Movie Theater External Trips by Vehicle (including pass-by trips)[5]		177	0	0	0	4	4	8
Movie Theater External Trips by Transit[5]		22	0	0	0	0	1	1
Movie Theater External Trips by Walk/Bicycle[5]		66	0	0	0	1	2	3
Movie Theater External Trips by Vehicle (with pass-by trip adjustment)[8]		177	0	0	0	4	4	8
Proposed Project Total External Trips by Vehicle (incl. Pass-By Trips)		**4,129**	**176**	**59**	**235**	**212**	**201**	**413**
Proposed Project Total External Project Trips by Vehicle		**3,809**	**168**	**54**	**222**	**193**	**191**	**384**
Existing Project Trips		**0**	**0**	**0**	**0**	**0**	**0**	**0**
Net Project Driveway Trips (including Pass-By Trips)		**4,129**	**176**	**59**	**235**	**212**	**201**	**413**
Net Project Trips		**3,809**	**168**	**54**	**222**	**193**	**191**	**384**

Table 5: Modified Project Weekday Trip Generation Summary (cont.)

Notes:

1) ITE *Trip Generation Manual* (11th Edition, 2021) trip generation rates and directional distributions applied for Land Use Codes 445 (Movie Theater), 710 (General Office Building), 931 (Fine Dining Restaurant), and 932 (High-Turnover [Sit-Down] Restaurant) to develop baseline vehicle trips for each proposed and existing land use. The General Urban/Suburban setting was used given that the majority of these land use codes have a limited number of or no studies in the daily and peak-hour period datasets for the Dense Multi-Use Urban setting. Transit and walk/bicycle adjustments were, therefore, applied to the baseline vehicle trip calculations, as the availability of these modes is not accounted for in the General Urban/Suburban setting rates.

   ITE *Trip Generation Handbook* (3rd Edition, 2017) recommended methodology for estimating the trip generation of a mixed-use development utilized for the Project. The ITE methodology follows the recommended procedures from the National Cooperative Highway Research Program (NCHRP) Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments* (Transportation Research Board, 2011). The NCHRP 684 Internal Trip Capture Estimation Tool spreadsheet provided on the ITE website was used, with worksheets attached on the following pages for the proposed Modified Project.

2) ksf = Thousands of Square Feet of Gross Leasable Floor Area or Gross Floor Area; st = Seats.

3) AM peak-hour of adjacent street traffic directional distribution not provided for Land Use Code 931 (Fine Dining Restaurant). Directional distribution of the AM peak hour of generator assumed.

4) See Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends and Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends from the NCHRP 684 Internal Trip Capture Estimation Tool for the Modified Project in Attachment D.

5) See Table 9-A (D): Internal and External Trips Summary (Entering Trips), Table 9-A (O): Internal and External Trips Summary (Exiting Trips), Table 9-P (D): Internal and External Trips Summary (Entering Trips), and Table 9-P (O): Internal and External Trips Summary (Exiting Trips) from the NCHRP 684 Internal Trip Capture Estimation Tool for the Modified Project in Attachment D.

6) No pass-by trips assumed for proposed office, artist studio, and photo studio land use components.

7) Per Attachment H of the LADOT *Transportation Assessment Guidelines* (July 2020), Land Use Code 931 (Quality Restaurant) had an average pass-by trip percentage of 10 percent and Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) had an average pass-by trip percentage of 20 percent. As the majority of total restaurant PM peak-hour trips are generated by the proposed quality restaurant use, a pass-by trip percentage of 10 percent was conservatively assumed for the total restaurant external trips by vehicle during the PM peak hour. Although the majority of restaurant AM peak-hour trips are generated by the high-turnover restaurant use, the same pass-by percentage of 10 percent was assumed for the total restaurant external trips by vehicle during the AM peak hour to provide a more conservative analysis framework.

8) Per Attachment H of the LADOT *Transportation Assessment Guidelines* (July 2020), Land Use Code 445 (Movie Theater) had an average pass-by trip percentage of 10 percent.

9) The ITE *Trip Generation Handbook* provides no guidance for estimating daily trips for mixed-use developments. Therefore, daily trips for each land use's subcategory (person trips, internal person trips, external person trips, external trips by mode) were estimated by developing a Daily-to-(AM+PM peak hour) factor using the land use's baseline vehicle trips and then applying this factor to each subcategory's combined (AM+PM) peak-hour trips. For commercial land uses with pass-by adjustments, the daily external trips by vehicle (with pass-by trip adjustment) were determined by applying the appropriate pass-by adjustment to the daily external trips by vehicle (including pass-by trips).

Table 6. The LADOT approved these trip distribution assumptions as part of the 2016 TIS (for which the LADOT traffic impact assessment memo is included as Attachment A).

Table 6: Modified Project Directional Trip Distribution Percentages

Direction	Percentage
North	18%
South	22%
East	15%
West	45%

The general distribution percentages shown in Table 6 were then disaggregated and assigned to specific routes and intersections within the study area that are expected to be used for Modified Project access/egress. The estimated Modified Project trip assignment percentages for the proposed Modified Project uses at the study intersections were reviewed and approved by LADOT staff as part of the 2016 TIS (see Attachment A). The Modified Project's trip distribution percentages at the study intersections are presented in Figure 5.

Applying these inbound and outbound percentages to the Modified Project trip generation estimates previously shown in Table 5, the net Modified Project traffic volumes at the two study intersections were

determined for the weekday AM and PM peak hours. The net Modified Project weekday AM and PM peak-hour traffic volumes were calculated and are depicted in Figures 6(a) and 6(b), respectively.

EXISTING (2022) AND EXISTING (2022) PLUS MODIFIED PROJECT CONDITIONS

The analysis of existing traffic conditions at the study intersections for existing year (2022) was performed using the two methodologies described previously. The Existing (2022) intersection traffic volumes for the weekday AM and PM peak hours were shown previously in Figures 4(a) and 4(b), respectively. These estimates are the "benchmark" volumes used in determining Modified Project contributions to queuing and delay conditions on the existing street system.

The Existing (2022) Plus Modified Project traffic volumes were determined by superimposing the net Modified Project traffic volumes onto the Existing (2022) traffic volumes. The Existing (2022) Plus Modified Project traffic volumes at the study intersections are shown in Figures 7(a) and 7(b) for the weekday AM and PM peak hours, respectively. These volumes were used to create a Synchro traffic model for the "Existing Plus Modified Project" scenario to determine changes to vehicle queuing and delay conditions directly attributable to the Modified Project using the previously described methodologies. The Synchro delay and queueing calculation worksheets are included in Attachment G.

Table 7 presents the results of the delay-based quantitative analysis of Existing (2022) and Existing (2022) Plus Modified Project conditions. As shown, under Existing (2022) conditions, both study intersection currently operate at LOS C or better during the weekday AM and PM peak hours. Following the addition of net Modified Project traffic volumes, there would be slight degradation in traffic operations at the study intersections. Each intersection would degrade from LOS B to LOS C during one peak hour (PM peak hour for Alameda Street & 2nd Street, AM peak hour for Vignes Street & 1st Street). Increases in average motorist delays would be minor, ranging from 1.3 to 4.3 seconds depending on the intersection and peak hour. Therefore, the Modified Project is not expected to substantially increase delays at the study intersections.

Table 7: Existing (2022) Traffic Conditions
Intersection Delay Summary

		Peak		Existing		Plus Modified Project		
No.	Intersection	Hour	Approach	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Change[3]
1	Alameda Street &	AM	Overall	10.8	B	12.4	B	1.6
	2nd Street	PM	Overall	16.1	B	20.4	C	4.3
2	Vignes Street &	AM	Overall	18.2	B	20.1	C	1.9
	1st Street	PM	Overall	25.8	C	27.1	C	1.3

Note:
[1] Delay in seconds [2] LOS = Level of Service [3] Change in delay reported in seconds

Queuing conditions were also analyzed at the signalized study intersections. Table 8 presents the 95th percentile vehicle queue results for all approaches to the two study intersections under Existing (2022) and Existing (2022) Plus Modified Project conditions. As shown, the 95th percentile queues on all four intersection approaches at Vignes Street & 1st Street do not currently extend to upstream intersections during the weekday AM and PM peak hours. At Alameda Street & 2nd Street, only the northbound left-turn movement queue extends beyond the left-turn pocket storage during the weekday AM peak hour. Following the addition of Modified Project traffic, vehicle queues would lengthen along most intersection approaches. The only additional movement's queue to extend beyond the upstream intersection or turn pocket storage would be the westbound right-turn queue at Vignes Street & 1st Street during the AM peak

hour. The Modified Project would not add additional vehicle trips to the westbound right-turn movement, and sufficient additional queue capacity is provided along the westbound approach to allow for spillover from right-turn movement queue to combine with the through movement vehicle queue. Additionally, during the weekday AM peak hour, the northbound left-turn queue at Alameda Street & 2nd Street would continue to extend beyond the left-turn pocket, with an a 10-foot increase in the vehicle queue length despite the Modified Project not contributing vehicle trips to this turning movement. As this approach provides a center two-way left-turn lane, northbound left-turn queues that extend beyond the pocket can be accommodated within the center left-turn lane without blocking through northbound traffic on Alameda Street. Therefore, the Modified Project would not result in vehicle queuing that extends beyond upstream intersections, blocks cross streets, or results in spillover from turn pocket into adjacent through lanes.

Table 8: Existing (2022) Traffic Conditions
Signalized Intersection Queuing Summary

No.	Intersection	Peak Hour	Approach	Storage Capacity (feet)	Existing Queue Length[1]		Plus Modified Project Queue Length[1]		Change[2]
1	Alameda Street & 2nd Street	AM	NBL	140	110		121		11
			NBT	495	144		163		19
			SBL	35	13		14		1
			SBT	560	158		170		12
			EBL	85	38		37		-1
			EBT	320	57		77		20
			WBL	100	31		44		13
			WBT	220	23		27		4
		PM	NBL	140	153	*	163	*	10
			NBT	495	157		172		15
			SBL	35	32		34		2
			SBT	560	157		162		5
			EBL	85	79		78		-1
			EBT	320	170		184		14
			WBL	100	11		60		49
			WBT	220	7		22		15
2	Vignes Street & 1st Street	AM	NBT	130	38		51		13
			NBR	55	7		15		8
			SBT	240	60		74		14
			SBR	185	0		0		0
			EBT	615	77		77		0
			EBR	90	0		10		10
			WBT	1800	262		292		30
			WBR[3]	90	37		113	*	76
		PM	NBT	130	57		100		43
			NBR	55	36		40		4
			SBT	240	92		105		13
			SBR	185	0		0		0
			EBT	615	230		230		0
			EBR	90	0		24		24
			WBT	1800	245		308		63
			WBR[3]	90	40		60		20

Notes:
[1] 95th percentile queue length in vehicles.
[2] Change in queue length reported in number of vehicles.
[3] Detailed information regarding future right-turn pocket length not available. Future pocket length conservatively assumed to be the same as the eastbound direction.
* Queue extends beyond upstream intersection or exceeds turn-pocket capacity.
NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound; L = Left-Turn; T = Through; R = Right-Turn

FUTURE (2025) WITHOUT AND WITH MODIFIED PROJECT CONDITIONS

There are several other projects either under construction or planned for development in the surrounding area that may contribute future traffic volumes to the study locations. For this reason, the analysis of future traffic conditions was expanded to include potential traffic volume increases expected to be generated by these other projects. In order to evaluate future traffic conditions in the Modified Project area, an analysis of Existing (2022) traffic volumes was first conducted, as described previously. For the analysis of future conditions, an ambient traffic growth factor of 1.0 percent per year, compounded annually, was applied to these existing volumes at the two study intersections to develop future year (2025) baseline traffic volumes.

The inclusion of the annual growth factor generally accounts for area-wide traffic volume increases. To ensure a conservative estimate of cumulative traffic conditions, the traffic volumes generated by "related projects" in the study area were also added to the future baseline traffic volumes. The total future volumes, including those due to related projects, formed the basis for the Future (2025) Without Modified Project condition. Finally, the traffic expected to be generated by the Modified Project was analyzed as an incremental addition to the Future (2025) Without Modified Project condition, resulting in the Future (2025) With Modified Project condition.

Ambient Traffic Growth

Based on an analysis of traffic growth projections in the Central City North Community Plan Area, LADOT recommended the application of an ambient traffic growth factor of 1.0 percent per year for future traffic growth. This growth factor was used to account for increases in traffic volumes due to potential development projects not yet proposed or outside the study area. Compounded annually, the ambient traffic growth factor was applied to the Existing (2022) traffic volumes to develop the estimated baseline volumes for the future study year of 2025.

Related Projects

In addition to the use of the ambient growth rate, listings of potential projects located in the surrounding area ("related projects") that might be developed or under construction within the study time frame were obtained from the LADOT and Department of City Planning. Recently published transportation impact studies/transportation assessments and environmental reports for development projects in the area were also reviewed. Per the TAG, the related projects from these sources and within an approximate 0.5-mile radius of the Modified Project site were included. Refinement of the information resulted in a total of 17 related projects in the surrounding area that could add traffic to the study intersections.

The locations of the related projects are shown in Figure 8, Related Project Location Map. The related project locations, descriptions, and trip generation estimates are summarized in Table 9. The number of trips expected to be generated by the related projects were obtained from information provided by public agencies and environmental reports, to the extent available.

For the analysis of Future (2025) Without Modified Project traffic conditions, each related project's generated trips were distributed and assigned to the study area circulation system, using methodologies similar to those previously described for the Modified Project trip distribution and assignment. Summing the individual related project traffic volume assignments, the total related project traffic volumes at the study intersections were calculated and are shown in Figures 9(a) and 9(b) for the weekday AM and PM peak hours, respectively.

Table 9: Related Project Locations, Descriptions, and Trip Generation Estimates

NO.	ADDRESS/LOCATION	SIZE	PROJECT DESCRIPTION	DAILY	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL
1.	410 N Center Street		**Metro Emergency Security Operations Center[1]**	**1,165**	**87**	**0**	**87**	**0**	**79**	**79**
		110,000 sf	Office							
2.	118 S Astronaut Ellison S Onizuka Street		**Lotus 77 Apartments[1]**	**97**	**(1)**	**20**	**19**	**19**	**6**	**25**
		77 du	Apartments							
3.	360 S Alameda Street		**Mixed-Use[1]**	**648**	**24**	**33**	**57**	**33**	**28**	**61**
		52 du	Apartments							
		2,400 sf	Restaurant							
		6,900 sf	Office							
4.	400 S Alameda Street		**400 S Alameda Hotel[1]**	**512**	**20**	**19**	**39**	**23**	**14**	**37**
		66 rm	Hotel							
		2,130 sf	Restaurant							
		840 sf	Retail							
5.	1129 E 5th Street		**Arts District Center (Mixed-Use)[1]**	**4,713**	**133**	**140**	**273**	**157**	**72**	**229**
		26,979 sf	Retail							
		15,197 sf	Quailty Restaurant							
		113 rm	Hotel							
		129 du	Apartment							
		3,430 sf	Design Incubator							
		10,341 sf	Art Gallery							
		2,888 sf	Fast Food Restaurant							
		13,634 sf	High-Turnover Restaurant							
6.	520 S Mateo Street		**520 Mateo Street Mixed-Use[1]**	**4,995**	**157**	**220**	**377**	**274**	**223**	**497**
		600 du	Apartments							
		110,000 sf	Office							
		15,000 sf	Retail							
		15,000 sf	Restaurant							
		15,000 sf	Museum							
7.	330 S Alameda Street		**Mixed-Use[1]**	**1,662**	**36**	**76**	**112**	**91**	**65**	**156**
		186 du	Apartments							
		10,415 sf	Office							
		11,925 sf	Retail							
8.	333 S Alameda Street		**Little Tokyo Galleria[1]**	**8,445**	**134**	**260**	**394**	**390**	**329**	**719**
		994 du	Apartments							
		99,000 sf	Retail							
9.	940 E 4th Street		**Hewitt & 4th Mixed-Use[1]**	**788**	**14**	**37**	**51**	**44**	**31**	**75**
		93 du	Apartments							
		6,000 sf	Office							
		14,248 sf	Retail							
10.	527 S Colyton Street		**Palmetto Mixed-Use[1]**	**2,095**	**36**	**116**	**152**	**121**	**74**	**195**
		275 du	Apartments							
		11,375 sf	Retail							
		11,375 sf	Artist Production							

Table 9: Related Project Locations, Descriptions, and Trip Generation Estimates (continued)

NO.	ADDRESS/LOCATION	SIZE	PROJECT DESCRIPTION	DAILY	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL
11.	508 E 4th Street		**508 4th Street - Affordable Apartments[1]**	**167**	**8**	**12**	**20**	**8**	**6**	**14**
		41 du	Apartments							
12.	220 N Center Street		**Mixed-Use (North of 1st Street Bridge)[1]**	**2,166**	**33**	**119**	**152**	**121**	**79**	**200**
		430 du	Apartments							
		8,742 sf	Retail							
13.	431 S Colyton Street		**Office, Restaurant, Fast-Food[1]**	**1,524**	**80**	**18**	**98**	**60**	**95**	**155**
		97,577 sf	Office							
		10,739 sf	Restaurant							
		1,977 sf	Fast-Food without Drive-Thru							
14.	414 S Crocker Street		**414 Crocker Street Mixed-Use Project[2]**	**513**	**41**	**46**	**87**	**45**	**32**	**77**
		180 du	Apartments							
		5,516 sf	Retail							
		4,081 sf	Office							
15.	1100 E 5th Street		**1100 E 5th Street Mixed-Use Project[1]**	**2,556**	**78**	**107**	**185**	**130**	**80**	**210**
		220 du	Apartments							
		39,625 sf	Office							
		19,609 sf	Restaurant							
		9,129 sf	Retail							
16.	405 S Hewitt Street		**4th & Hewitt Mixed-Use[1]**	**3,416**	**319**	**69**	**388**	**83**	**301**	**384**
		311,682 sf	Office							
		8,149 sf	Retail							
17.	200 N Central Avenue		**Go For Broke Apartments[1]**	**561**	**51**	**54**	**105**	**76**	**59**	**135**
		3 du	Apartments							
		124 du	Affordable Multifamliy Housing							
		124 du	Permanent Supportive Housing							
		4,191 sf	Assembly Space							
		6,190 sf	Office							
		13,366 sf	Retail							
		6,586 sf	Food Market							
		2,146 sf	Restaurant/Café							

Notes:

du = Dwelling Units; sf = Square Feet; rm = Rooms.

[1] Net trip generation and peak-hour directional distribution provided by the LADOT Case Logging and Tracking System (CLATS) related projects database.

[2] Transportation Assessment Report for Proposed 414 Crocker Street Mixed-Use Project, Los Angeles (LLG, May 2020).

Highway System Improvements

In order to analyze properly future traffic conditions, an investigation was conducted regarding relevant future transportation improvements to the roadway system infrastructure in the Project study area. No traffic improvements were identified as scheduled for implementation that would affect use of the existing street system.

The goals and policies of the City's 2010 Bicycle Plan (City of Los Angeles Department of Planning, adopted March 1, 2011) have been folded into the Mobility Plan 2035. It is a Mobility Plan 2035 objective to complete the proposed bicycle paths, protected cycle tracks, bicycle lanes, routes, and priority Neighborhood Enhanced Network roadway segments by 2035. While some of these improvements have already been realized, the following improvements are scheduled for implementation within the Modified Project study area:

- 1st Street will add Tier 1 protected bicycle lanes between Spring Street and the City limits at Indiana Street. Vehicular lanes may have to be reconfigured to accommodate the bicycle facility upgrades.

Per information reviewed on the LADOT project website, the abovementioned bicycle infrastructure improvement is under construction and is being implemented as part of Metro's Regional Connector project and the Little Tokyo/Arts District Eastside Access Improvements project. Thus, the implementation of these bicycle facilities is expected to be completed between now and the Modified Project buildout year of 2025. The Future (2025) study intersection geometrics and traffic control conditions have been adjusted to account for bicycle facility improvements in the operational analysis.

A review of the LADOT Capital Improvement Projects and Bureau of Engineering Street Improvement Master Schedule revealed no projects that would affect operations at any of the study locations. The future intersection geometrics and traffic control conditions and are illustrated in Attachment F.

Analysis of Future (2025) Traffic Conditions, Without and With Modified Project

The analysis of future traffic conditions at the study intersections was performed using the analysis procedures described previously in this report. Future (2025) baseline traffic volumes for the Without Modified Project condition were determined by superimposing area-wide ambient traffic growth and the total related projects traffic volumes onto Existing (2022) traffic volumes. The Future (2025) Without Modified Project traffic volumes are illustrated in Figures 10(a) and 10(b) for the weekday AM and PM peak hours, respectively.

Net Modified Project traffic volumes [Figures 6(a) and 6(b)], as determined earlier, were then added to the Future (2025) Without Modified Project traffic volumes to develop the Future (2025) With Modified Project traffic volumes. The Future (2025) With Modified Project weekday AM and PM peak-hour traffic volumes are shown in Figures 11(a) and 11(b), respectively. The Future (2025) With Modified Project traffic volumes were incorporated into the Synchro model to determine the future delay and queuing conditions at the study intersections after Modified Project completion and are included in Attachment G.

The results of the delay-based quantitative analysis of future traffic conditions at the study intersections are summarized in Table 10. Under Future (2025) traffic conditions, overall intersection operations are expected to deteriorate slightly due to the addition of ambient and related project traffic volume growth. Under Future (2025) Without Modified Project conditions, traffic operations are expected to degrade slightly, but operate at the same LOS, when compared with existing conditions at the intersection of Alameda Street & 2nd Street. At the intersection of Vignes Street & 1st Street, intersection operations are expected to

degrade during the weekday peak hours due to the removal of a vehicle travel lane in both directions in order to install the bicycle lane facilities. This intersection is expected to operate at LOS C and LOS E during the weekday AM and PM peak hours, respectively. Following the addition of Modified Project traffic, most intersections would experience slight increases in delay. The intersection of Vignes Street & 1st Street is expected to operate at the same LOS as under the Future (2025) Without Modified Project conditions, with delays decreasing slightly during the PM peak hour. Alameda Street & 2nd Street would continue to operate at LOS B during the AM peak hour, and would degrade to LOS C during the PM peak hour. As increases in average motorist delays at the study intersections would be relatively small (1.5 to 4.5 seconds), the Modified Project is not expected to substantially or adversely increase delays at either of the study intersections.

Table 10: Future (2025) Traffic Conditions
Intersection Delay Summary

		Peak		Without Modified Project		With Modified Project		
No.	**Intersection**	**Hour**	**Approach**	**Delay[1]**	**LOS[2]**	**Delay[1]**	**LOS[2]**	**Change[3]**
1	Alameda Street &	AM	Overall	11.3	B	13.0	B	1.7
	2nd Street	PM	Overall	17.1	B	21.6	C	4.5
2	Vignes Street &	AM	Overall	21.8	C	23.3	C	1.5
	1st Street	PM	Overall	73.2	E	70.1	E	-3.1

Note:
[1] Delay in seconds [2] LOS = Level of Service [3] Change in delay reported in seconds

Table 11 presents the vehicle queuing conditions for all approaches at the signalized study intersections under Future (2025) conditions. As shown, the 95th percentile vehicle queues along most intersection approach movements are not expected to extend beyond upstream intersection or past turn pocket capacity during the weekday peak hours, prior to completion of the Modified Project. The northbound left-turn vehicle queues at Alameda Street & 2nd Street, and the eastbound through and westbound right-turn vehicle queues at Vignes Street & 1st Street, are the only movements that are expected to exceed storage capacity during one or both peak hours. With the addition of Modified Project vehicle trips, vehicle queues would lengthen along most intersection approaches. However, the only queue that the Modified Project traffic would cause to exceed capacity is the southbound left-turn vehicle queue at Alameda Street & 2nd Street during the PM peak hour. The Modified Project is projected to add only 1 foot (or 4 percent of a vehicle length) to this 95th percentile vehicle queue.

Under Future (2025) With Modified Project conditions, both the northbound and southbound left-turn queues at the intersection of Alameda Street & 2nd Street would extend beyond their respective left-turn pocket capacities. The northbound and southbound approaches of this intersection provide center two-way left-turn lanes, and left-turning vehicles would be able to queue in this lane without impeding the flow of through traffic along Alameda Street. It is also worth noting that the Modified Project would not contribute vehicle trips to either of these left-turn movements. Additionally, the eastbound through movement vehicle queue at Vignes Street & 1st Street would continue to extend beyond the upstream intersection during the weekday PM peak hour. The Modified Project, however, would not add vehicle trips to this movement and would not lengthen the 95th percentile queue. The westbound right-turn queue at this intersection would exceed the turn pocket capacity during the AM peak hour. While the Modified Project would not add volumes to this turning movement, the spillover from this lane would combine with the westbound shared left-turn/through movement queue, to which the Modified Project would contribute vehicle trips. However, the westbound approach to Vignes Street provides extensive queuing capacity and

will be able to accommodate the Modified Project-related increases in queue lengths for both the westbound left-turn/through and right-turn movements (total increases of 46 feet to 64 feet) during both peak hours. Therefore, the Modified Project would not result in vehicle queuing that extends beyond upstream intersections, blocks cross streets, or results in spillover from turn pockets into an adjacent through lanes under Future (2025) conditions.

Table 11: Future (2025) Traffic Conditions
Queuing Summary

No.	Intersection	Peak Hour	Approach	Storage Capacity (feet)	Without Mod. Project Queue Length[1]		With Modified Project Queue Length[1]		Change[2]
1	Alameda Street & 2nd Street	AM	NBL	140	156	*	184	*	28
			NBT	495	187		211		24
			SBL	35	13		14		1
			SBT	560	204		218		14
			EBL	85	38		37		-1
			EBT	320	58		78		20
			WBL	100	34		47		13
			WBT	220	23		27		4
		PM	NBL	140	233	*	244	*	11
			NBT	495	215		233		18
			SBL	35	35		36	*	1
			SBT	560	250		255		5
			EBL	85	81		80		-1
			EBT	320	175		190		15
			WBL	100	16		63		47
			WBT	220	7		22		15
2	Vignes Street & 1st Street	AM	NBT	130	39		52		13
			NBR	55	34		34		0
			SBT	240	67		80		13
			SBR	185	0		0		0
			EBT	615	193		193		0
			EBR	90	0		10		10
			WBT	1800	329		364		35
			WBR[3]	90	128	*	139	*	11
		PM	NBT	130	57		100		43
			NBR	55	43		45		2
			SBT	240	99		113		14
			SBR	185	7		7		0
			EBT	615	766	*	766	*	0
			EBR	90	0		25		25
			WBT	1800	366		428		62
			WBR[3]	90	65		67		2

Notes:

[1] 95th percentile queue length in vehicles.

[2] Change in queue length reported in number of vehicles.

[3] Detailed information regarding future right-turn pocket length not available. Future pocket length conservatively assumed to be the same as the eastbound direction.

* Queue extends beyond upstream intersection or exceeds turn-pocket capacity.

NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound; L = Left-Turn; T = Through; R = Right-Turn

PASSENGER LOADING EVALUATION

Due to the increased prevalence of driver-for-hire transportation network companies (TNCs), the TAG requires an evaluation of passenger loading areas for development projects. The Modified Project is providing a drop-off/pick-up facility near the northeast corner of the site along Vignes Street. This facility will provide Modified Project traffic with an off-street facility in which short-term loading and unloading activities will occur. The vast majority of passenger loading is expected to occur within the Modified Project's drop-off area, as the Project's automobile parking will be served exclusively by valet. Passenger loading within the Modified Project site will allow passengers to unload in an area with few vehicular conflicts and slow-moving vehicles, allowing loading activities not to interfere with through traffic and alternative travel mode operations along Vignes Street. It is anticipated that the site's passenger loading demand will be accommodated within the boundaries of the site. Thus, the Modified Project's passenger loading activities are not anticipated to adversely affect the operations of adjacent roadways.

MITIGATION MEASURES AND RECOMMENDED ACTIONS

The transportation impacts of the Modified Project were analyzed for CEQA and non-CEQA related issues in this supplemental TIA. As indicated in the preceding analyses, the Modified Project is not expected to conflict with City transportation-related plans, programs, ordinances, or policies; cause substantial VMT; or substantially increase hazards. Thus, no CEQA transportation-related mitigation measures are required for the Modified Project.

Additionally, the Modified Project is not anticipated to adversely affect pedestrian, bicycle, and transit access; or cause Project access or circulation constraints. Therefore, based on the non-CEQA analysis, no recommended actions were deemed necessary to address deficiencies in the circulation system surrounding the Modified Project site.

FIGURES

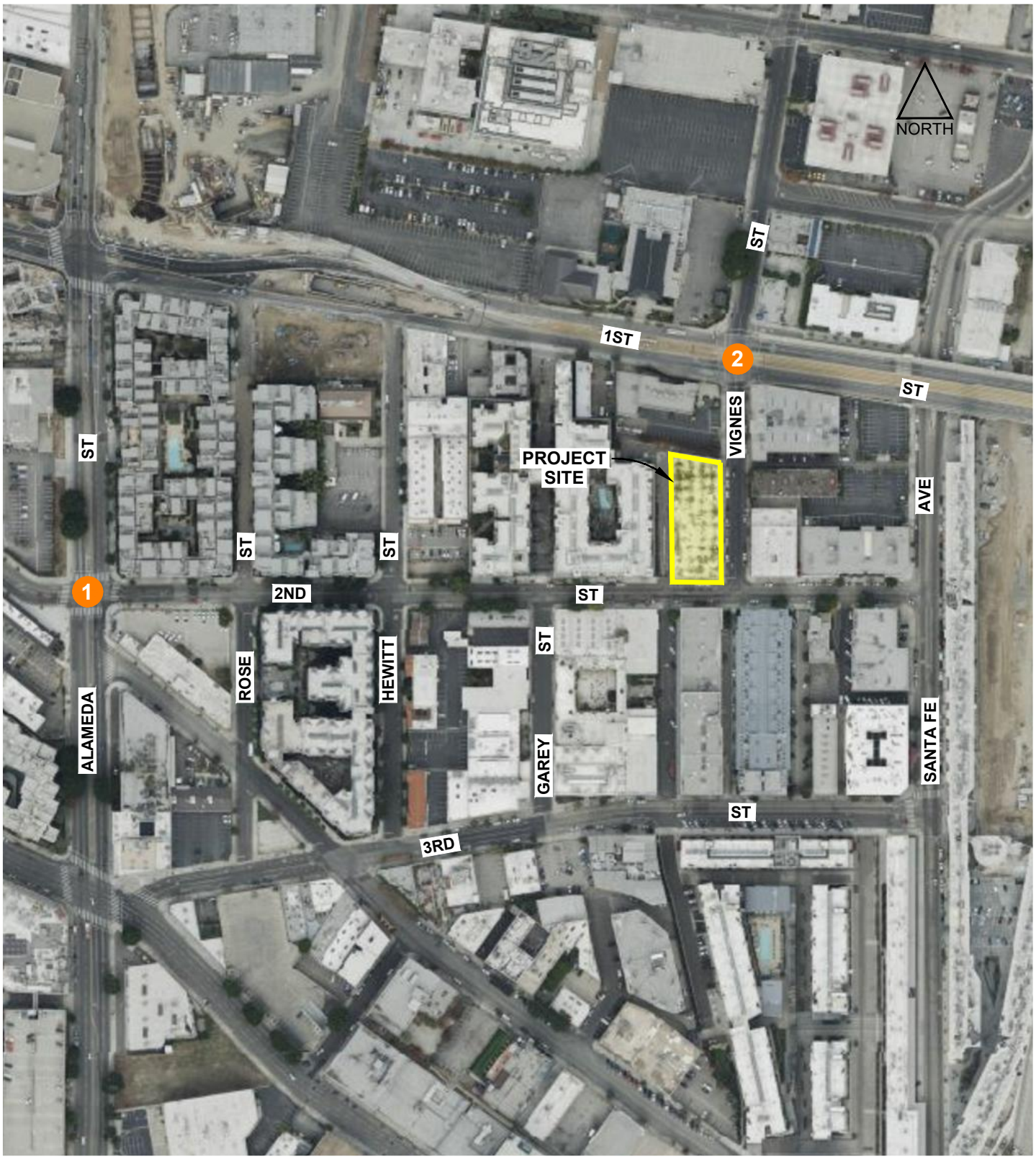

FIGURE 1

6/29/2022

FN:2ndSt(929E)Mixed-Use/STUDY-INTS

MODIFIED PROJECT SITE VICINITY AND
STUDY INTERSECTION LOCATION MAP

300 Corporate Pointe, Suite 470
Culver City, California 90230
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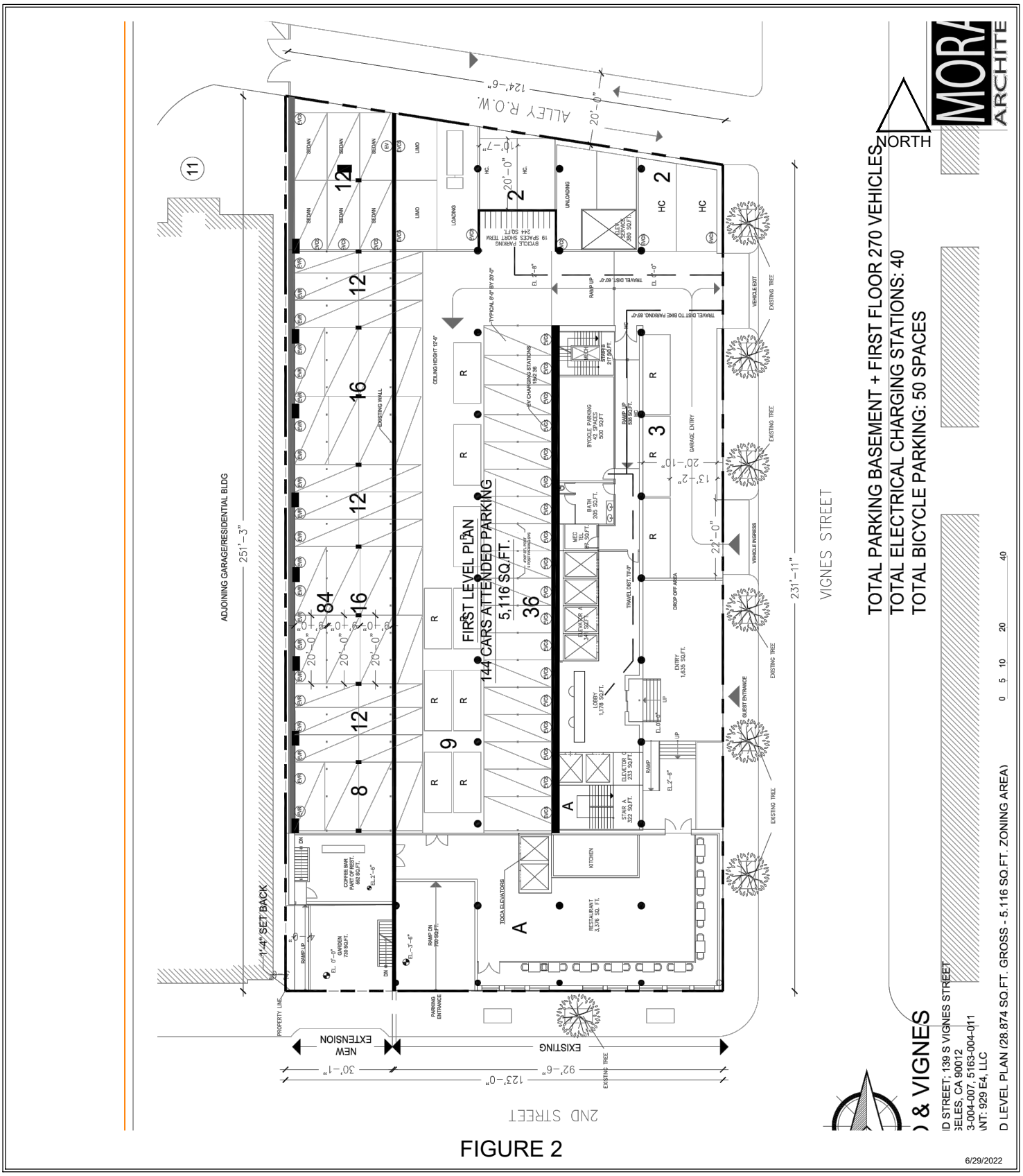

FIGURE 2

CONCEPTUAL MODIFIED PROJECT SITE PLAN
(GROUND LEVEL)

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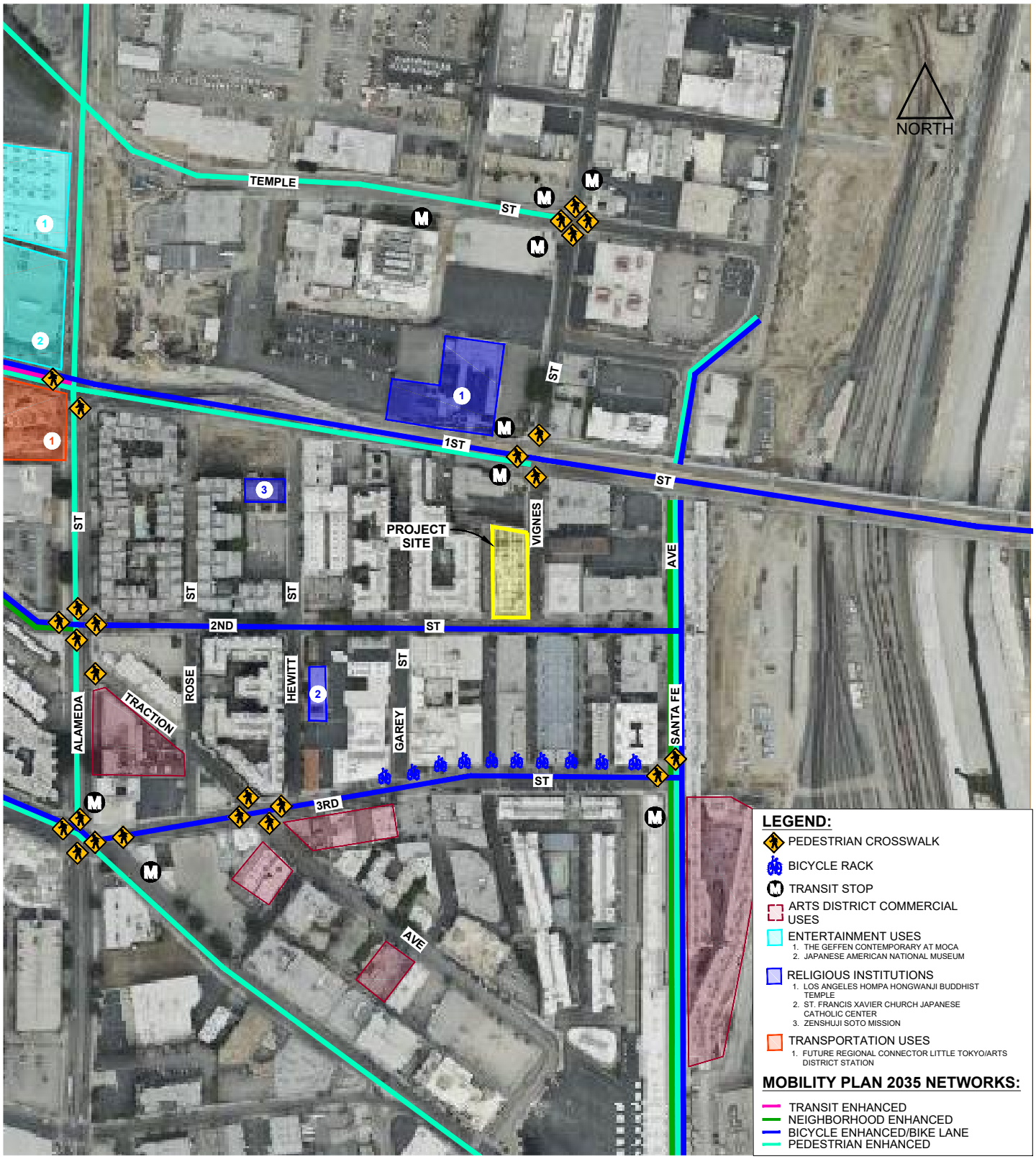

FIGURE 3

6/29/2022

FN:2ndSt(929E)Mixed-Use/PED-MAP

STUDY AREA PEDESTRIAN DESTINATION MAP

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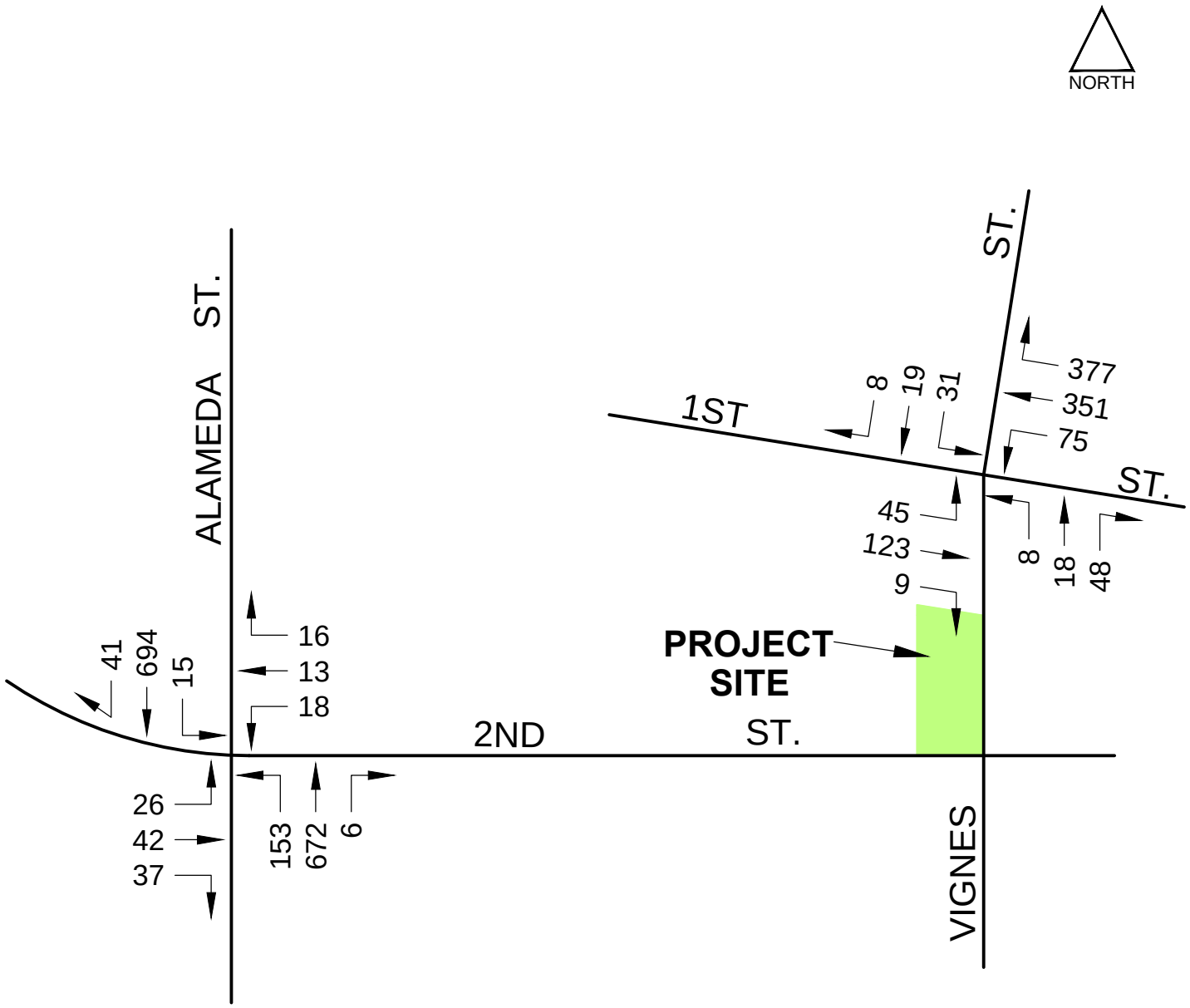

FIGURE 4(a)

7/2/2022

2ndSt(929E)MixedUse\AM2022

EXISTING (2022) TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

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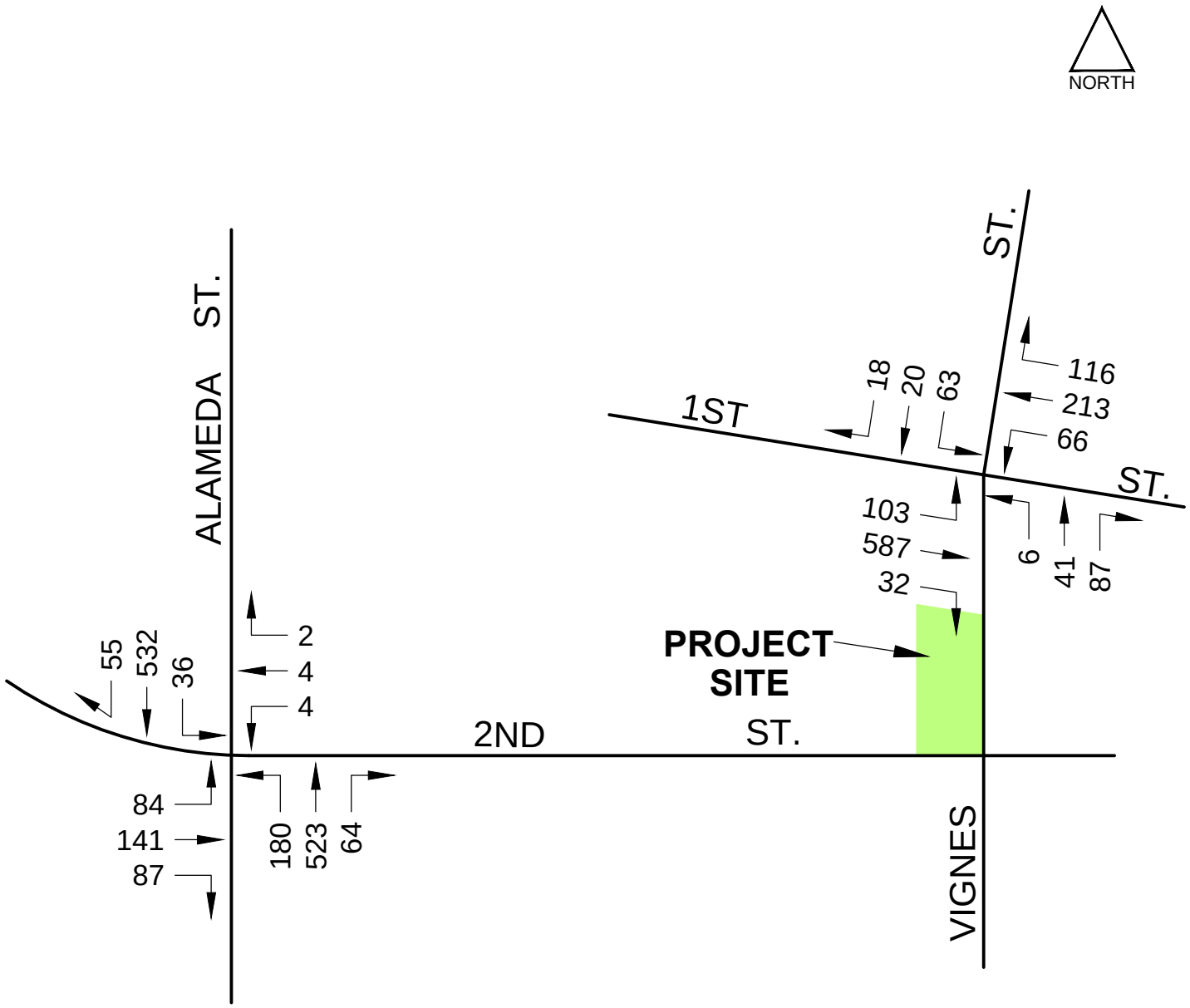

FIGURE 4(b)

7/2/2022

2ndSt(929E)MixedUse\PM2022

EXISTING (2022) TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

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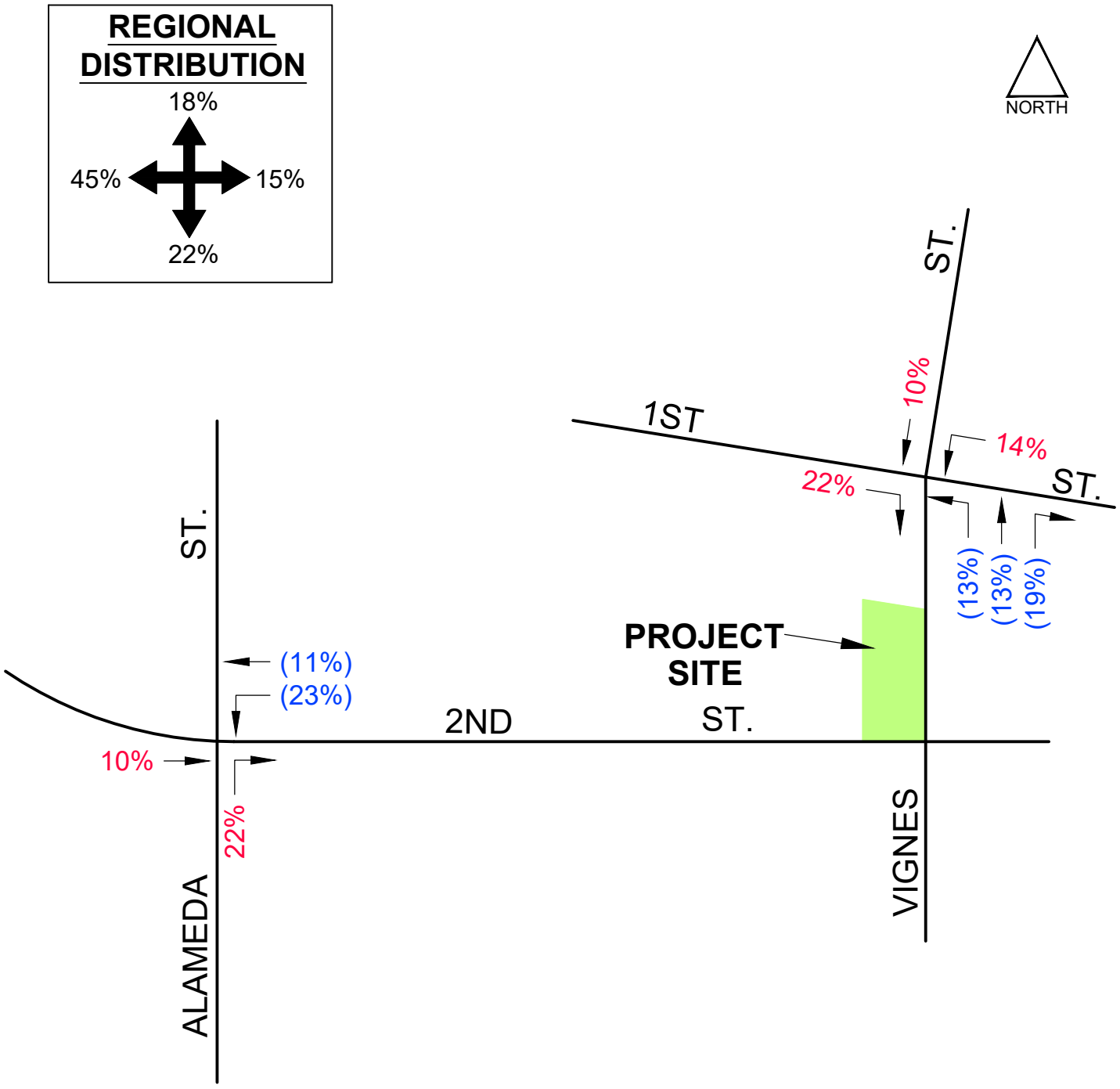

FIGURE 5

7/2/2022

2ndSt(929E)MixedUse\PROJ-DIST

MODIFIED PROJECT TRIP DISTRIBUTION PERCENTAGES

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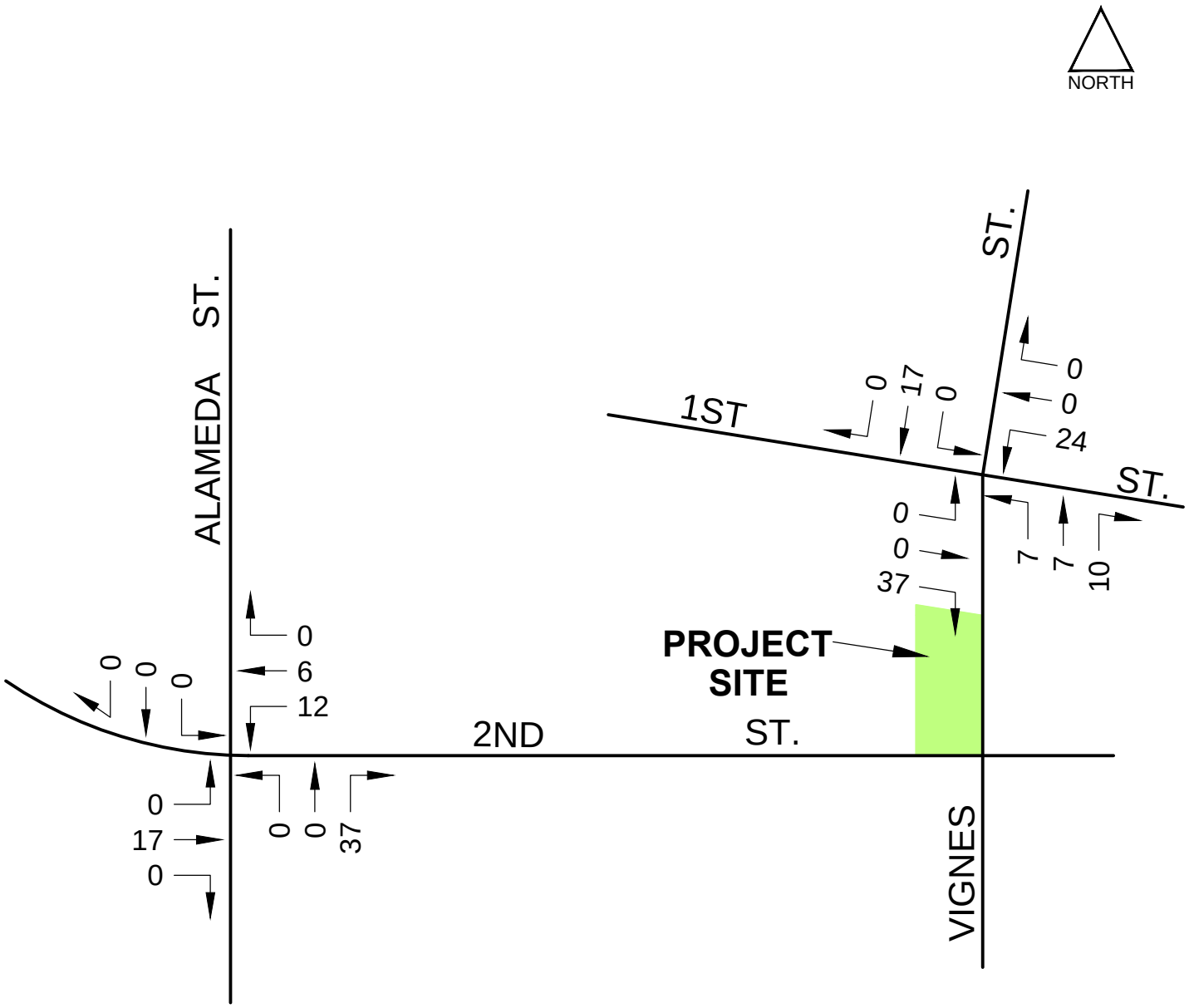

FIGURE 6(a)

7/2/2022

2ndSt(929E)MixedUse\AM-PROJ

NET MODIFIED PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

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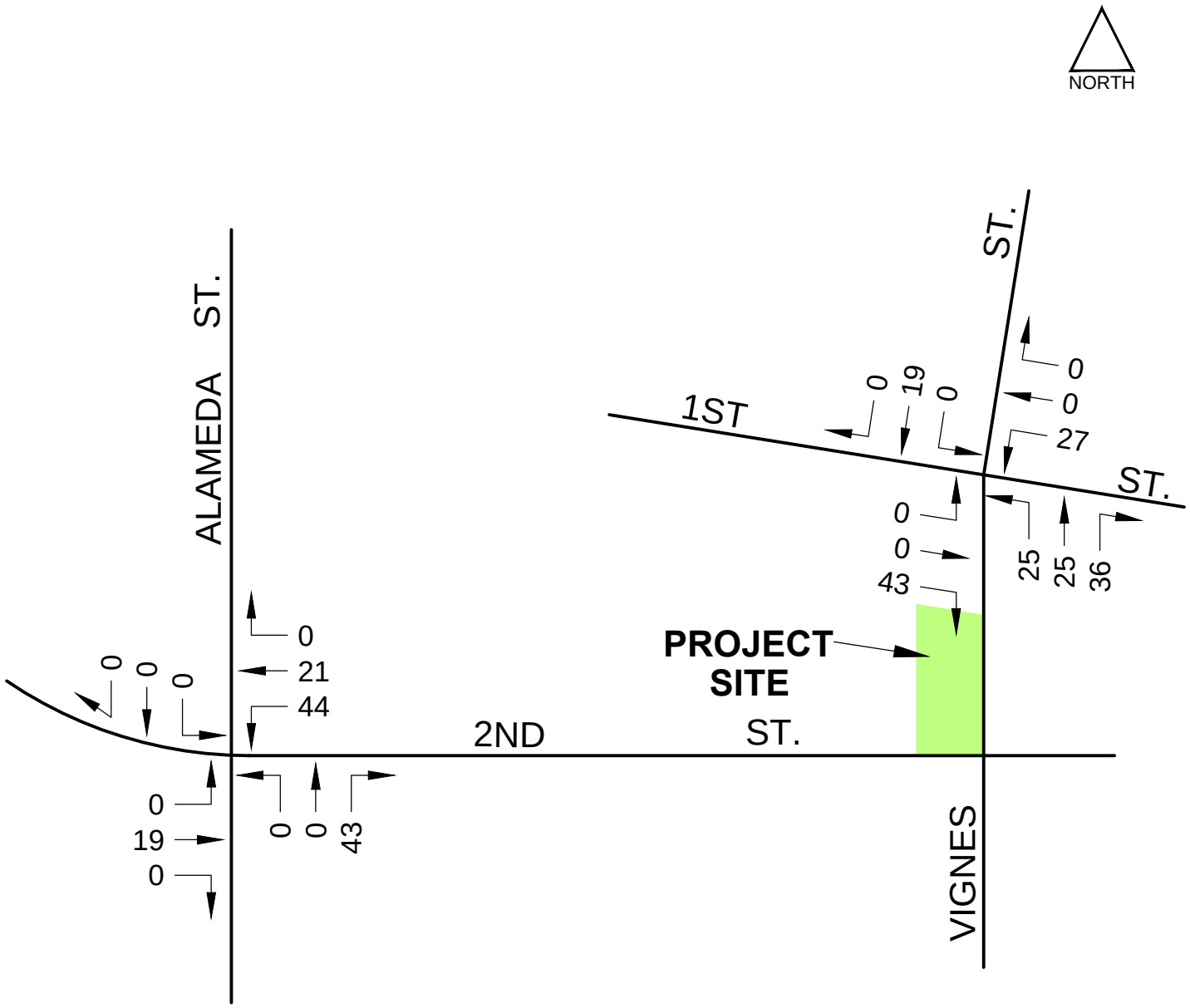

FIGURE 6(b)

7/2/2022

2ndSt(929E)MixedUse\PM-PROJ

NET MODIFIED PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

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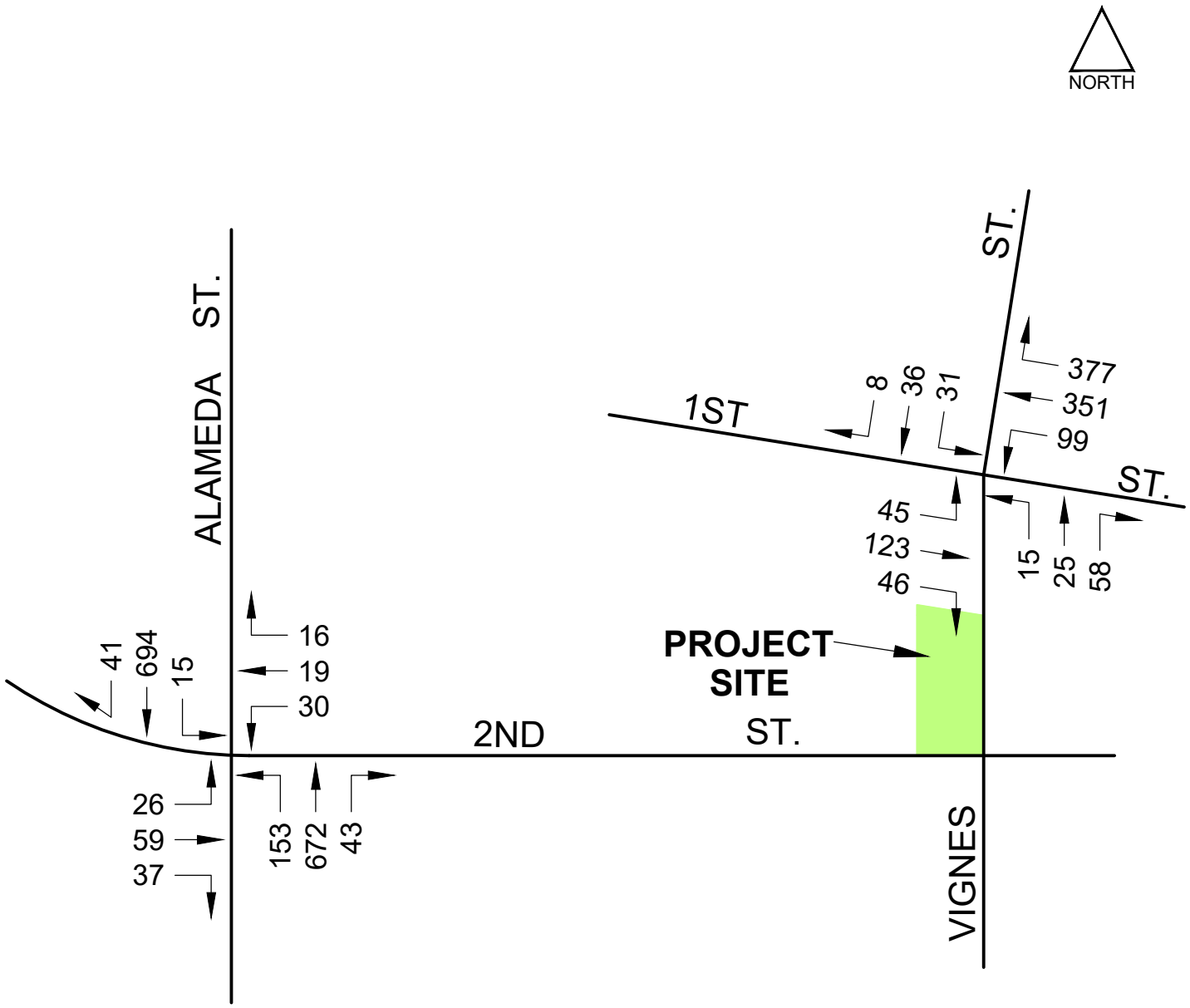

FIGURE 7(a)

7/2/2022

2ndSt(929E)MixedUse\AM2022WP

EXISTING (2022) TRAFFIC VOLUMES
PLUS MODIFIED PROJECT
WEEKDAY AM PEAK HOUR

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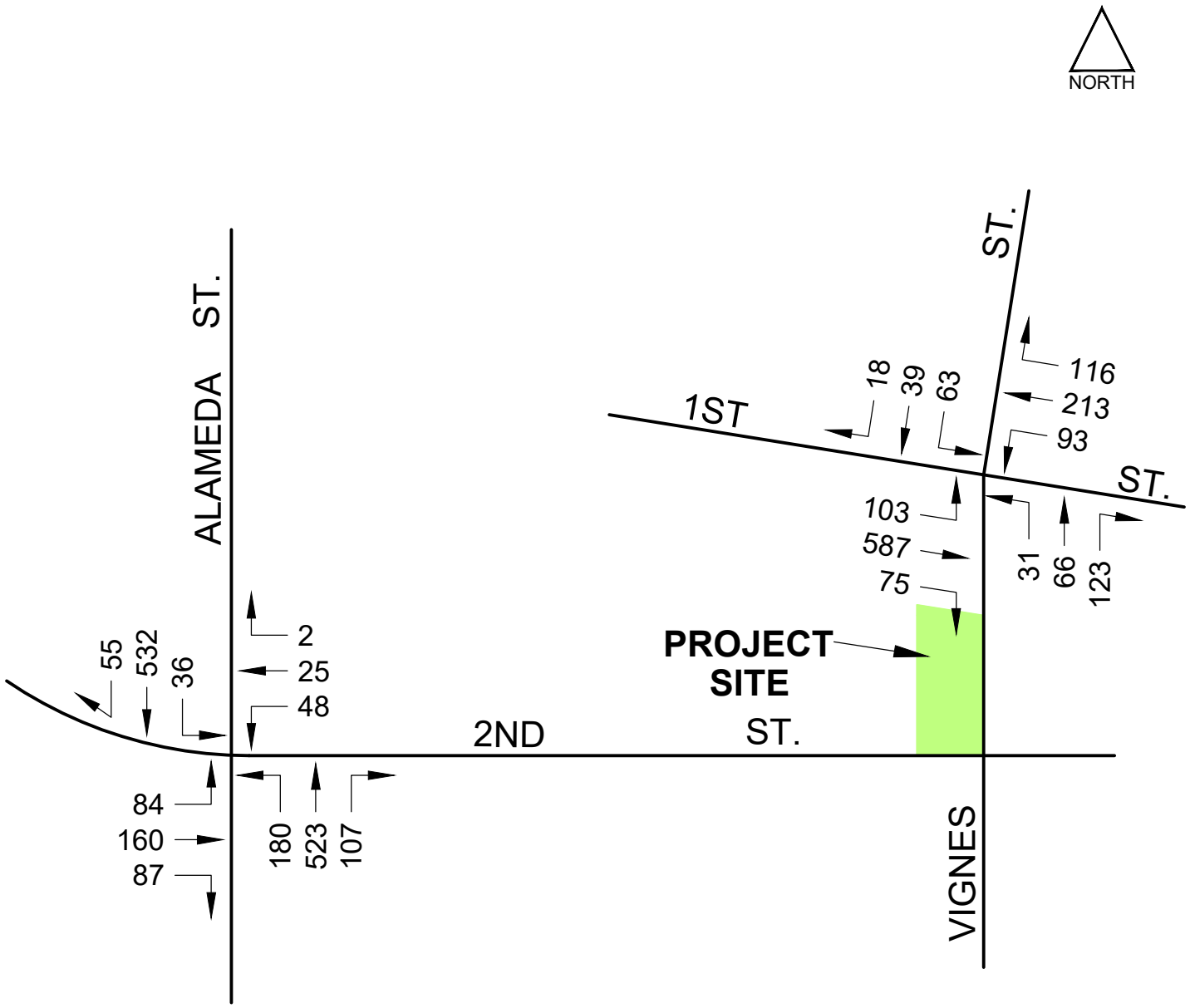

FIGURE 7(b)

7/2/2022

2ndSt(929E)MixedUse\PM2022WP

EXISTING (2022) TRAFFIC VOLUMES
PLUS MODIFIED PROJECT
WEEKDAY PM PEAK HOUR

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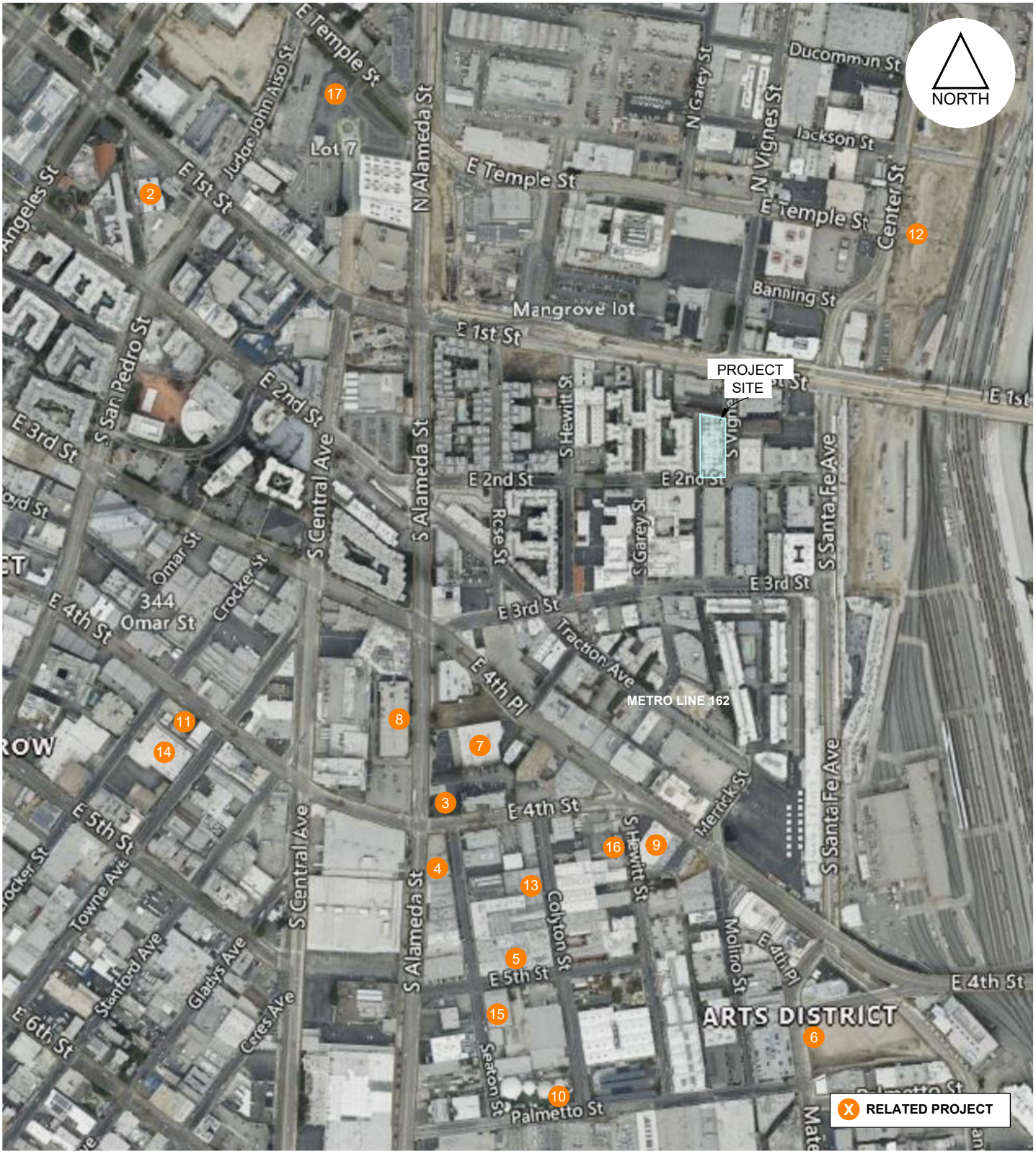

FIGURE 8

6/29/2022

FN:2ndSt(929E)Mixed-Use/RELPROJS

RELATED PROJECT LOCATION MAP

KOA
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FIGURE 9(a)

7/2/2022

2ndSt(929E)MixedUse\AM-REL-PROJ

TOTAL RELATED PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

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FIGURE 9(b)

7/2/2022

2ndSt(929E)MixedUse\PM-REL-PROJ

TOTAL RELATED PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

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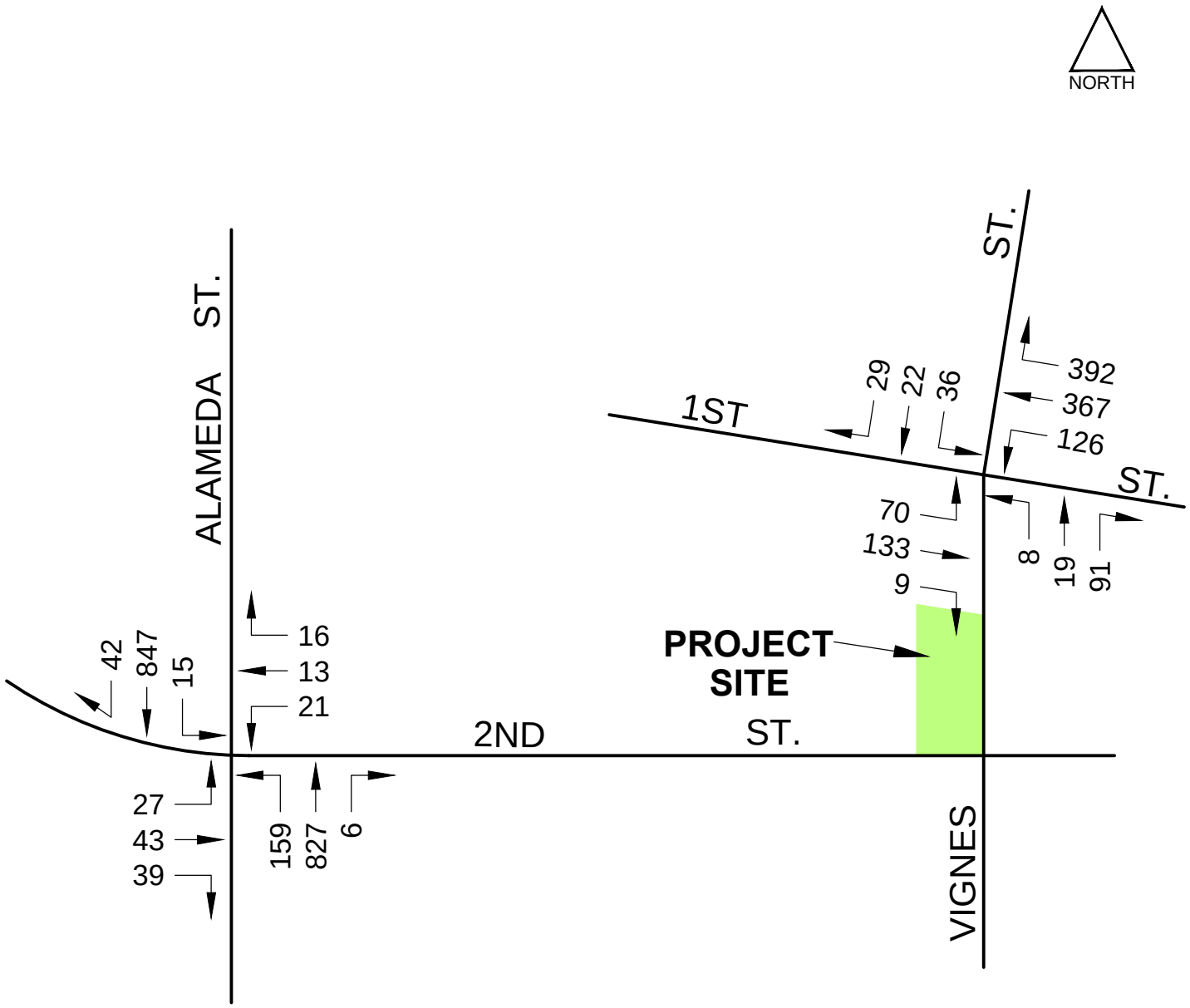

FIGURE 10(a)

7/2/2022

2ndSt(929E)MixedUse\AM2025WO

FUTURE (2025) TRAFFIC VOLUMES
WITHOUT MODIFIED PROJECT
WEEKDAY AM PEAK HOUR

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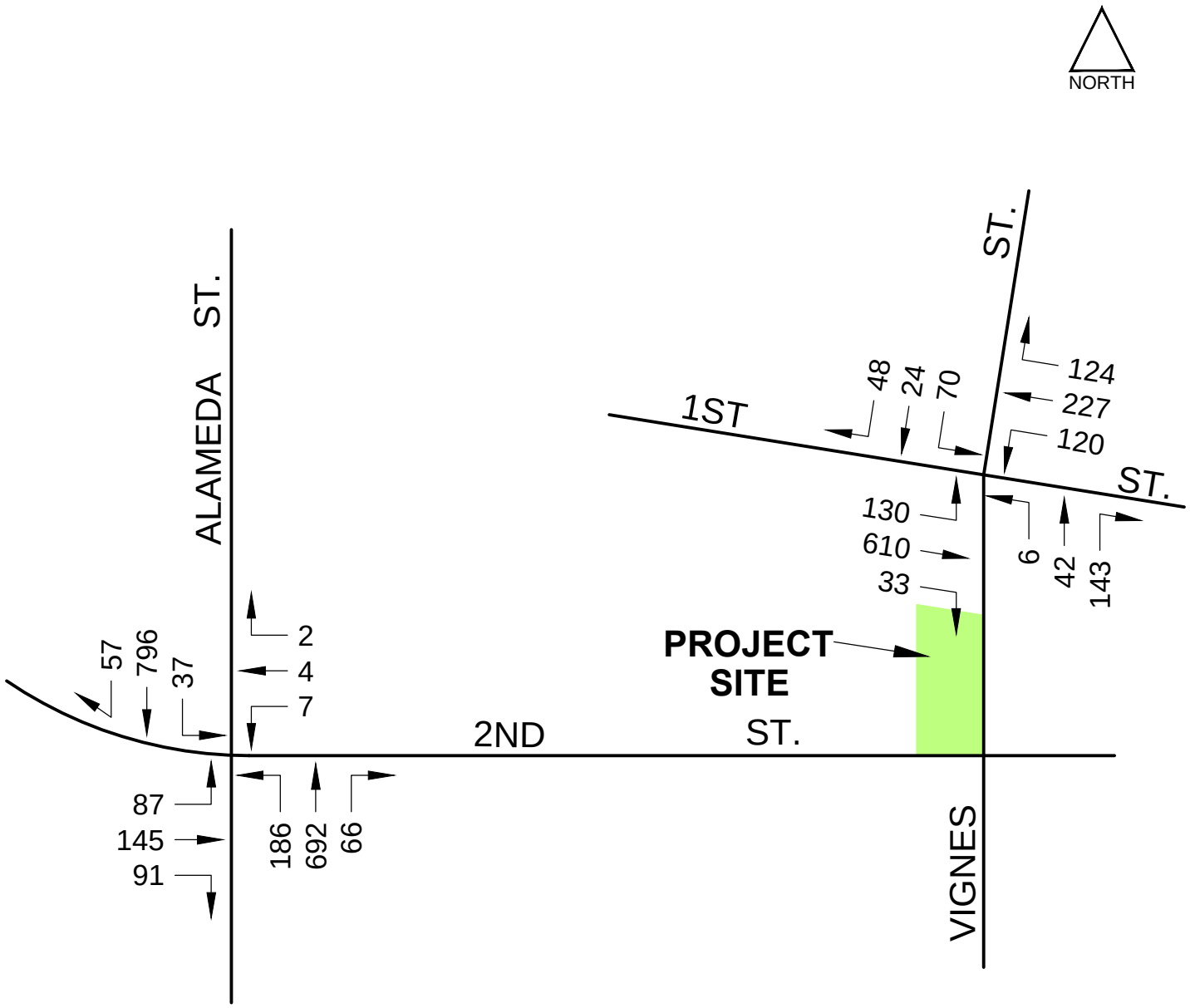

FIGURE 10(b)

7/2/2022

2ndSt(929E)MixedUse\PM2025WO

FUTURE (2025) TRAFFIC VOLUMES
WITHOUT MODIFIED PROJECT
WEEKDAY PM PEAK HOUR

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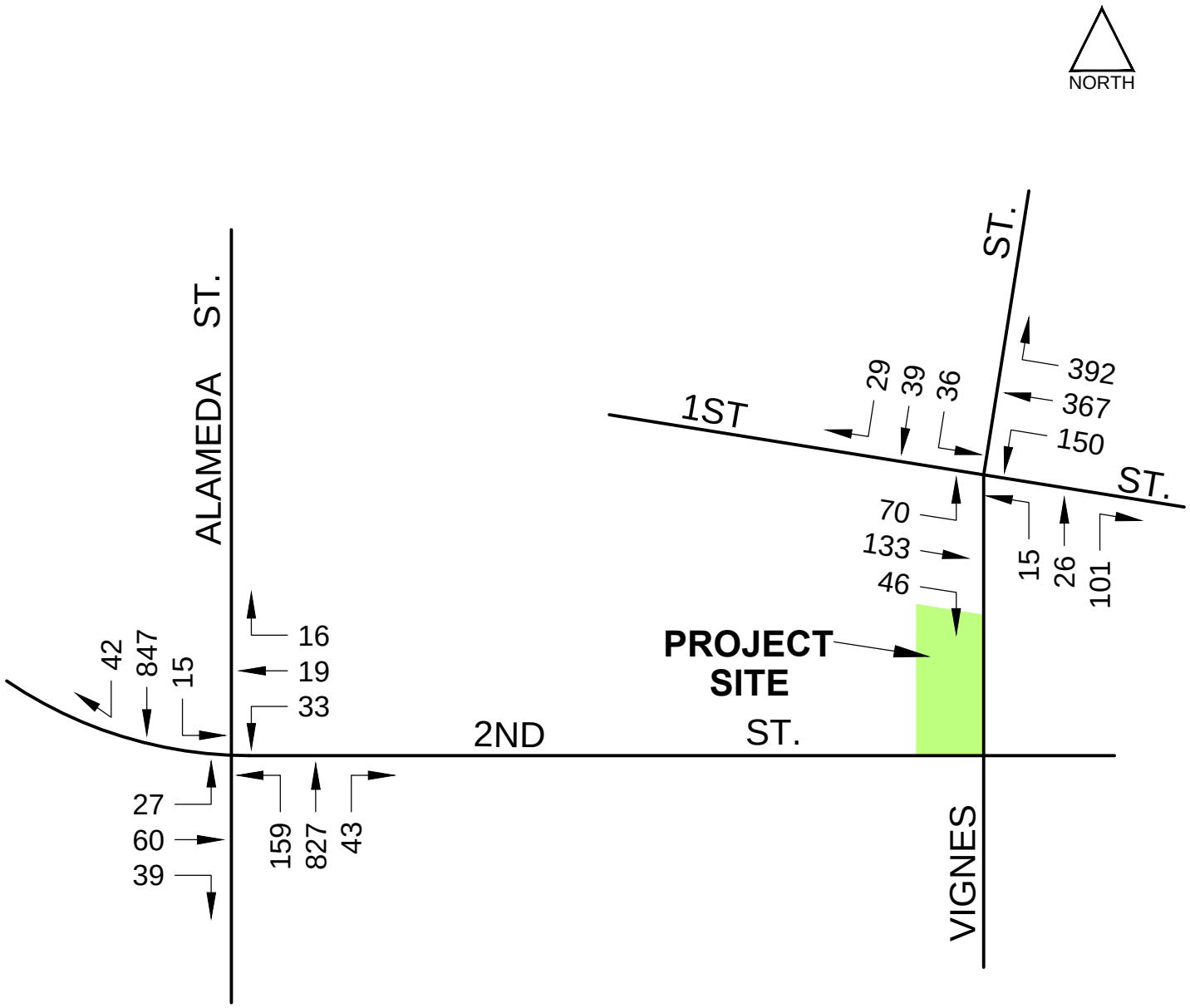

FIGURE 11(a)

7/2/2022

2ndSt(929E)MixedUse\AM2025WP

FUTURE (2025) TRAFFIC VOLUMES
WITH MODIFIED PROJECT
WEEKDAY AM PEAK HOUR

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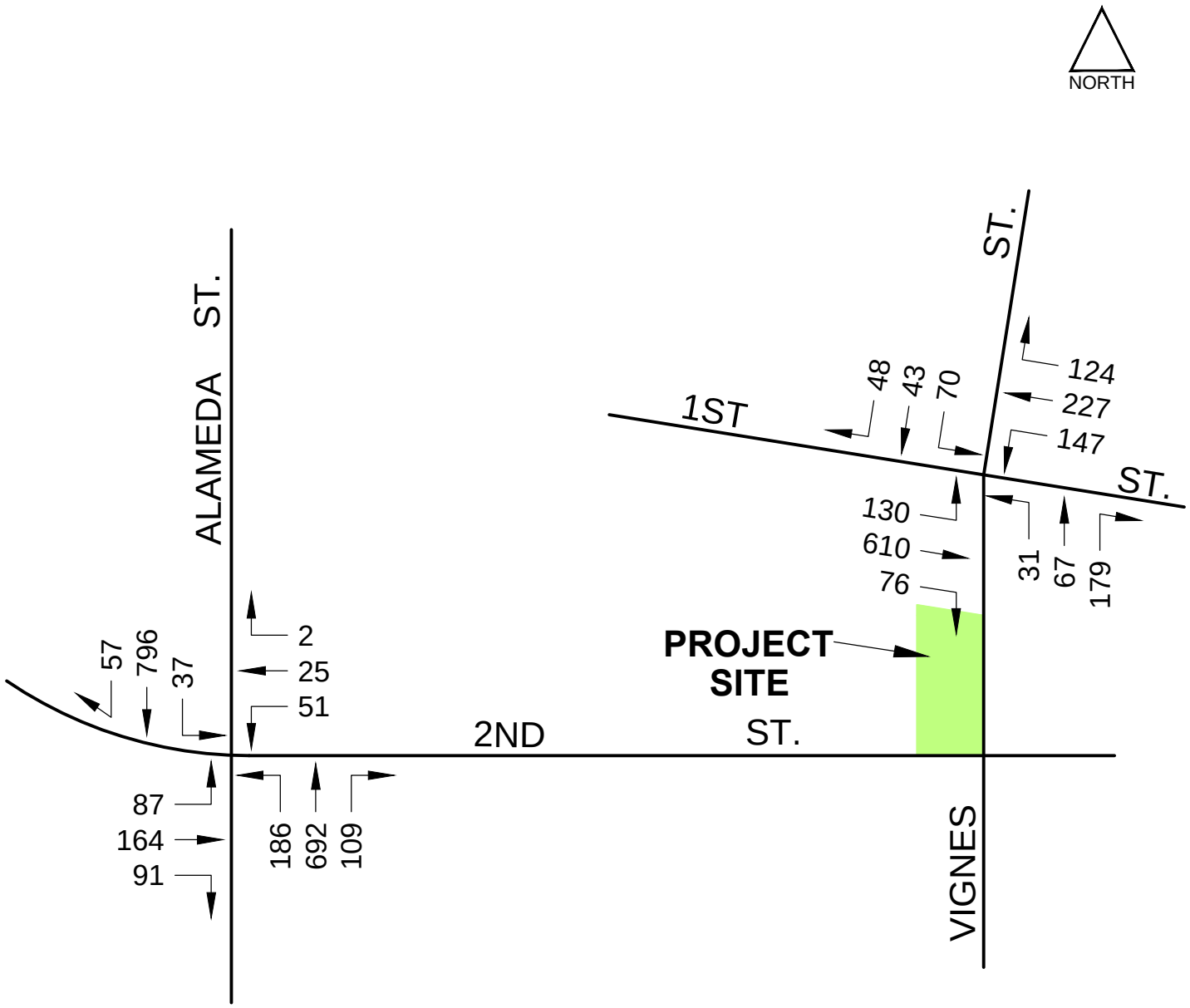

FIGURE 11(b)

7/2/2022

2ndSt(929E)MixedUse\PM2025WP

FUTURE (2025) TRAFFIC VOLUMES
WITH MODIFIED PROJECT
WEEKDAY PM PEAK HOUR

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ATTACHMENT A
JUNE 2, 2016 LADOT TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED DEVELOPMENT AT 929 EAST 2ND STREET (ENV-2016-1081-EAF/CPC-2016-1080-GPA-ZC-HD-MCUP-ZU-SPR/VTT-74122-CN)

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

929 E 2nd St
DOT Case No. CEN 16-44072

Date: June 2, 2016

To: Nicholas Hendricks, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED DEVELOPMENT AT 929 EAST 2nd STREET (ENV-2016-1081-EAF/CPC-2016-1080-GPA-ZC-HD-MCUP-ZU-SPR/VTT-74122-CN)**

The Department of Transportation (DOT) has reviewed the traffic analysis prepared by Crain & Associates, dated May 2016, for the proposed private club and commercial mixed-use project located at 929 East 2nd Street. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria[1], the proposed project is not expected to result in any significant traffic impacts at the ten intersections that were identified for detailed analysis. The results of the traffic impact analysis, which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to demolish 17 existing artist live/work loft units and construct a mixed-use development with 28,154 square feet of the commercial retail space, 8,801 square feet of restaurant space and a private membership club. The private membership club will not be open to the general public, and it includes 1,024 square feet of specialty retail space, 8,157 square feet of event space, a 10,784 square-foot lounge/bar, 42,716 square feet of office space for temporary non-daily use, 3,043 square feet of photo studio space, a 6,378 square-foot gym/spa, and a 49-seat screening room. Access to the automated subterranean and above-ground parking will be provided via driveways off Vignes Street and the existing alley north of 2nd Street. The project is expected to be completed by 2019.

[1] Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

B. Trip Generation

The project is estimated to generate a net increase of approximately 2,153 daily trips, a net increase of 80 trips in the a.m. peak hour and a net increase of 201 trips in the p.m. peak hour. A copy of the trip generation can be found in **Attachment 2**. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012.

C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Analysis Agreement executed between Caltrans and DOT in December 2015, the study included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. However, the project did not meet or exceed any of the four thresholds defined in the agreement; therefore, no additional freeway analysis was required.

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. 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 traffic be restricted to off-peak hours.

B. Highway Dedication and Street Widening Requirements

On August 11, 2015, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, both **2nd Street** and **Vignes Street** are designated as Collector Streets that would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The traffic study indicated that the project would provide an on-site vehicle parking area on multiple floors, with the majority of parking accessed via three car lifts on the ground floor of an automated parking system. The automated parking would be provided on one subterranean and two above-ground levels. As proposed, 247 total

automobile parking spaces would be provided between these three parking levels. Vehicular access will be provided via driveways off Vignes Street and the existing alley north of 2nd Street. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation
The conceptual site plan (**Attachment 3**) is acceptable to DOT. However, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, 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 so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet wide for two-way operations. Any security gates should be a minimum of 20 feet from the property line or to the satisfaction of DOT.

E. Development Review Fees
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance 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 Eileen Hunt of my staff at (213) 972-8481.

Attachments

K:\Letters\2015\CEN16-44072_929 E 2nd St & Vignes MU_ts_ltr.doc

c: Shawn Kuk, Council District No. 14
Carl Mills, Central District, BOE
Mehrdad Moshksar, Central District Office, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Ryan Kelly, Crain & Associates

Table 8
Critical Movement Analysis (CMA) & Level of Service (LOS) Summary
Existing (2016) and Future (2019) Traffic Conditions

			Existing (2016) Conditions					Future (2019) Conditions					
		Peak	Existing		Plus Project			Without Project		With Project			
No.	Intersection	Hour	CMA	LOS	CMA	LOS	Impact	CMA	LOS	CMA	LOS	Impact	Sig.?
1	Los Angeles Street &	AM	0.545	A	0.545	A	0.000	0.633	B	0.634	B	0.001	No
	1st Street	PM	0.623	B	0.626	B	0.003	0.791	C	0.799	C	0.008	No
2	Judge John Aiso Street/San Pedro	AM	0.414	A	0.415	A	0.001	0.559	A	0.559	A	0.000	No
	Street & 1st Street	PM	0.601	B	0.607	B	0.006	0.827	D	0.833	D	0.006	No
3	Central Avenue &	AM	0.316	A	0.320	A	0.004	0.363	A	0.367	A	0.004	No
	1st Street	PM	0.559	A	0.565	A	0.006	0.641	B	0.647	B	0.006	No
4	Alameda Street &	AM	0.534	A	0.536	A	0.002	0.608	B	0.611	B	0.003	No
	Temple Street	PM	0.622	B	0.626	B	0.004	0.780	C	0.784	C	0.004	No
5	Alameda Street &	AM	0.752	C	0.754	C	0.002	0.905	E	0.906	E	0.001	No
	1st Street	PM	0.665	B	0.670	B	0.005	0.852	D	0.856	D	0.004	No
6	Alameda Street &	AM	0.669	B	0.670	B	0.001	0.754	C	0.755	C	0.001	No
	2nd Street	PM	0.577	A	0.600	B	0.023	0.695	B	0.727	C	0.032	No
7	Alameda Street &	AM	0.746	C	0.746	C	0.000	0.889	D	0.889	D	0.000	No
	3rd Street/4th Place	PM	0.540	A	0.541	A	0.001	0.741	C	0.742	C	0.001	No
8	Alameda Street &	AM	0.322	A	0.325	A	0.003	0.435	A	0.438	A	0.003	No
	4th Street	PM	0.673	B	0.678	B	0.005	0.870	D	0.875	D	0.005	No
9	Vignes Street &	AM	0.448	A	0.457	A	0.009	0.639	B	0.651	B	0.012	No
	1st Street	PM	0.557	A	0.593	A	0.036	0.758	C	0.768	C	0.010	No
10	Mission Road &	AM	0.722	C	0.728	C	0.006	0.835	D	0.842	D	0.007	No
	1st Street	PM	0.696	B	0.711	C	0.015	0.862	D	0.877	D	0.015	No

Project Trip Generation Summary[1]

Land Use/Description	Size[2]	Average Weekday	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
PROPOSED USES								
Commercial								
Shopping Center (Public)	36.955 ksf	1,578	22	13	35	66	71	137
10% Internal Capture Adjustment[3]		(158)	(2)	(1)	(3)	(7)	(7)	(14)
Shopping Center With Internal Capture Adjustment Subtotal		1,420	20	12	32	59	64	123
15% Transit Adjustment[4]		(213)	(3)	(2)	(5)	(8)	(10)	(18)
Shopping Center With Transit Adjustment Subtotal		1,207	17	10	27	51	54	105
5% Walk Adjustment[5]		(60)	(1)	0	(1)	(2)	(3)	(5)
Shopping Center With Walk Adjustment Subtotal		1,147	16	10	26	49	51	100
50% Pass-By Adjustment[6]		(573)	(8)	(5)	(13)	(25)	(25)	(50)
Shopping Center Total		574	8	5	13	24	26	50
Specialty Retail (Private)	1.024 ksf	45	1	0	1	1	2	3
25% Internal Capture Adjustment[3]		(11)	0	0	0	0	(1)	(1)
Specialty Retail With Internal Capture Adjustment Subtotal		34	1	0	1	1	1	2
15% Transit Adjustment[4]		(5)	0	0	0	0	0	0
Specialty Retail With Transit Adjustment Subtotal		29	1	0	1	1	1	2
5% Walk Adjustment[5]		(1)	0	0	0	0	0	0
Specialty Retail With Walk Adjustment Subtotal		28	1	0	1	1	1	2
5% Pass-By Adjustment[6]		(1)	0	0	0	0	0	0
Specialty Retail Total		27	1	0	1	1	1	2
Event Space (Private)	8.157 ksf	734	6	1	7	41	20	61
Internal Capture Adjustment[3]		(256)	0	0	0	(11)	(6)	(17)
Event Space With Internal Capture Adjustment Subtotal		478	6	1	7	30	14	44
15% Transit Adjustment[4]		(72)	(1)	0	(1)	(5)	(2)	(7)
Event Space With Transit Adjustment Subtotal		406	5	1	6	25	12	37
5% Walk Adjustment[5]		(20)	0	0	0	(1)	(1)	(2)
Event Space Total		386	5	1	6	24	11	35
Drinking Place (Private)	10.784 ksf	1,469	7	6	13	81	41	122
25% Internal Capture Adjustment[3]		(367)	(2)	(1)	(3)	(20)	(10)	(30)
Drinking Place With Internal Capture Adjustment Subtotal		1,102	5	5	10	61	31	92
15% Transit Adjustment[4]		(165)	0	(1)	(1)	(9)	(5)	(14)
Drinking Place With Transit Adjustment Subtotal		937	5	4	9	52	26	78
5% Walk Adjustment[5]		(47)	0	0	0	(3)	(1)	(4)
Drinking Place With Walk Adjustment Subtotal		890	5	4	9	49	25	74
5% Pass-By Adjustment[6]		(44)	0	0	0	(3)	(1)	(4)
Drinking Place Total		846	5	4	9	46	24	70
General Office & Photo Studios (Private)	45.759 ksf	505	62	9	71	12	56	68
Internal Capture Adjustment[3]		(176)	(2)	(3)	(5)	(3)	(17)	(20)
General Office With Internal Capture Adjustment Subtotal		329	60	6	66	9	39	48
15% Transit Adjustment[4]		(49)	(9)	(1)	(10)	(1)	(6)	(7)
General Office With Transit Adjustment Subtotal		280	51	5	56	8	33	41
5% Walk Adjustment[5]		(14)	(3)	0	(3)	0	(2)	(2)
General Office Total		266	48	5	53	8	31	39
Health/Fitness Club (Private)	6.378 ksf	210	5	4	9	13	10	23
Internal Capture Adjustment[3]		(73)	0	(1)	(1)	(3)	(4)	(7)
Health/Fitness Club With Internal Capture Adjustment Subtotal		137	5	3	8	10	6	16
15% Transit Adjustment[4]		(21)	(1)	0	(1)	(1)	(1)	(2)
Health/Fitness Club With Transit Adjustment Subtotal		116	4	3	7	9	5	14
5% Walk Adjustment[5]		(6)	0	0	0	(1)	0	(1)
Health/Fitness Club With Walk Adjustment Subtotal		110	4	3	7	8	5	13
10% Pass-By Adjustment[6]		(11)	(1)	0	(1)	(1)	0	(1)
Health/Fitness Club Total		99	3	3	6	7	5	12
Movie Theater (Private)	49 st	86	0	0	0	2	1	3
Internal Capture Adjustment[3]		(30)	0	0	0	(1)	0	(1)
Movie Theater With Internal Capture Adjustment Subtotal		56	0	0	0	1	1	2
15% Transit Adjustment[4]		(8)	0	0	0	0	0	0
Movie Theater With Transit Adjustment Subtotal		48	0	0	0	1	1	2
5% Walk Adjustment[5]		(2)	0	0	0	0	0	0
Movie Theater Total		46	0	0	0	1	1	2
Proposed Project Driveway Trips (including Pass-By Trips)		**2,873**	**79**	**23**	**102**	**140**	**125**	**265**
Proposed Project Trips		**2,244**	**70**	**18**	**88**	**111**	**99**	**210**
EXISTING USES								
Residential								
Apartment	17 du	113	2	7	9	7	4	11
15% Transit Adjustment[3]		(17)	0	(1)	(1)	(1)	(1)	(2)
Apartment With Transit Adjustment Subtotal		96	2	6	8	6	3	9
5% Walk Adjustment[5]		(5)	0	0	0	0	0	0
Apartment Total		91	2	6	8	6	3	9
Existing Project Driveway Trips (including Pass-By Trips)		**91**	**2**	**6**	**8**	**6**	**3**	**9**
Existing Project Trips		**91**	**2**	**6**	**8**	**6**	**3**	**9**
Net Project Driveway Trips (including Pass-By Trips)		**2,782**	**77**	**17**	**94**	**134**	**122**	**256**
Net Project Trips		**2,153**	**68**	**12**	**80**	**105**	**96**	**201**

Notes:

1) ITE Trip Generation Manual (9th Edition, 2012) trip generation rates and equations for Land Use Codes 220 (Apartment), 443 (Movie Theater without Matinee), 492 (Health/Fitness Club), 710 (General Office Building), 820 (Shopping Center), 826 (Specialty Retail Center), 925 (Drinking Place), and 931 (Quality Restaurant).
2) du = Dwelling Units; st = Seats; ksf = Thousands of Square Feet of Gross Floor Area. The Gross Floor Area figures are slightly larger than those based on the Floor Area definition found in LAMC Sec. 12.03.
3) Internal capture assumed between commercial retail/restaurant uses (public shopping center, private specialty retail, private drinking place) and private club uses (office, event space, photo studios, health club, and screening room) based on 10 percent of public shopping center baseline trips and 25 percent of private specialty retail/drinking place baseline trips.
4) Consistent with current LADOT *Traffic Study Policies and Procedures* , a 15 percent transit adjustment has been assumed for all uses (given that the project is located within an approximate one-quarter mile walking distance of the Little Tokyo/Arts District transit station).
5) Given the Project location within the Arts District of Downtown, with a variety of residential, commercial, and industrial uses within walking distance, a 5 percent walk adjustment has been applied for all proposed and existing uses.
6) Based on Attachment I of the current LADOT *Traffic Study Policies and Procedures* , appropriate pass-by trip adjustments have been applied to the Shopping Center, Specialty Retail, and Health Club land use categories. Given that not all land uses are included in Attachment I, the pass-by discount rate for Drinking Place was assumed to be the same as that for Quality Restaurant. In order to provide a more conservative analysis, only half of the approved LADOT pass-by rates have been applied to the private membership club uses: Specialty Retail, Drinking Place, and Health/Fitness Club.

ATTACHMENT 3

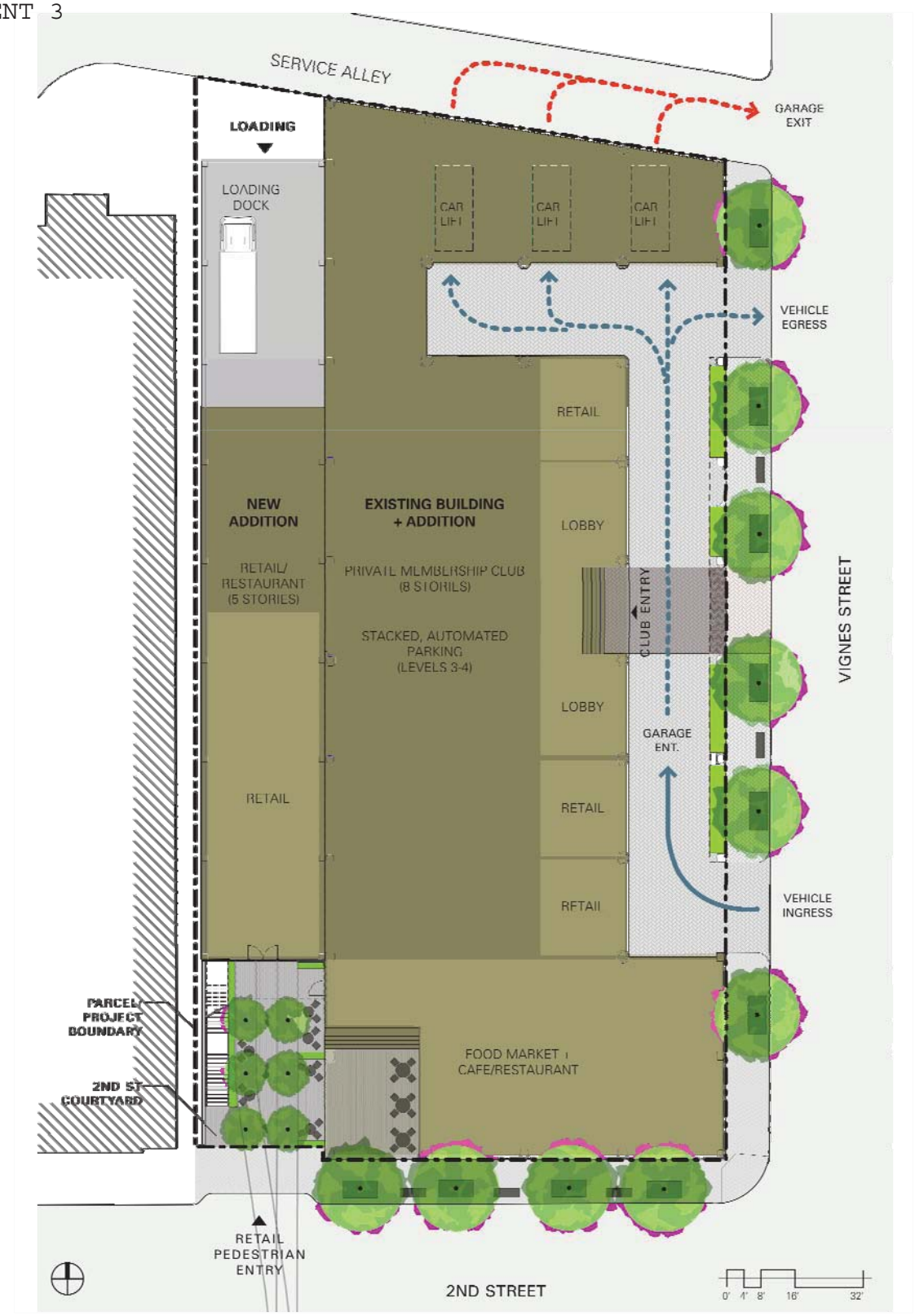

FIGURE 2

4/19/2016

FN:\SecondSt(929)MixedUse\2016-03\SITEPLAN

CONCEPTUAL PROJECT SITE PLAN

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
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ATTACHMENT B
LADOT ATTACHMENT D: PLAN CONSISTENCY WORKSHEET

LADOT

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

> ***Threshold T-1***: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in **bold text** ((i.e. ☐ **Yes** or ☐ **No**), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

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

☐ Yes ☐ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

☐ Yes ☐ No

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

☐ Yes ☐ No

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

LADOT

Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 2.1 *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 Policy 2.3 *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? ☐ Yes ☒ No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. ☐ Yes ☐ No ☒ N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

☐ Yes ☐ No ☒ N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?

☐ **Yes** ☐ **No** ☒ N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Frontage 1 Existing PROW'/Curb' : Existing
60'/40' Required 66'/40' Proposed 66'/40'

Frontage 2 Existing PROW'/Curb' : Existing
60'/40/ Required 66'/40' Proposed 66'/40'

Frontage 3 Existing PROW'/Curb' : Existing
_____ Required _____ Proposed _____

Frontage 4 Existing PROW'/Curb' : Existing
_____ Required _____ Proposed _____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[1]

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.1 *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 Policy 2.3 *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Policy 2.10 *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

B.1 Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of physical changes to the public right-of-way include:

[1] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking
- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

☐ **Yes** ▣ No

B.2 Driveway Access

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.10 *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

Mobility Plan 2035 Program PL.1. Driveway Access. *Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.*

Citywide Design Guidelines - Guideline 2*: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*

Site Planning Best Practices:

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
- *Minimize both the number of driveway entrances and overall driveway widths.*
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
- *Orient vehicular access as far from street intersections as possible.*
- *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
- *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or
- the total number of new driveways exceeds 1 driveway per every 200 feet[2] along on the Avenue or Boulevard frontage, or

[2] for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.

- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or
- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

☐ **Yes** ▣ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[3]

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

☐ **Yes** ☐ No ▣ N/A

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

☐ **Yes** ☐ No ▣ N/A

[3] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

> ***Mobility Plan Policy 3.9*** *Increased Network Access: Discourage the vacation of public rights-of-way.*

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

☐ Yes ▣ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

☐ Yes ☐ **No** ▣ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 3.10*** *Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.*

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

☐ Yes ▣ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

☐ Yes ☐ **No** ▣ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 3.8*** *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*

Mobility Plan 2035 Policy 4.8 *– Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*

Mobility Plan 2035 Policy 4.13 *– Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount[4] as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

□ Yes ▣ No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

□ Yes ▣ **No** ▣ N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

▣ Yes ▣ **No**

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

▣ Yes □ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

▣ Yes ▣ **No** □ N/A

[4] The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in **Section 2.2.3** of the TAG?

▣ Yes ☐ No

E.2 If the Answer to **E.1 is YES**, does the Project or Plan result in a significant VMT impact?

☐ **Yes** ▣ No ☐ N/A

E.3 If the Answer to **E.1 is NO**, does the Project result in a net increase in VMT?

☐ **Yes** ☐ No ▣ N/A

If the Answer to **E.2 or E.3 is NO**, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to **E.2 or E.3 is YES**, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult **Section 2.2.4** of the Transportation Assessment Guidelines (TAG). **Section 2.2.4** provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

References

BOE Street Standard Dimensions S-470-1
http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP Citywide Design Guidelines.
https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

LADOT Transportation Assessment Support Map https://arcg.is/fubbD

Mobility Plan 2035
https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, https://www.connectsocal.org/Pages/default.aspx

CITY PLAN, POLICIES AND GUIDELINES

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

ATTACHMENT C
VMT CALCULATOR OUTPUT REPORTS

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

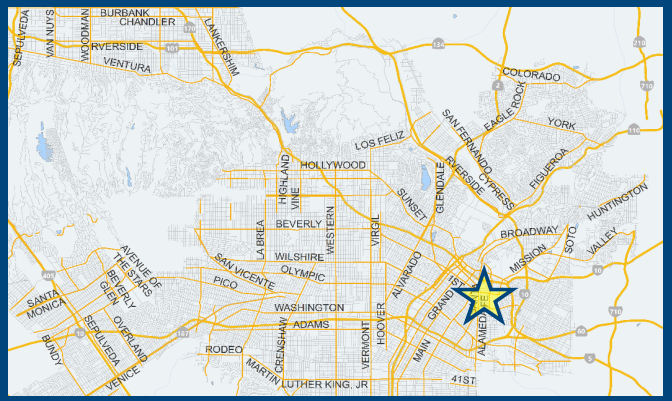
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 929 E Second Street Project

Scenario: With Project

Address: 929 E 2ND 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 station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office		ksf
Retail | High-Turnover Sit-Down Restaurant	20.135	ksf
Retail | Quality Restaurant	28.688	ksf
Retail | Movie Theater	188	Seats
Office | General Office	105.204	ksf

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

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	4,557 Daily Vehicle Trips
0 Daily VMT	30,125 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	4,557 Net Daily Trips
The net increase in daily VMT ≤ 0	30,125 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	236.823 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

8/17/2022

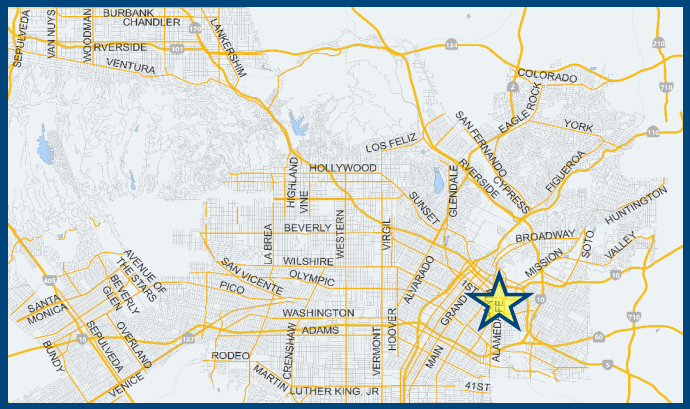
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 929 E Second Street Project

Scenario: With Project

Address: 929 E 2ND ST, 90012



Proposed Project Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	20.135	
Retail | Quality Restaurant	28.688	
Retail | Movie Theater	188	
Office | General Office	105.20	

TDM Strategies

Select each section to show individual strategies

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

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

A Parking

Reduce Parking Supply
☑ Proposed Prj ☐ Mitigation
364 city code parking provision for the project site
270 actual parking provision for the project site

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

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

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
3,963 Daily Vehicle Trips	**3,963** Daily Vehicle Trips
26,195 Daily VMT	**26,195** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
7.0 Work VMT per Employee	**7.0** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

8/17/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 17, 2022
Project Name: 929 E Second Street Project
Project Scenario: With Project
Project Address: 929 E 2ND ST, 90012

Version 1.3

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	20.135	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	28.688	ksf
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	188	Seats
Office	General Office	105.204	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*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 17, 2022
Project Name: 929 E Second Street Project
Project Scenario: With Project
Project Address: 929 E 2ND ST, 90012

Version 1.3

Analysis Results

Total Employees: 620
Total Population: 0

Proposed Project		*With Mitigation*	
3,963	**Daily Vehicle Trips**	**3,963**	**Daily Vehicle Trips**
26,195	**Daily VMT**	**26,195**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
7	**Work VMT per Employee**	**7**	**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	No	Work > 7.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: August 17, 2022
Project Name: 929 E Second Street Project
Project Scenario: With Project
Project Address: 929 E 2ND ST, 90012

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	364	364
		Actual parking provision (spaces)	270	270
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: August 17, 2022
Project Name: 929 E Second Street Project
Project Scenario: With Project
Project Address: 929 E 2ND ST, 90012

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

		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%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*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%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: August 17, 2022
Project Name: 929 E Second Street Project
Project Scenario: With Project
Project Address: 929 E 2ND 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	0	0.0%	0	6.2	0	0
Home Based Other Production	0	0.0%	0	4.6	0	0
Non-Home Based Other Production	1,281	-7.2%	1,189	7.3	9,351	8,680
Home-Based Work Attraction	899	-25.9%	666	7.5	6,743	4,995
Home-Based Other Attraction	2,972	-49.1%	1,513	6.0	17,832	9,078
Non-Home Based Other Attraction	1,281	-7.2%	1,189	6.2	7,942	7,372

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.0%	0	0	-13.0%	0	0
Home Based Other Production	-13.0%	0	0	-13.0%	0	0
Non-Home Based Other Production	-13.0%	1,034	7,548	-13.0%	1,034	7,548
Home-Based Work Attraction	-13.0%	579	4,343	-13.0%	579	4,343
Home-Based Other Attraction	-13.0%	1,316	7,894	-13.0%	1,316	7,894
Non-Home Based Other Attraction	-13.0%	1,034	6,410	-13.0%	1,034	6,410

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 620
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**4,343**	**4,343**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**7.0**	**7.0**

ATTACHMENT D
NCHRP REPORT 684: INTERNAL TRIP CAPTURE ESTIMATION TOOL WORKSHEETS

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	929 E. Second Street	**Organization:**	KOA Corporation
Project Location:	929 E. 2nd Street, Los Angeles	**Performed By:**	DBH
Scenario Description:	Proposed Project	**Date:**	23-Jun-22
Analysis Year:	2025	**Checked By:**	RJK
Analysis Period:	**AM Street Peak Hour**	**Date:**	7/2/2022

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	105,204	sf	160	141	19
Retail				0		
Restaurant	931, 932	48,823	sf	214	123	91
Cinema/Entertainment	445	188	st	0	0	0
Residential				0		
Hotel				0		
All Other Land Uses[2]				0		
				374	264	110

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.58	6%	18%	1.58	6%	18%
Retail						
Restaurant	1.58	6%	18%	1.58	6%	18%
Cinema/Entertainment	1.58	6%	18%	1.58	6%	18%
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	19	0	0	0
Retail	0		0	0	0	0
Restaurant	31	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	591	417	174
Internal Capture Percentage	17%	12%	29%
External Vehicle-Trips[5]	235	176	59
External Transit-Trips[6]	31	23	8
External Non-Motorized Trips[6]	89	67	22

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	14%	63%
Retail	N/A	N/A
Restaurant	10%	22%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	929 E. Second Street
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.58	141	223	1.58	19	30
Retail	1.00	0	0	1.00	0	0
Restaurant	1.58	123	194	1.58	91	144
Cinema/Entertainment	1.58	0	0	1.58	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		8	19	0	0	0
Retail	0		0	0	0	0
Restaurant	45	20		0	6	4
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	45	0	0	0
Retail	9		97	0	0	0
Restaurant	31	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	7	0	39	0		0
Hotel	7	0	12	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	31	192	223	92	12	35
Retail	0	0	0	0	0	0
Restaurant	19	175	194	84	11	32
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	19	11	30	5	1	2
Retail	0	0	0	0	0	0
Restaurant	31	113	144	54	7	20
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	929 E. Second Street	**Organization:**	KOA Corporation
Project Location:	929 E. 2nd Street, Los Angeles	**Performed By:**	DBH
Scenario Description:	Proposed Project	**Date:**	23-Jun-22
Analysis Year:	2025	**Checked By:**	RJK
Analysis Period:	**PM Street Peak Hour**	**Date:**	7/2/2022

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	105,204	sf	151	26	125
Retail				0		
Restaurant	931, 932	48,823	sf	406	261	145
Cinema/Entertainment	445	188	st	15	7	8
Residential				0		
Hotel				0		
All Other Land Uses[2]				0		
				572	294	278

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.58	6%	18%	1.58	6%	18%
Retail						
Restaurant	1.58	6%	18%	1.58	6%	18%
Cinema/Entertainment	1.58	6%	18%	1.58	6%	18%
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	8	0	0	0
Retail	0		0	0	0	0
Restaurant	7	0		4	0	0
Cinema/Entertainment	0	0	4		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	904	464	440
Internal Capture Percentage	5%	5%	5%
External Vehicle-Trips[5]	413	212	201
External Transit-Trips[6]	51	26	25
External Non-Motorized Trips[6]	154	79	75

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	17%	4%
Retail	N/A	N/A
Restaurant	3%	5%
Cinema/Entertainment	36%	31%
Residential	N/A	N/A
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	929 E. Second Street
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.58	26	41	1.58	125	198
Retail	1.00	0	0	1.00	0	0
Restaurant	1.58	261	412	1.58	145	229
Cinema/Entertainment	1.58	7	11	1.58	8	13
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		40	8	0	4	0
Retail	0		0	0	0	0
Restaurant	7	94		18	41	16
Cinema/Entertainment	0	3	4		1	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	8	0	0	0
Retail	13		119	3	0	0
Restaurant	12	0		4	0	0
Cinema/Entertainment	2	0	12		0	0
Residential	23	0	58	0		0
Hotel	0	0	21	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	7	34	41	16	2	6
Retail	0	0	0	0	0	0
Restaurant	12	400	412	192	24	72
Cinema/Entertainment	4	7	11	4	0	1
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	8	190	198	92	11	34
Retail	0	0	0	0	0	0
Restaurant	11	218	229	105	13	39
Cinema/Entertainment	4	9	13	4	1	2
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	42.0%
	To Restaurant	20.0%	21.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	10.0%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	14.0%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%

ATTACHMENT E
TRAFFIC COUNT DATA SHEETS

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Los Angeles
N/S: Alameda Street
E/W: East 2nd Street
Weather: Clear

File Name : 01_LAC_Ala_2nd AM
Site Code : 04122514
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

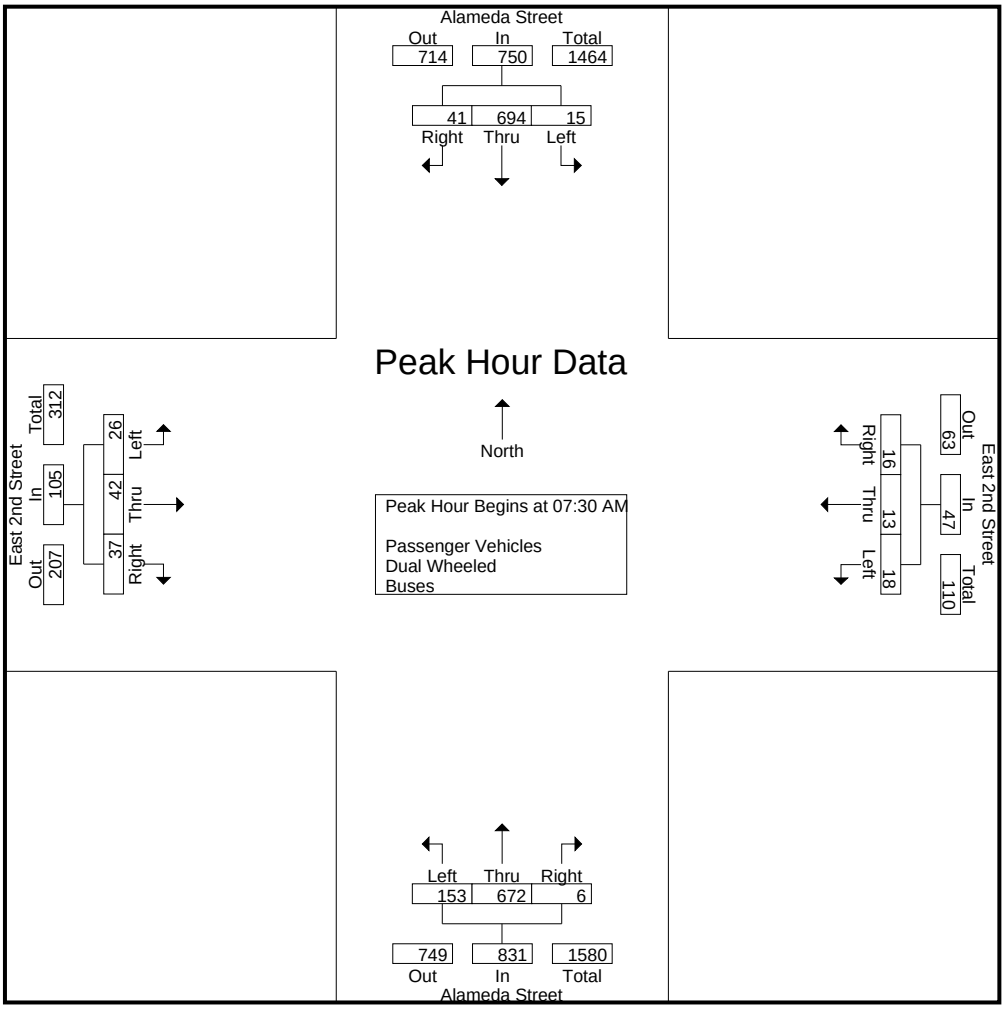
	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	137	6	143	2	2	2	6	27	200	4	231	9	8	4	21	401
07:15 AM	1	133	6	140	4	1	1	6	31	190	4	225	7	8	11	26	397
07:30 AM	4	161	11	176	7	5	4	16	32	176	2	210	9	11	16	36	438
07:45 AM	5	181	11	197	6	2	8	16	44	142	0	186	3	8	8	19	418
Total	10	612	34	656	19	10	15	44	134	708	10	852	28	35	39	102	1654
08:00 AM	4	158	6	168	1	4	0	5	42	193	4	239	6	8	6	20	432
08:15 AM	2	194	13	209	4	2	4	10	35	161	0	196	8	15	7	30	445
08:30 AM	3	170	10	183	0	2	0	2	30	177	3	210	8	13	15	36	431
08:45 AM	0	148	8	156	2	1	4	7	21	136	3	160	4	5	18	27	350
Total	9	670	37	716	7	9	8	24	128	667	10	805	26	41	46	113	1658
09:00 AM	0	190	14	204	1	1	3	5	27	139	0	166	15	0	11	26	401
09:15 AM	0	168	12	180	1	1	2	4	24	162	1	187	9	0	26	35	406
09:30 AM	1	158	15	174	1	2	4	7	23	166	1	190	15	0	20	35	406
09:45 AM	0	166	9	175	2	0	3	5	24	142	0	166	11	0	19	30	376
Total	1	682	50	733	5	4	12	21	98	609	2	709	50	0	76	126	1589
Grand Total	20	1964	121	2105	31	23	35	89	360	1984	22	2366	104	76	161	341	4901
Apprch %	1	93.3	5.7		34.8	25.8	39.3		15.2	83.9	0.9		30.5	22.3	47.2		
Total %	0.4	40.1	2.5	43	0.6	0.5	0.7	1.8	7.3	40.5	0.4	48.3	2.1	1.6	3.3	7	
Passenger Vehicles	20	1834	113	1967	31	23	35	89	340	1765	21	2126	99	70	154	323	4505
% Passenger Vehicles	100	93.4	93.4	93.4	100	100	100	100	94.4	89	95.5	89.9	95.2	92.1	95.7	94.7	91.9
Dual Wheeled	0	125	8	133	0	0	0	0	20	208	1	229	5	5	6	16	378
% Dual Wheeled	0	6.4	6.6	6.3	0	0	0	0	5.6	10.5	4.5	9.7	4.8	6.6	3.7	4.7	7.7
Buses	0	5	0	5	0	0	0	0	0	11	0	11	0	1	1	2	18
% Buses	0	0.3	0	0.2	0	0	0	0	0	0.6	0	0.5	0	1.3	0.6	0.6	0.4

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	4	161	11	176	**7**	**5**	4	**16**	32	176	2	210	**9**	11	**16**	**36**	438
07:45 AM	**5**	181	11	197	6	2	**8**	16	**44**	142	0	186	3	8	8	19	418
08:00 AM	4	158	6	168	1	4	0	5	42	**193**	**4**	**239**	6	8	6	20	432
08:15 AM	2	**194**	**13**	**209**	4	2	4	10	35	161	0	196	8	**15**	7	30	**445**
Total Volume	15	694	41	750	18	13	16	47	153	672	6	831	26	42	37	105	1733
% App. Total	2	92.5	5.5		38.3	27.7	34		18.4	80.9	0.7		24.8	40	35.2		
PHF	.750	.894	.788	.897	.643	.650	.500	.734	.869	.870	.375	.869	.722	.700	.578	.729	.974

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Los Angeles
N/S: Alameda Street
E/W: East 2nd Street
Weather: Clear

File Name : 01_LAC_Ala_2nd AM
Site Code : 04122514
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				07:15 AM				09:00 AM			
+0 mins.	**5**	181	11	197	**7**	**5**	4	**16**	31	190	**4**	225	**15**	0	11	26
+15 mins.	4	158	6	168	6	2	**8**	16	32	176	2	210	9	0	**26**	**35**
+30 mins.	2	**194**	**13**	**209**	1	4	0	5	**44**	142	0	186	15	0	20	35
+45 mins.	3	170	10	183	4	2	4	10	42	**193**	4	**239**	11	0	19	30
Total Volume	14	703	40	757	18	13	16	47	149	701	10	860	50	0	76	126
% App. Total	1.8	92.9	5.3		38.3	27.7	34		17.3	81.5	1.2		39.7	0	60.3	
PHF	.700	.906	.769	.906	.643	.650	.500	.734	.847	.908	.625	.900	.833	.000	.731	.900

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Los Angeles
N/S: Alameda Street
E/W: East 2nd Street
Weather: Clear

File Name : 01_LAC_Ala_2nd AM
Site Code : 04122514
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	124	5	129	2	2	2	6	26	168	4	198	9	6	4	19	352
07:15 AM	1	124	6	131	4	1	1	6	29	173	4	206	7	7	10	24	367
07:30 AM	4	149	11	164	7	5	4	16	32	156	2	190	9	11	16	36	406
07:45 AM	5	172	11	188	6	2	8	16	43	122	0	165	3	8	8	19	388
Total	10	569	33	612	19	10	15	44	130	619	10	759	28	32	38	98	1513
08:00 AM	4	145	5	154	1	4	0	5	40	177	3	220	5	6	5	16	395
08:15 AM	2	182	13	197	4	2	4	10	33	138	0	171	8	14	7	29	407
08:30 AM	3	160	9	172	0	2	0	2	29	160	3	192	8	13	15	36	402
08:45 AM	0	140	8	148	2	1	4	7	20	117	3	140	4	5	18	27	322
Total	9	627	35	671	7	9	8	24	122	592	9	723	25	38	45	108	1526
09:00 AM	0	176	13	189	1	1	3	5	26	121	0	147	13	0	11	24	365
09:15 AM	0	158	12	170	1	1	2	4	22	149	1	172	9	0	23	32	378
09:30 AM	1	150	12	163	1	2	4	7	21	151	1	173	14	0	19	33	376
09:45 AM	0	154	8	162	2	0	3	5	19	133	0	152	10	0	18	28	347
Total	1	638	45	684	5	4	12	21	88	554	2	644	46	0	71	117	1466
Grand Total	20	1834	113	1967	31	23	35	89	340	1765	21	2126	99	70	154	323	4505
Apprch %	1	93.2	5.7		34.8	25.8	39.3		16	83	1		30.7	21.7	47.7		
Total %	0.4	40.7	2.5	43.7	0.7	0.5	0.8	2	7.5	39.2	0.5	47.2	2.2	1.6	3.4	7.2	

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	4	149	11	164	**7**	**5**	4	**16**	32	156	2	190	**9**	11	**16**	**36**	406
07:45 AM	**5**	172	11	188	6	2	**8**	16	**43**	122	0	165	3	8	8	19	388
08:00 AM	4	145	5	154	1	4	0	5	40	**177**	**3**	**220**	5	6	5	16	395
08:15 AM	2	**182**	**13**	**197**	4	2	4	10	33	138	0	171	8	**14**	7	29	**407**
Total Volume	15	648	40	703	18	13	16	47	148	593	5	746	25	39	36	100	1596
% App. Total	2.1	92.2	5.7		38.3	27.7	34		19.8	79.5	0.7		25	39	36		
PHF	.750	.890	.769	.892	.643	.650	.500	.734	.860	.838	.417	.848	.694	.696	.563	.694	.980

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Site Code : 04122514
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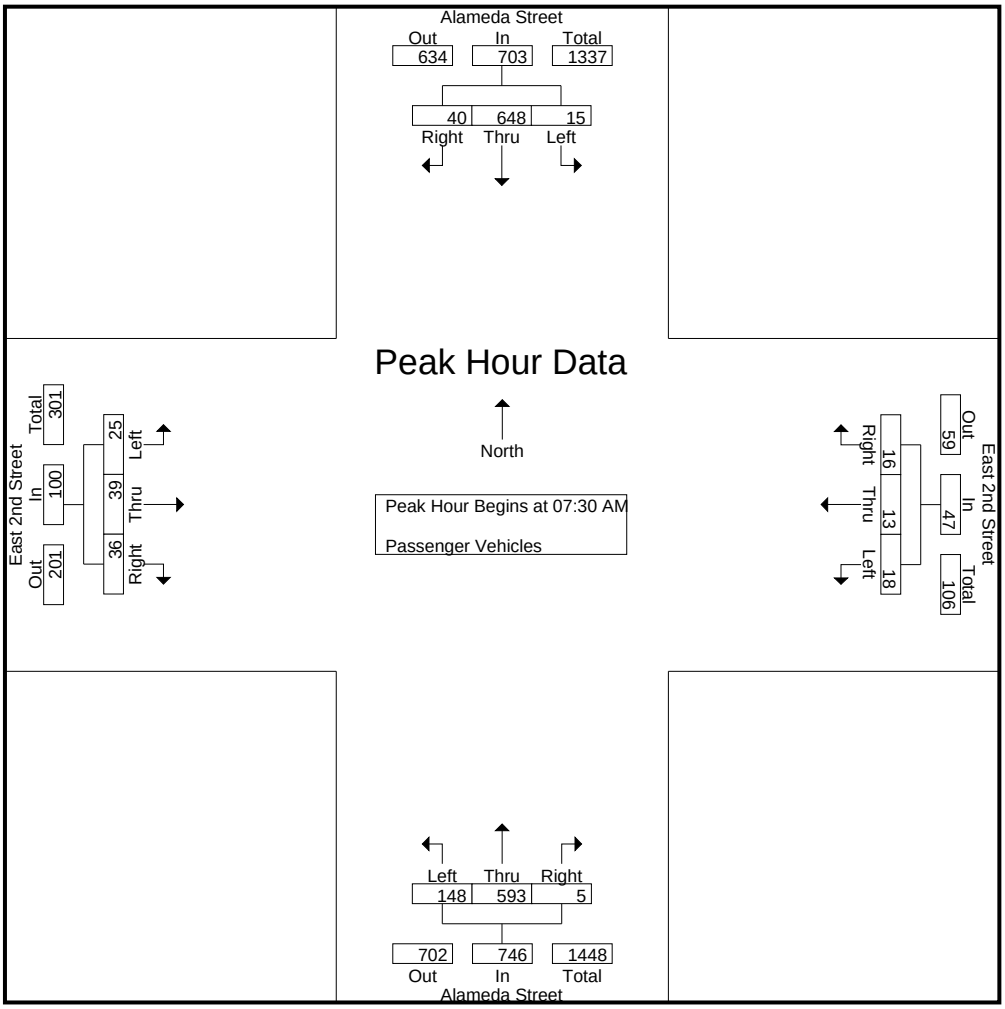

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	4	149	11	164	**7**	**5**	4	**16**	32	156	2	190	**9**	11	**16**	**36**
+15 mins.	**5**	172	11	188	6	2	**8**	16	**43**	122	0	165	3	8	8	19
+30 mins.	4	145	5	154	1	4	0	5	40	**177**	**3**	**220**	5	6	5	16
+45 mins.	2	**182**	**13**	**197**	4	2	4	10	33	138	0	171	8	**14**	7	29
Total Volume	15	648	40	703	18	13	16	47	148	593	5	746	25	39	36	100
% App. Total	2.1	92.2	5.7		38.3	27.7	34		19.8	79.5	0.7		25	39	36	
PHF	.750	.890	.769	.892	.643	.650	.500	.734	.860	.838	.417	.848	.694	.696	.563	.694

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Groups Printed- Dual Wheeled

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	13	1	14	0	0	0	0	1	32	0	33	0	2	0	2	49
07:15 AM	0	9	0	9	0	0	0	0	2	17	0	19	0	1	0	1	29
07:30 AM	0	12	0	12	0	0	0	0	0	17	0	17	0	0	0	0	29
07:45 AM	0	9	0	9	0	0	0	0	1	20	0	21	0	0	0	0	30
Total	0	43	1	44	0	0	0	0	4	86	0	90	0	3	0	3	137
08:00 AM	0	12	1	13	0	0	0	0	2	15	1	18	1	2	1	4	35
08:15 AM	0	11	0	11	0	0	0	0	2	21	0	23	0	0	0	0	34
08:30 AM	0	9	1	10	0	0	0	0	1	14	0	15	0	0	0	0	25
08:45 AM	0	8	0	8	0	0	0	0	1	19	0	20	0	0	0	0	28
Total	0	40	2	42	0	0	0	0	6	69	1	76	1	2	1	4	122
09:00 AM	0	12	1	13	0	0	0	0	1	18	0	19	2	0	0	2	34
09:15 AM	0	10	0	10	0	0	0	0	2	12	0	14	0	0	3	3	27
09:30 AM	0	8	3	11	0	0	0	0	2	14	0	16	1	0	1	2	29
09:45 AM	0	12	1	13	0	0	0	0	5	9	0	14	1	0	1	2	29
Total	0	42	5	47	0	0	0	0	10	53	0	63	4	0	5	9	119
Grand Total	0	125	8	133	0	0	0	0	20	208	1	229	5	5	6	16	378
Apprch %	0	94	6		0	0	0		8.7	90.8	0.4		31.2	31.2	37.5		
Total %	0	33.1	2.1	35.2	0	0	0	0	5.3	55	0.3	60.6	1.3	1.3	1.6	4.2	

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**12**	0	12	0	0	0	0	0	17	0	17	0	0	0	0	29
07:45 AM	0	9	0	9	0	0	0	0	1	20	0	21	0	0	0	0	30
08:00 AM	0	12	**1**	**13**	0	0	0	0	**2**	15	**1**	18	**1**	**2**	**1**	**4**	**35**
08:15 AM	0	11	0	11	0	0	0	0	2	**21**	0	**23**	0	0	0	0	34
Total Volume	0	44	1	45	0	0	0	0	5	73	1	79	1	2	1	4	128
% App. Total	0	97.8	2.2		0	0	0		6.3	92.4	1.3		25	50	25		
PHF	.000	.917	.250	.865	.000	.000	.000	.000	.625	.869	.250	.859	.250	.250	.250	.250	.914

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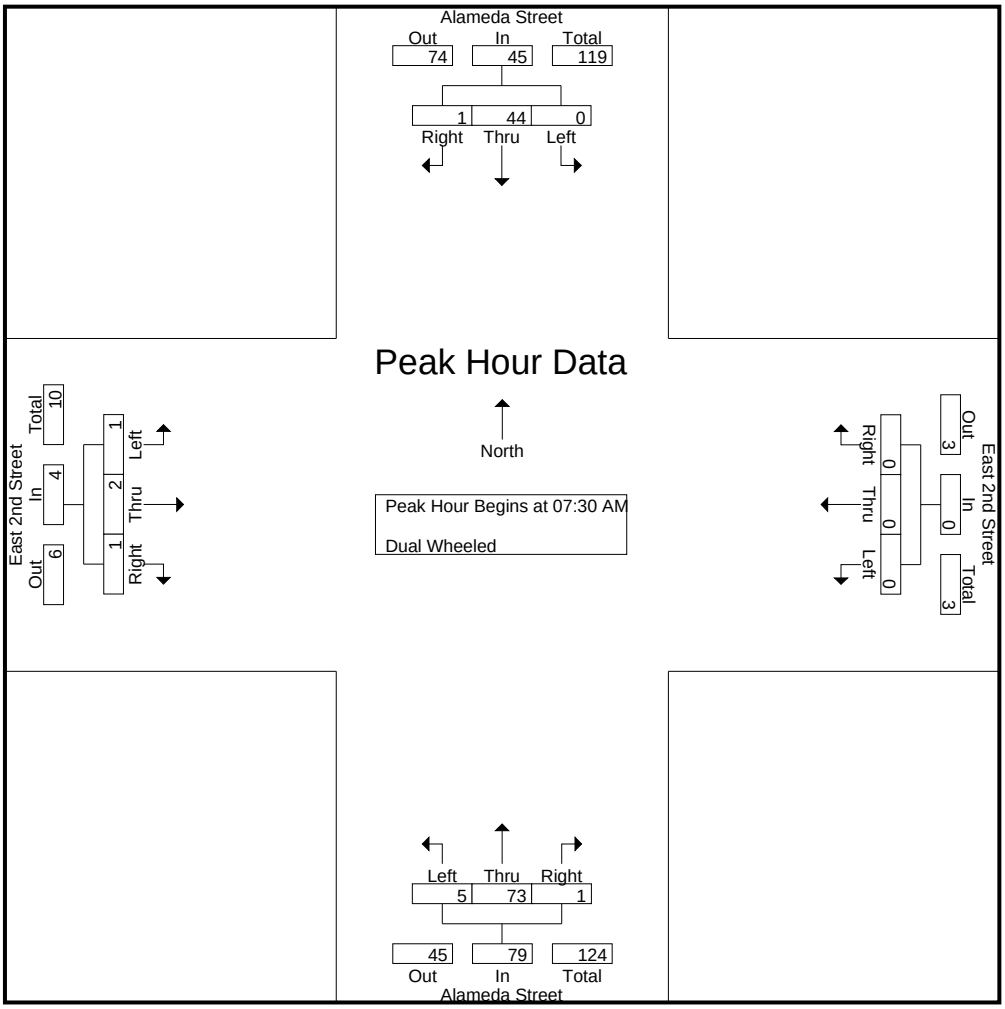

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**12**	0	12	0	0	0	0	0	17	0	17	0	0	0	0
+15 mins.	0	9	0	9	0	0	0	0	1	20	0	21	0	0	0	0
+30 mins.	0	12	**1**	**13**	0	0	0	0	**2**	15	**1**	18	**1**	**2**	**1**	**4**
+45 mins.	0	11	0	11	0	0	0	0	2	**21**	0	**23**	0	0	0	0
Total Volume	0	44	1	45	0	0	0	0	5	73	1	79	1	2	1	4
% App. Total	0	97.8	2.2		0	0	0		6.3	92.4	1.3		25	50	25	
PHF	.000	.917	.250	.865	.000	.000	.000	.000	.625	.869	.250	.859	.250	.250	.250	.250

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Groups Printed- Buses

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	3	0	3	0	0	1	1	4
08:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	1	0	1	4
08:30 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	0	0	0	0	0	6	0	6	0	1	0	1	10
09:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Grand Total	0	5	0	5	0	0	0	0	0	11	0	11	0	1	1	2	18
Apprch %	0	100	0		0	0	0		0	100	0		0	50	50		
Total %	0	27.8	0	27.8	0	0	0	0	0	61.1	0	61.1	0	5.6	5.6	11.1	

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	2
08:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	**1**	0	**1**	**4**
Total Volume	0	2	0	2	0	0	0	0	0	6	0	6	0	1	0	1	9
% App. Total	0	100	0		0	0	0		0	100	0		0	100	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250	.563

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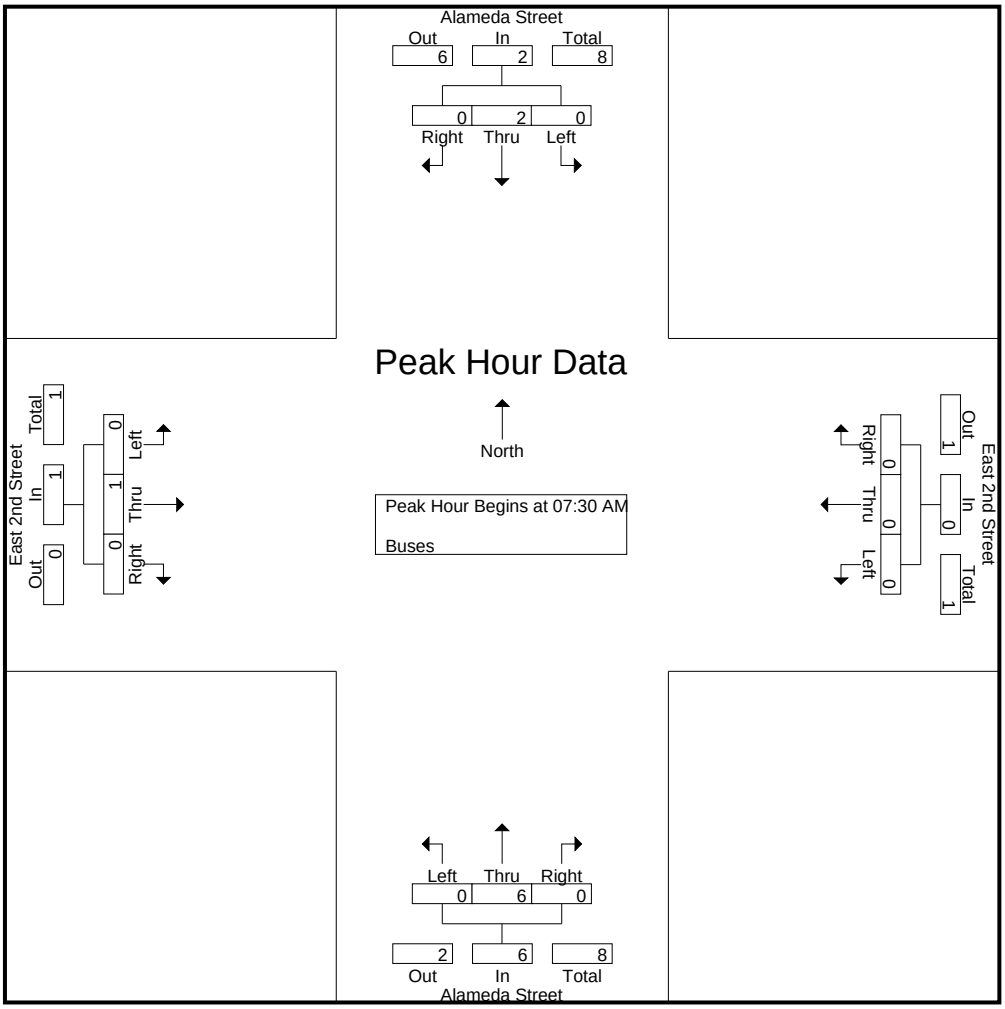

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	**1**	0	**1**
Total Volume	0	2	0	2	0	0	0	0	0	6	0	6	0	1	0	1
% App. Total	0	100	0		0	0	0		0	100	0		0	100	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250

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File Name : 01_LAC_Ala_2nd PM
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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	7	131	11	149	1	2	3	6	17	117	3	137	20	22	24	66	358
03:15 PM	3	144	9	156	0	1	0	1	34	144	8	186	22	18	26	66	409
03:30 PM	4	153	6	163	1	0	2	3	25	114	4	143	13	30	18	61	370
03:45 PM	5	176	10	191	0	2	1	3	30	106	3	139	16	16	23	55	388
Total	19	604	36	659	2	5	6	13	106	481	18	605	71	86	91	248	1525
04:00 PM	6	147	11	164	0	2	1	3	42	97	12	151	19	30	23	72	390
04:15 PM	6	135	12	153	1	1	1	3	31	108	4	143	15	23	21	59	358
04:30 PM	5	146	18	169	0	2	2	4	42	127	15	184	20	26	31	77	434
04:45 PM	6	140	12	158	2	1	0	3	43	112	12	167	14	26	24	64	392
Total	23	568	53	644	3	6	4	13	158	444	43	645	68	105	99	272	1574
05:00 PM	6	131	12	149	3	0	0	3	37	132	15	184	18	32	22	72	408
05:15 PM	7	142	14	163	1	2	1	4	46	133	15	194	25	46	24	95	456
05:30 PM	14	131	14	159	0	0	0	0	48	140	12	200	19	28	21	68	427
05:45 PM	9	128	15	152	0	2	1	3	49	118	22	189	22	35	20	77	421
Total	36	532	55	623	4	4	2	10	180	523	64	767	84	141	87	312	1712
Grand Total	78	1704	144	1926	9	15	12	36	444	1448	125	2017	223	332	277	832	4811
Apprch %	4	88.5	7.5		25	41.7	33.3		22	71.8	6.2		26.8	39.9	33.3		
Total %	1.6	35.4	3	40	0.2	0.3	0.2	0.7	9.2	30.1	2.6	41.9	4.6	6.9	5.8	17.3	
Passenger Vehicles	78	1628	140	1846	9	15	12	36	435	1389	125	1949	216	323	271	810	4641
% Passenger Vehicles	100	95.5	97.2	95.8	100	100	100	100	98	95.9	100	96.6	96.9	97.3	97.8	97.4	96.5
Dual Wheeled	0	63	4	67	0	0	0	0	8	47	0	55	5	9	6	20	142
% Dual Wheeled	0	3.7	2.8	3.5	0	0	0	0	1.8	3.2	0	2.7	2.2	2.7	2.2	2.4	3
Buses	0	13	0	13	0	0	0	0	1	12	0	13	2	0	0	2	28
% Buses	0	0.8	0	0.7	0	0	0	0	0.2	0.8	0	0.6	0.9	0	0	0.2	0.6

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	131	12	149	**3**	0	0	3	37	132	15	184	18	32	22	72	408
05:15 PM	7	**142**	14	**163**	1	**2**	**1**	**4**	46	133	15	194	**25**	**46**	**24**	**95**	**456**
05:30 PM	**14**	131	14	159	0	0	0	0	48	**140**	12	**200**	19	28	21	68	427
05:45 PM	9	128	**15**	152	0	2	1	3	**49**	118	**22**	189	22	35	20	77	421
Total Volume	36	532	55	623	4	4	2	10	180	523	64	767	84	141	87	312	1712
% App. Total	5.8	85.4	8.8		40	40	20		23.5	68.2	8.3		26.9	45.2	27.9		
PHF	.643	.937	.917	.956	.333	.500	.500	.625	.918	.934	.727	.959	.840	.766	.906	.821	.939

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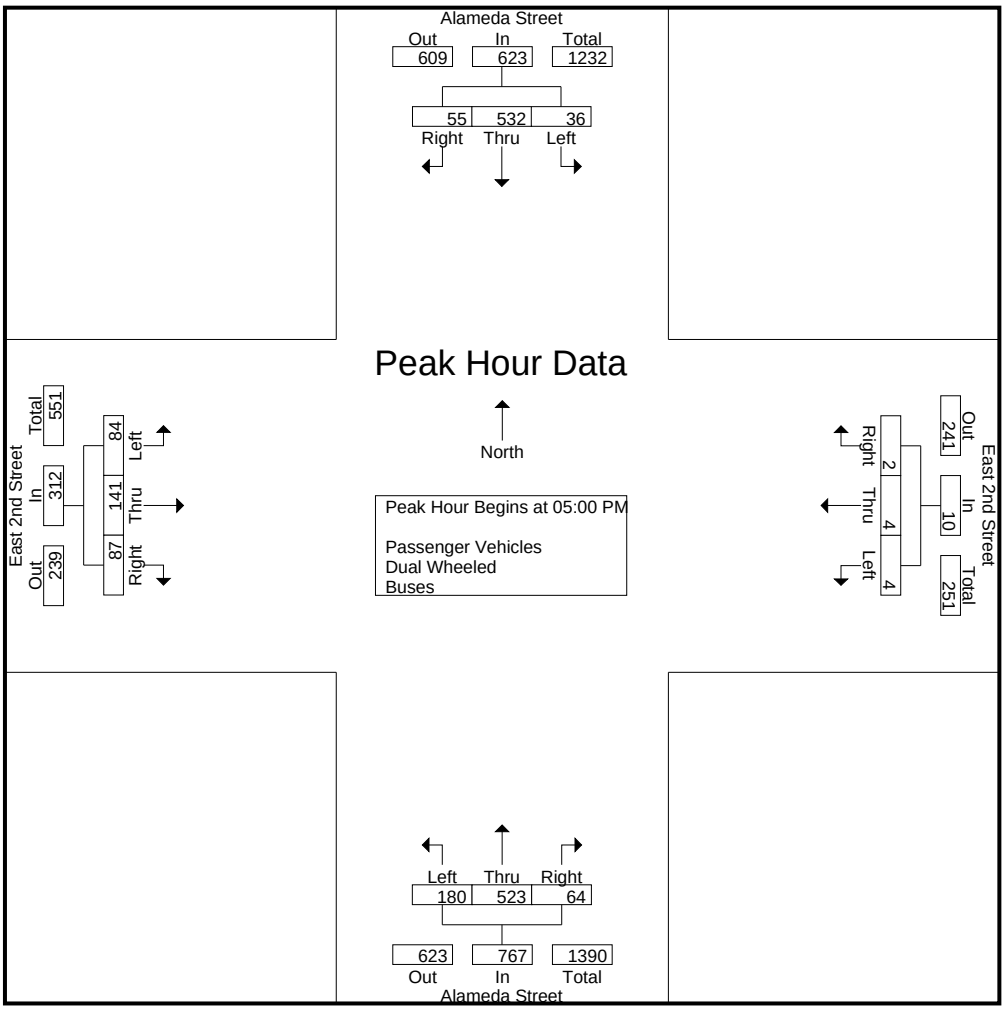

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:45 PM				04:30 PM				05:00 PM				05:00 PM			
+0 mins.	5	**176**	10	**191**	0	**2**	**2**	**4**	37	132	15	184	18	32	22	72
+15 mins.	**6**	147	11	164	2	1	0	3	46	133	15	194	**25**	**46**	**24**	**95**
+30 mins.	6	135	12	153	**3**	0	0	3	48	**140**	12	**200**	19	28	21	68
+45 mins.	5	146	**18**	169	1	2	1	4	**49**	118	**22**	189	22	35	20	77
Total Volume	22	604	51	677	6	5	3	14	180	523	64	767	84	141	87	312
% App. Total	3.2	89.2	7.5		42.9	35.7	21.4		23.5	68.2	8.3		26.9	45.2	27.9	
PHF	.917	.858	.708	.886	.500	.625	.375	.875	.918	.934	.727	.959	.840	.766	.906	.821

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Groups Printed- Passenger Vehicles

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	7	124	9	140	1	2	3	6	15	113	3	131	20	22	23	65	342
03:15 PM	3	136	9	148	0	1	0	1	33	135	8	176	21	17	26	64	389
03:30 PM	4	146	6	156	1	0	2	3	24	102	4	130	13	30	17	60	349
03:45 PM	5	165	10	180	0	2	1	3	30	102	3	135	14	13	23	50	368
Total	19	571	34	624	2	5	6	13	102	452	18	572	68	82	89	239	1448
04:00 PM	6	138	11	155	0	2	1	3	42	91	12	145	18	28	23	69	372
04:15 PM	6	129	12	147	1	1	1	3	31	105	4	140	15	23	20	58	348
04:30 PM	5	141	18	164	0	2	2	4	39	120	15	174	20	26	31	77	419
04:45 PM	6	139	10	155	2	1	0	3	43	109	12	164	13	26	23	62	384
Total	23	547	51	621	3	6	4	13	155	425	43	623	66	103	97	266	1523
05:00 PM	6	125	12	143	3	0	0	3	36	127	15	178	18	31	20	69	393
05:15 PM	7	133	14	154	1	2	1	4	46	131	15	192	24	45	24	93	443
05:30 PM	14	128	14	156	0	0	0	0	48	138	12	198	19	27	21	67	421
05:45 PM	9	124	15	148	0	2	1	3	48	116	22	186	21	35	20	76	413
Total	36	510	55	601	4	4	2	10	178	512	64	754	82	138	85	305	1670
Grand Total	78	1628	140	1846	9	15	12	36	435	1389	125	1949	216	323	271	810	4641
Apprch %	4.2	88.2	7.6		25	41.7	33.3		22.3	71.3	6.4		26.7	39.9	33.5		
Total %	1.7	35.1	3	39.8	0.2	0.3	0.3	0.8	9.4	29.9	2.7	42	4.7	7	5.8	17.5	

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	125	12	143	**3**	0	0	3	36	127	15	178	18	31	20	69	393
05:15 PM	7	**133**	14	154	1	**2**	**1**	**4**	46	131	15	192	**24**	**45**	**24**	**93**	**443**
05:30 PM	**14**	128	14	**156**	0	0	0	0	**48**	**138**	12	**198**	19	27	21	67	421
05:45 PM	9	124	**15**	148	0	2	1	3	48	116	**22**	186	21	35	20	76	413
Total Volume	36	510	55	601	4	4	2	10	178	512	64	754	82	138	85	305	1670
% App. Total	6	84.9	9.2		40	40	20		23.6	67.9	8.5		26.9	45.2	27.9		
PHF	.643	.959	.917	.963	.333	.500	.500	.625	.927	.928	.727	.952	.854	.767	.885	.820	.942

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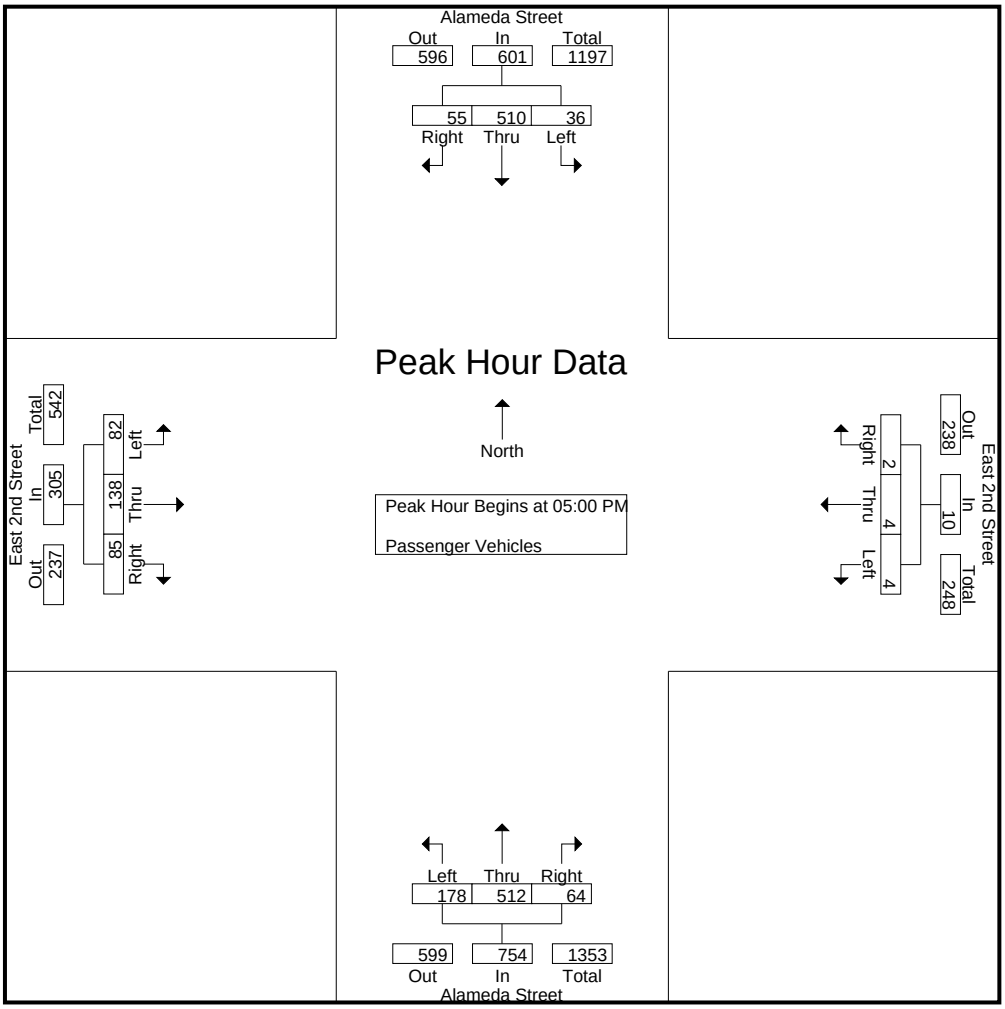
City of Los Angeles
N/S: Alameda Street
E/W: East 2nd Street
Weather: Clear

File Name : 01_LAC_Ala_2nd PM
Site Code : 04122514
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	6	125	12	143	**3**	0	0	3	36	127	15	178	18	31	20	69
+15 mins.	7	**133**	14	154	1	**2**	**1**	**4**	46	131	15	192	**24**	**45**	**24**	**93**
+30 mins.	**14**	128	14	**156**	0	0	0	0	**48**	**138**	12	**198**	19	27	21	67
+45 mins.	9	124	**15**	148	0	2	1	3	48	116	**22**	186	21	35	20	76
Total Volume	36	510	55	601	4	4	2	10	178	512	64	754	82	138	85	305
% App. Total	6	84.9	9.2		40	40	20		23.6	67.9	8.5		26.9	45.2	27.9	
PHF	.643	.959	.917	.963	.333	.500	.500	.625	.927	.928	.727	.952	.854	.767	.885	.820

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City of Los Angeles
N/S: Alameda Street
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Weather: Clear

File Name : 01_LAC_Ala_2nd PM
Site Code : 04122514
Start Date : 5/25/2022
Page No : 1

Groups Printed- Dual Wheeled

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	7	2	9	0	0	0	0	2	2	0	4	0	0	1	1	14
03:15 PM	0	7	0	7	0	0	0	0	1	9	0	10	1	1	0	2	19
03:30 PM	0	6	0	6	0	0	0	0	1	10	0	11	0	0	1	1	18
03:45 PM	0	10	0	10	0	0	0	0	0	3	0	3	1	3	0	4	17
Total	0	30	2	32	0	0	0	0	4	24	0	28	2	4	2	8	68
04:00 PM	0	7	0	7	0	0	0	0	0	5	0	5	1	2	0	3	15
04:15 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	1	1	7
04:30 PM	0	3	0	3	0	0	0	0	3	5	0	8	0	0	0	0	11
04:45 PM	0	1	2	3	0	0	0	0	0	2	0	2	1	0	1	2	7
Total	0	15	2	17	0	0	0	0	3	14	0	17	2	2	2	6	40
05:00 PM	0	4	0	4	0	0	0	0	0	3	0	3	0	1	2	3	10
05:15 PM	0	8	0	8	0	0	0	0	0	2	0	2	1	1	0	2	12
05:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	1	0	1	5
05:45 PM	0	4	0	4	0	0	0	0	1	2	0	3	0	0	0	0	7
Total	0	18	0	18	0	0	0	0	1	9	0	10	1	3	2	6	34
Grand Total	0	63	4	67	0	0	0	0	8	47	0	55	5	9	6	20	142
Apprch %	0	94	6		0	0	0		14.5	85.5	0		25	45	30		
Total %	0	44.4	2.8	47.2	0	0	0	0	5.6	33.1	0	38.7	3.5	6.3	4.2	14.1	

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	4	0	4	0	0	0	0	0	**3**	0	**3**	0	**1**	**2**	**3**	10
05:15 PM	0	**8**	0	**8**	0	0	0	0	0	2	0	2	**1**	1	0	2	**12**
05:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	1	0	1	5
05:45 PM	0	4	0	4	0	0	0	0	**1**	2	0	3	0	0	0	0	7
Total Volume	0	18	0	18	0	0	0	0	1	9	0	10	1	3	2	6	34
% App. Total	0	100	0		0	0	0		10	90	0		16.7	50	33.3		
PHF	.000	.563	.000	.563	.000	.000	.000	.000	.250	.750	.000	.833	.250	.750	.250	.500	.708

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File Name : 01_LAC_Ala_2nd PM
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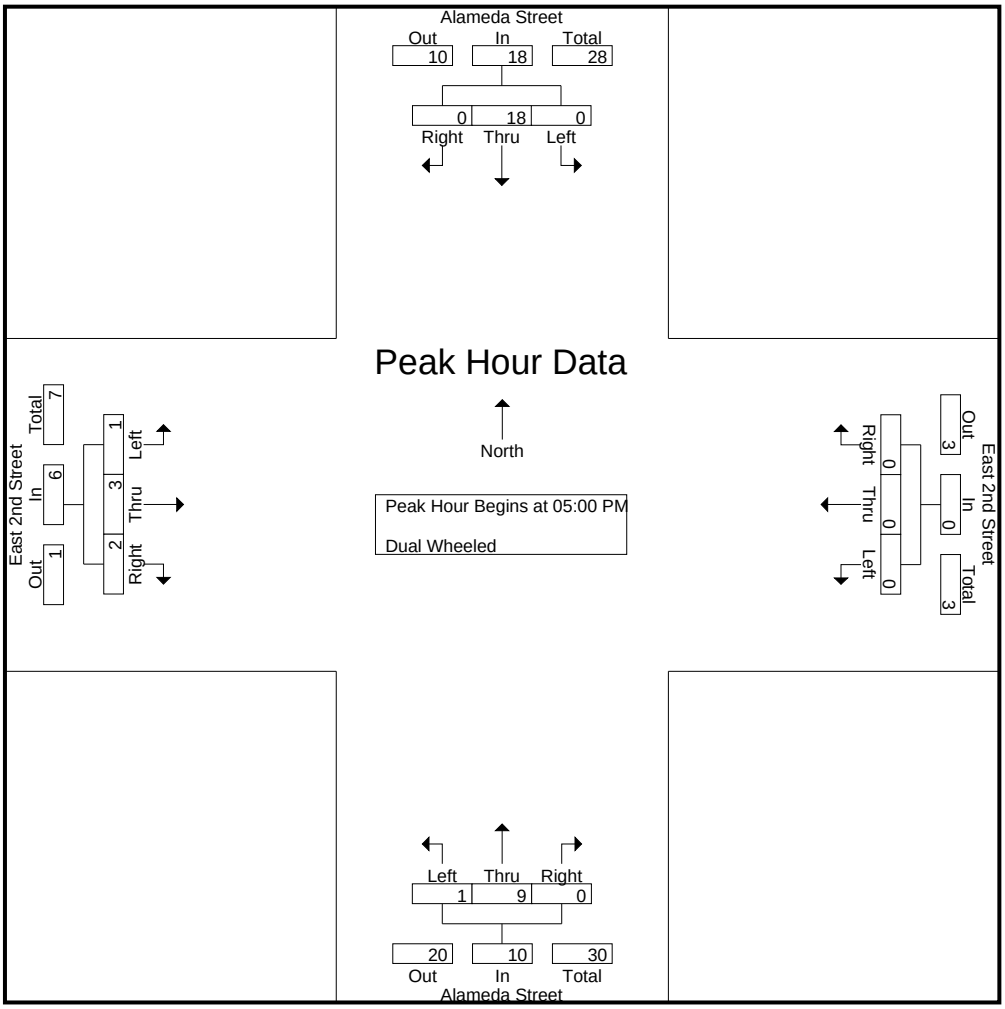

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	4	0	4	0	0	0	0	0	**3**	0	**3**	0	**1**	**2**	**3**
+15 mins.	0	**8**	0	**8**	0	0	0	0	0	2	0	2	**1**	1	0	2
+30 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	1	0	1
+45 mins.	0	4	0	4	0	0	0	0	**1**	2	0	3	0	0	0	0
Total Volume	0	18	0	18	0	0	0	0	1	9	0	10	1	3	2	6
% App. Total	0	100	0		0	0	0		10	90	0		16.7	50	33.3	
PHF	.000	.563	.000	.563	.000	.000	.000	.000	.250	.750	.000	.833	.250	.750	.250	.500

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City of Los Angeles
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E/W: East 2nd Street
Weather: Clear

File Name : 01_LAC_Ala_2nd PM
Site Code : 04122514
Start Date : 5/25/2022
Page No : 1

Groups Printed- Buses

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
03:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
03:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
Total	0	3	0	3	0	0	0	0	0	5	0	5	1	0	0	1	9
04:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	6	0	6	0	0	0	0	0	5	0	5	0	0	0	0	11
05:00 PM	0	2	0	2	0	0	0	0	1	2	0	3	0	0	0	0	5
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	4	0	4	0	0	0	0	1	2	0	3	1	0	0	1	8
Grand Total	0	13	0	13	0	0	0	0	1	12	0	13	2	0	0	2	28
Apprch %	0	100	0		0	0	0		7.7	92.3	0		100	0	0		
Total %	0	46.4	0	46.4	0	0	0	0	3.6	42.9	0	46.4	7.1	0	0	7.1	

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**2**	0	**2**	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0	**5**
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
Total Volume	0	4	0	4	0	0	0	0	1	2	0	3	1	0	0	1	8
% App. Total	0	100	0		0	0	0		33.3	66.7	0		100	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.250	.250	.000	.250	.250	.000	.000	.250	.400

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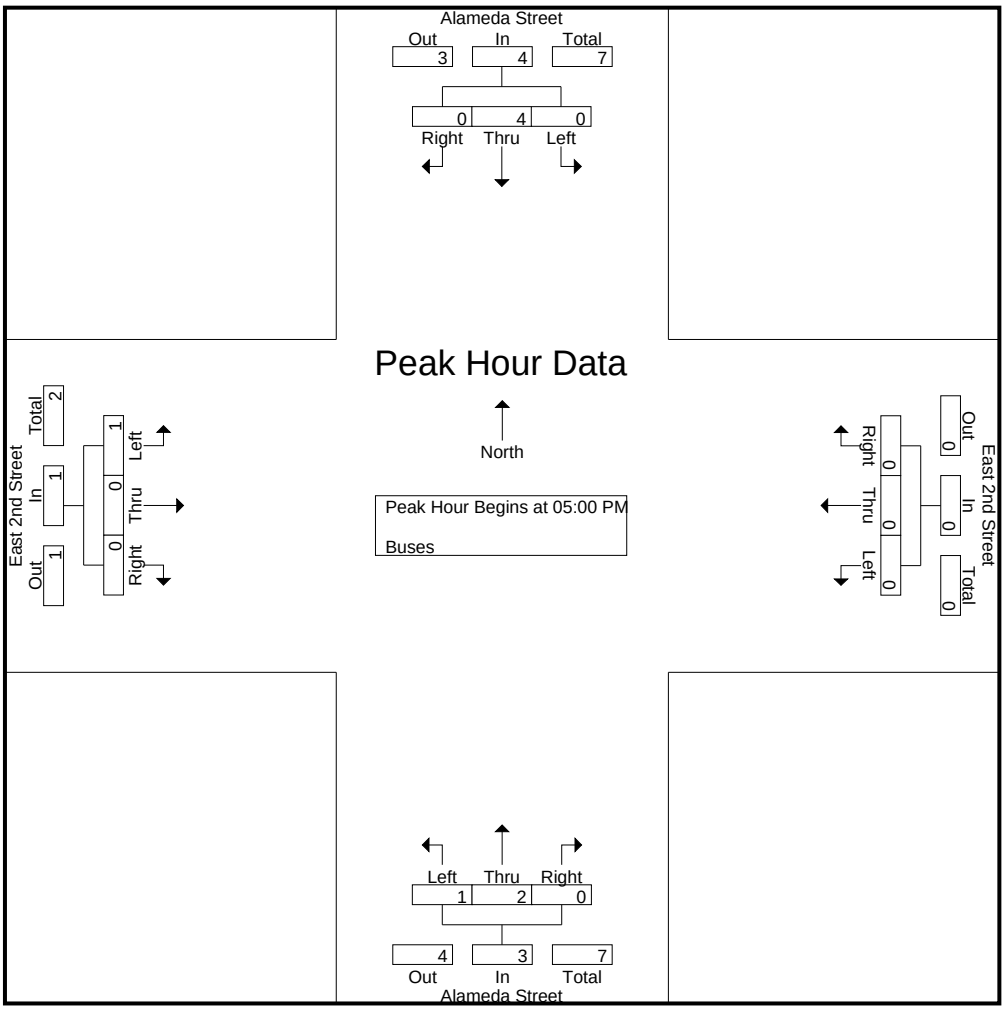

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**
Total Volume	0	4	0	4	0	0	0	0	1	2	0	3	1	0	0	1
% App. Total	0	100	0		0	0	0		33.3	66.7	0		100	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.250	.250	.000	.250	.250	.000	.000	.250

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Alameda Street

East/West East 2nd Street

Day: Wednesday **Date:** May 25, 2022 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Central I/S CODE 8956

	N/B	S/B	E/B	W/B
DUAL-WHEELED	284	200	36	0
BIKES	33	26	30	6
BUSES	24	18	4	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	239	8.00	209	8.15	36	7.30	16	7.30
PM PK 15 MIN	200	5.30	191	3.45	95	5.15	6	3.00
AM PK HOUR	860	7.15	757	7.45	126	9.00	47	7.30
PM PK HOUR	767	5.00	677	3.45	312	5.00	14	4.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	134	708	10	852
8-9	128	667	10	805
9-10	98	609	2	709
3-4	106	481	18	605
4-5	158	444	43	645
5-6	180	523	64	767
TOTAL	804	3432	147	4383

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	10	612	34	656
8-9	9	670	37	716
9-10	1	682	50	733
3-4	19	604	36	659
4-5	23	568	53	644
5-6	36	532	55	623
TOTAL	98	3668	265	4031

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1508	13	0	23	2
1521	26	0	36	0
1442	33	1	36	1
1264	57	12	43	4
1289	65	10	59	3
1390	81	12	60	5
8414	275	35	257	15

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	28	35	39	102
8-9	26	41	46	113
9-10	50	0	76	126
3-4	71	86	91	248
4-5	68	105	99	272
5-6	84	141	87	312
TOTAL	327	408	438	1173

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	19	10	15	44
8-9	7	9	8	24
9-10	5	4	12	21
3-4	2	5	6	13
4-5	3	6	4	13
5-6	4	4	2	10
TOTAL	40	38	47	125

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
146	10	1	15	0
137	8	0	21	0
147	16	1	25	2
261	36	3	21	4
285	26	6	28	2
322	37	2	29	4
1298	133	13	139	12

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Alameda Street				
East/West:	East 2nd Street				
Day:	Wednesday	Date:	5/25/2022	Weather:	CLEAR
School Day:	Yes	District:	Central	I/S Code:	8956
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	2	2	0	4
9-10	1	1	0	2
3-4	3	3	0	6
4-5	1	9	1	11
5-6	5	4	0	9
TOTAL	12	20	1	33

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	3	2	5
8-9	0	5	0	5
9-10	0	3	1	4
3-4	0	1	0	1
4-5	3	2	1	6
5-6	1	3	1	5
TOTAL	4	17	5	26

TOTAL

N-S
6
9
6
7
17
14
59

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	1	2
8-9	0	1	1	2
9-10	1	1	4	6
3-4	0	2	1	3
4-5	6	1	1	8
5-6	3	3	3	9
TOTAL	10	9	11	30

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	1	0	2
8-9	0	0	0	0
9-10	0	1	0	1
3-4	0	1	0	1
4-5	0	1	0	1
5-6	0	1	0	1
TOTAL	1	5	0	6

TOTAL

E-W
4
2
7
4
9
10
36

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	0	0	1	0	1
- No helmet riders	23	10	21	3	57
- Sidewalk Riding	13	5	12	2	32
- Wrong way riding	8	3	5	2	18

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:

North/South:	Alameda Street				
East/West:	East 2nd Street				
Day:	Wednesday	Date:	5/25/2022	Weather:	CLEAR
School Day:	YES	District:	Central	I/S Code:	8956
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	1	4	1	4	10
7:15-7:30	5	4	7	2	18
7:30-7:45	8	1	3	3	15
7:45-8:00	11	4	4	2	21
8:00-8:15	6	6	5	0	17
8:15-8:30	9	8	7	4	28
8:30-8:45	12	3	1	0	16
8:45-9:00	9	9	8	4	30
9:00-9:15	10	11	9	6	36
9:15-9:30	16	5	7	4	32
9:30-9:45	6	5	5	6	22
9:45-10:00	5	13	6	1	25
Hours					
7 - 8	25	13	15	11	64
8 - 9	36	26	21	8	91
9 - 10	37	34	27	17	115
TOTAL	98	73	63	36	270

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	10	19	5	10	44
3:15-3:30	10	9	6	6	31
3:30-3:45	13	20	6	12	51
3:45-4:00	14	21	8	11	54
4:00-4:15	16	22	12	6	56
4:15-4:30	11	11	5	9	36
4:30-4:45	15	25	7	12	59
4:45-5:00	20	17	6	5	48
5:00-5:15	11	19	6	12	48
5:15-5:30	16	15	6	10	47
5:30-5:45	11	30	6	8	55
5:45-6:00	27	29	15	9	80
Hours					
3 - 4	47	69	25	39	180
4 - 5	62	75	30	32	199
5 - 6	65	93	33	39	230
	174	237	88	110	609

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	0	0	0	0
- Skateboard/scooter	25	22	13	11	71

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

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City of Los Angeles
N/S: Vignes Street
E/W: 1st Street
Weather: Clear

File Name : 02_LAC_Vig_1st AM
Site Code : 04122514
Start Date : 5/25/2022
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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	7	4	14	21	94	115	230	1	5	9	15	14	36	1	51	310
07:15 AM	6	4	1	11	13	94	102	209	4	3	14	21	16	24	4	44	285
07:30 AM	8	3	2	13	19	72	76	167	2	5	8	15	5	35	3	43	238
07:45 AM	14	5	1	20	22	91	84	197	1	5	17	23	10	28	1	39	279
Total	31	19	8	58	75	351	377	803	8	18	48	74	45	123	9	177	1112
08:00 AM	14	4	1	19	35	95	75	205	0	5	9	14	4	40	3	47	285
08:15 AM	11	4	6	21	23	63	66	152	0	7	6	13	6	31	5	42	228
08:30 AM	10	6	2	18	34	83	65	182	2	8	6	16	14	39	3	56	272
08:45 AM	11	8	7	26	24	105	80	209	0	4	8	12	12	37	4	53	300
Total	46	22	16	84	116	346	286	748	2	24	29	55	36	147	15	198	1085
09:00 AM	8	8	6	22	23	82	66	171	1	4	2	7	20	29	7	56	256
09:15 AM	10	7	5	22	22	83	73	178	0	5	7	12	8	30	2	40	252
09:30 AM	8	14	6	28	20	71	63	154	3	2	6	11	13	32	7	52	245
09:45 AM	7	15	9	31	18	78	52	148	1	7	8	16	13	28	5	46	241
Total	33	44	26	103	83	314	254	651	5	18	23	46	54	119	21	194	994
Grand Total	110	85	50	245	274	1011	917	2202	15	60	100	175	135	389	45	569	3191
Apprch %	44.9	34.7	20.4		12.4	45.9	41.6		8.6	34.3	57.1		23.7	68.4	7.9		
Total %	3.4	2.7	1.6	7.7	8.6	31.7	28.7	69	0.5	1.9	3.1	5.5	4.2	12.2	1.4	17.8	
Passenger Vehicles	61	77	48	186	268	978	858	2104	14	58	99	171	118	368	42	528	2989
% Passenger Vehicles	55.5	90.6	96	75.9	97.8	96.7	93.6	95.5	93.3	96.7	99	97.7	87.4	94.6	93.3	92.8	93.7
Dual Wheeled	13	7	2	22	5	21	19	45	1	1	1	3	15	18	2	35	105
% Dual Wheeled	11.8	8.2	4	9	1.8	2.1	2.1	2	6.7	1.7	1	1.7	11.1	4.6	4.4	6.2	3.3
Buses	36	1	0	37	1	12	40	53	0	1	0	1	2	3	1	6	97
% Buses	32.7	1.2	0	15.1	0.4	1.2	4.4	2.4	0	1.7	0	0.6	1.5	0.8	2.2	1.1	3

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	**7**	**4**	14	21	**94**	**115**	**230**	1	**5**	9	15	14	**36**	1	**51**	**310**
07:15 AM	6	4	1	11	13	94	102	209	**4**	3	14	21	**16**	24	**4**	44	285
07:30 AM	8	3	2	13	19	72	76	167	2	5	8	15	5	35	3	43	238
07:45 AM	**14**	5	1	**20**	**22**	91	84	197	1	5	**17**	**23**	10	28	1	39	279
Total Volume	31	19	8	58	75	351	377	803	8	18	48	74	45	123	9	177	1112
% App. Total	53.4	32.8	13.8		9.3	43.7	46.9		10.8	24.3	64.9		25.4	69.5	5.1		
PHF	.554	.679	.500	.725	.852	.934	.820	.873	.500	.900	.706	.804	.703	.854	.563	.868	.897

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File Name : 02_LAC_Vig_1st AM
Site Code : 04122514
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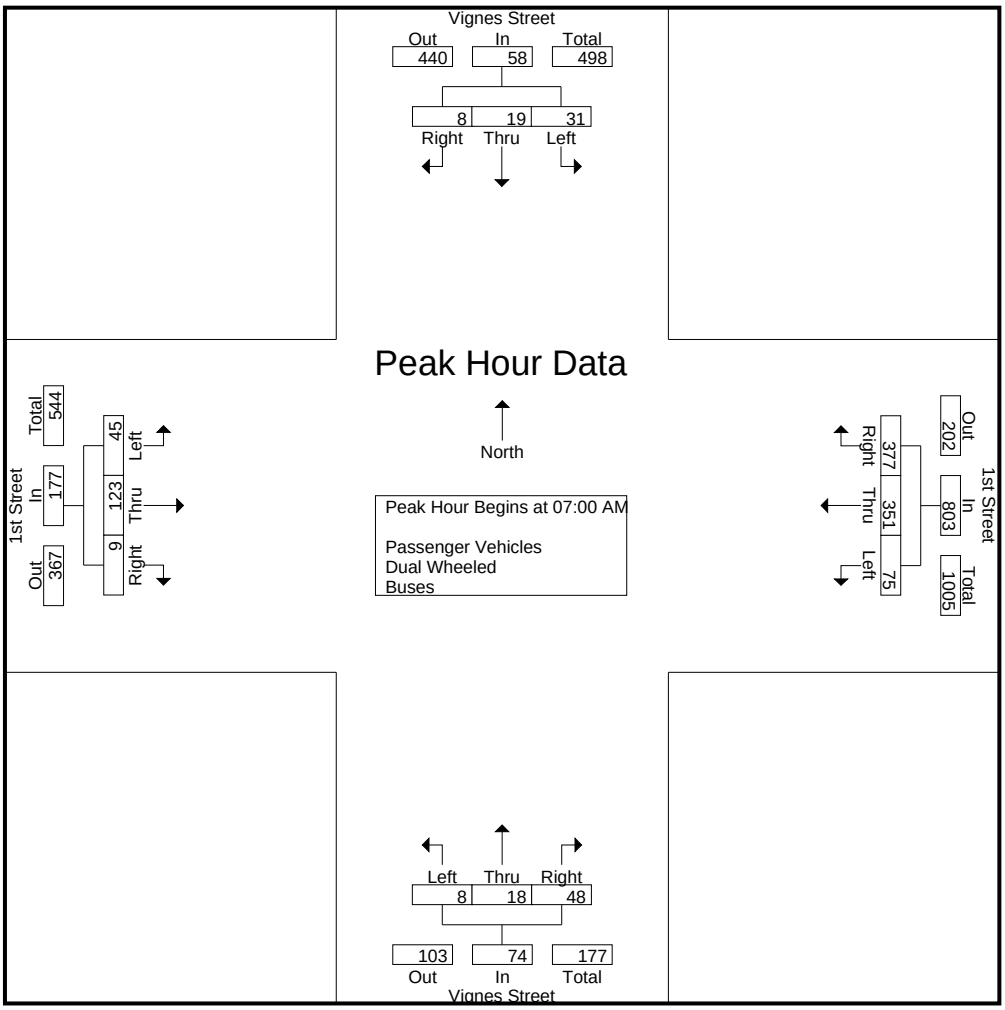

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00 AM				07:00 AM				07:00 AM				08:15 AM			
+0 mins.	8	8	6	22	21	**94**	**115**	**230**	1	**5**	9	15	6	31	5	42
+15 mins.	**10**	7	5	22	13	94	102	209	**4**	3	14	21	14	**39**	3	**56**
+30 mins.	8	14	6	28	19	72	76	167	2	5	8	15	12	37	4	53
+45 mins.	7	**15**	**9**	**31**	**22**	91	84	197	1	5	**17**	**23**	**20**	29	**7**	56
Total Volume	33	44	26	103	75	351	377	803	8	18	48	74	52	136	19	207
% App. Total	32	42.7	25.2		9.3	43.7	46.9		10.8	24.3	64.9		25.1	65.7	9.2	
PHF	.825	.733	.722	.831	.852	.934	.820	.873	.500	.900	.706	.804	.650	.872	.679	.924

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Groups Printed- Passenger Vehicles

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	5	4	10	21	88	110	219	1	5	9	15	12	33	1	46	290
07:15 AM	3	3	1	7	13	92	100	205	4	3	14	21	15	24	4	43	276
07:30 AM	5	3	1	9	19	70	73	162	2	5	8	15	5	34	3	42	228
07:45 AM	8	4	1	13	22	89	78	189	1	5	17	23	9	25	1	35	260
Total	17	15	7	39	75	339	361	775	8	18	48	74	41	116	9	166	1054
08:00 AM	10	4	1	15	32	92	68	192	0	5	9	14	4	38	3	45	266
08:15 AM	7	4	6	17	23	62	62	147	0	5	6	11	6	27	4	37	212
08:30 AM	6	6	2	14	33	80	62	175	1	8	6	15	14	38	3	55	259
08:45 AM	5	7	7	19	24	102	76	202	0	4	8	12	11	35	3	49	282
Total	28	21	16	65	112	336	268	716	1	22	29	52	35	138	13	186	1019
09:00 AM	4	8	6	18	21	78	59	158	1	4	2	7	14	28	7	49	232
09:15 AM	5	6	4	15	22	80	64	166	0	5	7	12	8	29	2	39	232
09:30 AM	5	12	6	23	20	67	59	146	3	2	5	10	11	29	6	46	225
09:45 AM	2	15	9	26	18	78	47	143	1	7	8	16	9	28	5	42	227
Total	16	41	25	82	81	303	229	613	5	18	22	45	42	114	20	176	916
Grand Total	61	77	48	186	268	978	858	2104	14	58	99	171	118	368	42	528	2989
Apprch %	32.8	41.4	25.8		12.7	46.5	40.8		8.2	33.9	57.9		22.3	69.7	8		
Total %	2	2.6	1.6	6.2	9	32.7	28.7	70.4	0.5	1.9	3.3	5.7	3.9	12.3	1.4	17.7	

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	**5**	**4**	10	21	88	**110**	**219**	1	**5**	9	15	12	33	1	**46**	**290**
07:15 AM	3	3	1	7	13	**92**	100	205	**4**	3	14	21	**15**	24	**4**	43	276
07:30 AM	5	3	1	9	19	70	73	162	2	5	8	15	5	**34**	3	42	228
07:45 AM	**8**	4	1	**13**	**22**	89	78	189	1	5	**17**	**23**	9	25	1	35	260
Total Volume	17	15	7	39	75	339	361	775	8	18	48	74	41	116	9	166	1054
% App. Total	43.6	38.5	17.9		9.7	43.7	46.6		10.8	24.3	64.9		24.7	69.9	5.4		
PHF	.531	.750	.438	.750	.852	.921	.820	.885	.500	.900	.706	.804	.683	.853	.563	.902	.909

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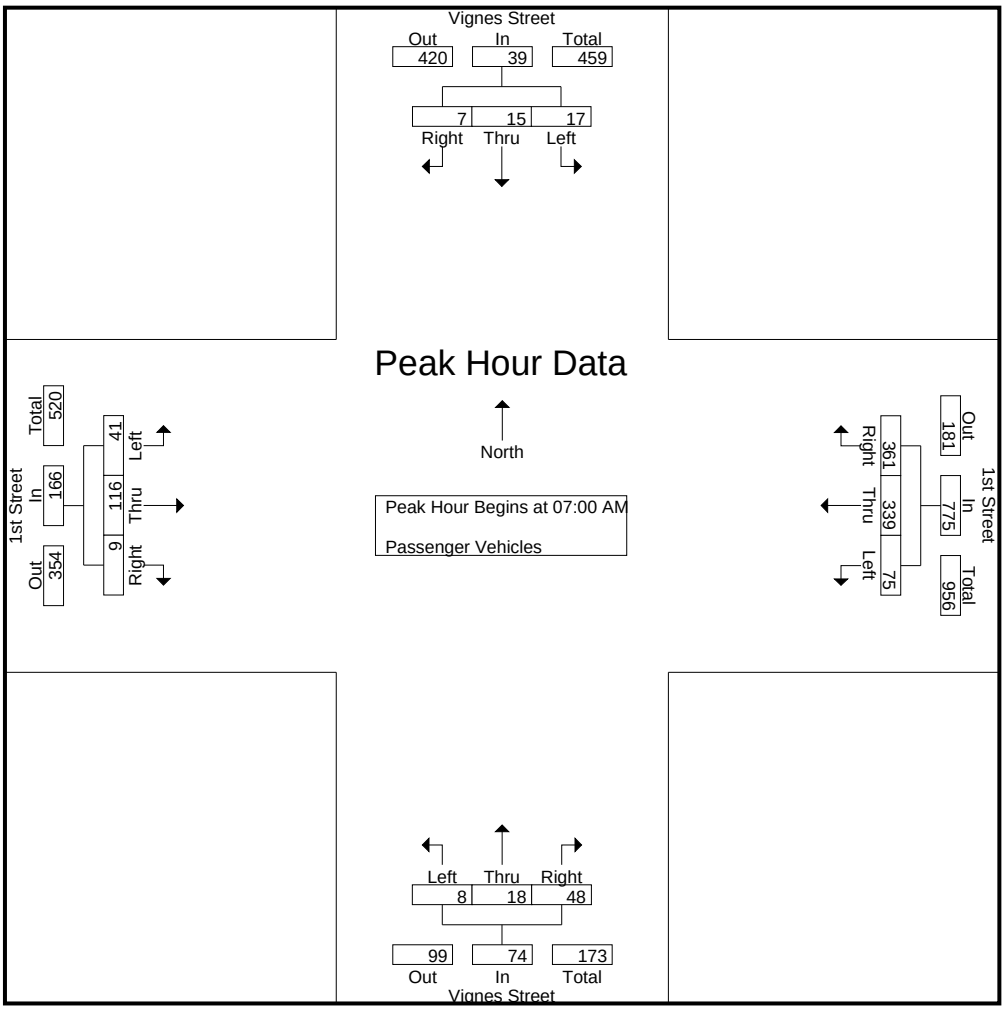

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	**5**	**4**	10	21	88	**110**	**219**	1	**5**	9	15	12	33	1	**46**
+15 mins.	3	3	1	7	13	**92**	100	205	**4**	3	14	21	**15**	24	**4**	43
+30 mins.	5	3	1	9	19	70	73	162	2	5	8	15	5	**34**	3	42
+45 mins.	**8**	4	1	**13**	**22**	89	78	189	1	5	**17**	**23**	9	25	1	35
Total Volume	17	15	7	39	75	339	361	775	8	18	48	74	41	116	9	166
% App. Total	43.6	38.5	17.9		9.7	43.7	46.6		10.8	24.3	64.9		24.7	69.9	5.4	
PHF	.531	.750	.438	.750	.852	.921	.820	.885	.500	.900	.706	.804	.683	.853	.563	.902

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File Name : 02_LAC_Vig_1st AM
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Groups Printed- Dual Wheeled

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	4	1	5	0	0	0	0	2	3	0	5	12
07:15 AM	1	1	0	2	0	2	0	2	0	0	0	0	1	0	0	1	5
07:30 AM	0	0	1	1	0	2	1	3	0	0	0	0	0	0	0	0	4
07:45 AM	3	1	0	4	0	1	1	2	0	0	0	0	0	2	0	2	8
Total	4	4	1	9	0	9	3	12	0	0	0	0	3	5	0	8	29
08:00 AM	1	0	0	1	3	1	4	8	0	0	0	0	0	2	0	2	11
08:15 AM	1	0	0	1	0	0	1	1	0	1	0	1	0	4	1	5	8
08:30 AM	1	0	0	1	1	2	0	3	1	0	0	1	0	1	0	1	6
08:45 AM	4	1	0	5	0	2	1	3	0	0	0	0	1	1	1	3	11
Total	7	1	0	8	4	5	6	15	1	1	0	2	1	8	2	11	36
09:00 AM	0	0	0	0	1	3	3	7	0	0	0	0	5	1	0	6	13
09:15 AM	1	0	1	2	0	0	3	3	0	0	0	0	0	1	0	1	6
09:30 AM	0	2	0	2	0	4	1	5	0	0	1	1	2	3	0	5	13
09:45 AM	1	0	0	1	0	0	3	3	0	0	0	0	4	0	0	4	8
Total	2	2	1	5	1	7	10	18	0	0	1	1	11	5	0	16	40
Grand Total	13	7	2	22	5	21	19	45	1	1	1	3	15	18	2	35	105
Apprch %	59.1	31.8	9.1		11.1	46.7	42.2		33.3	33.3	33.3		42.9	51.4	5.7		
Total %	12.4	6.7	1.9	21	4.8	20	18.1	42.9	1	1	1	2.9	14.3	17.1	1.9	33.3	

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**2**	0	2	0	**4**	**1**	**5**	0	0	0	0	**2**	**3**	0	**5**	**12**
07:15 AM	1	1	0	2	0	2	0	2	0	0	0	0	1	0	0	1	5
07:30 AM	0	0	**1**	1	0	2	1	3	0	0	0	0	0	0	0	0	4
07:45 AM	**3**	1	0	**4**	0	1	1	2	0	0	0	0	0	2	0	2	8
Total Volume	4	4	1	9	0	9	3	12	0	0	0	0	3	5	0	8	29
% App. Total	44.4	44.4	11.1		0	75	25		0	0	0		37.5	62.5	0		
PHF	.333	.500	.250	.563	.000	.563	.750	.600	.000	.000	.000	.000	.375	.417	.000	.400	.604

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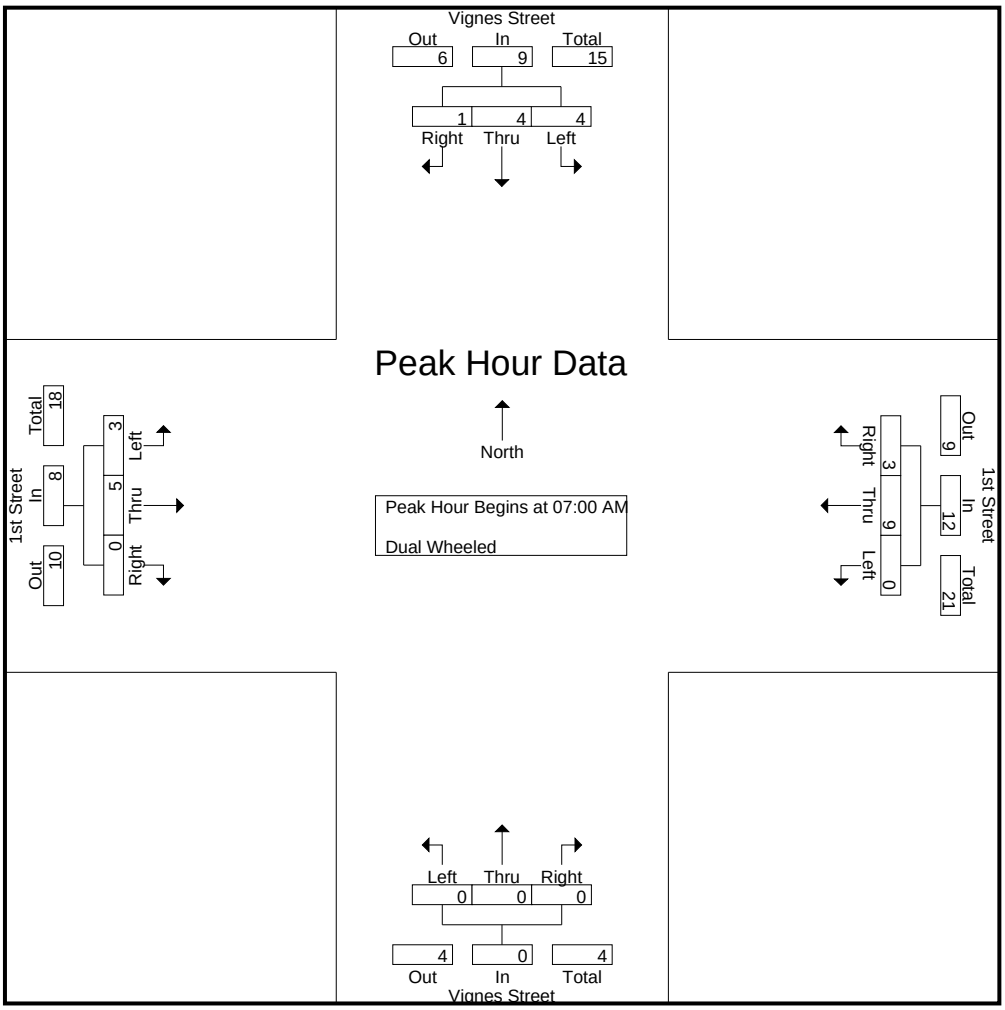

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**2**	0	2	0	**4**	**1**	**5**	0	0	0	0	**2**	**3**	0	**5**
+15 mins.	1	1	0	2	0	2	0	2	0	0	0	0	1	0	0	1
+30 mins.	0	0	**1**	1	0	2	1	3	0	0	0	0	0	0	0	0
+45 mins.	**3**	1	0	**4**	0	1	1	2	0	0	0	0	0	2	0	2
Total Volume	4	4	1	9	0	9	3	12	0	0	0	0	3	5	0	8
% App. Total	44.4	44.4	11.1		0	75	25		0	0	0		37.5	62.5	0	
PHF	.333	.500	.250	.563	.000	.563	.750	.600	.000	.000	.000	.000	.375	.417	.000	.400

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Groups Printed- Buses

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	0	2	0	2	4	6	0	0	0	0	0	0	0	0	8
07:15 AM	2	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	4
07:30 AM	3	0	0	3	0	0	2	2	0	0	0	0	0	1	0	1	6
07:45 AM	3	0	0	3	0	1	5	6	0	0	0	0	1	1	0	2	11
Total	10	0	0	10	0	3	13	16	0	0	0	0	1	2	0	3	29
08:00 AM	3	0	0	3	0	2	3	5	0	0	0	0	0	0	0	0	8
08:15 AM	3	0	0	3	0	1	3	4	0	1	0	1	0	0	0	0	8
08:30 AM	3	0	0	3	0	1	3	4	0	0	0	0	0	0	0	0	7
08:45 AM	2	0	0	2	0	1	3	4	0	0	0	0	0	1	0	1	7
Total	11	0	0	11	0	5	12	17	0	1	0	1	0	1	0	1	30
09:00 AM	4	0	0	4	1	1	4	6	0	0	0	0	1	0	0	1	11
09:15 AM	4	1	0	5	0	3	6	9	0	0	0	0	0	0	0	0	14
09:30 AM	3	0	0	3	0	0	3	3	0	0	0	0	0	0	1	1	7
09:45 AM	4	0	0	4	0	0	2	2	0	0	0	0	0	0	0	0	6
Total	15	1	0	16	1	4	15	20	0	0	0	0	1	0	1	2	38
Grand Total	36	1	0	37	1	12	40	53	0	1	0	1	2	3	1	6	97
Apprch %	97.3	2.7	0		1.9	22.6	75.5		0	100	0		33.3	50	16.7		
Total %	37.1	1	0	38.1	1	12.4	41.2	54.6	0	1	0	1	2.1	3.1	1	6.2	

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	0	0	2	0	**2**	4	**6**	0	0	0	0	0	0	0	0	8
07:15 AM	2	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	4
07:30 AM	**3**	0	0	**3**	0	0	2	2	0	0	0	0	0	**1**	0	1	6
07:45 AM	3	0	0	3	0	1	**5**	6	0	0	0	0	**1**	1	0	**2**	**11**
Total Volume	10	0	0	10	0	3	13	16	0	0	0	0	1	2	0	3	29
% App. Total	100	0	0		0	18.8	81.2		0	0	0		33.3	66.7	0		
PHF	.833	.000	.000	.833	.000	.375	.650	.667	.000	.000	.000	.000	.250	.500	.000	.375	.659

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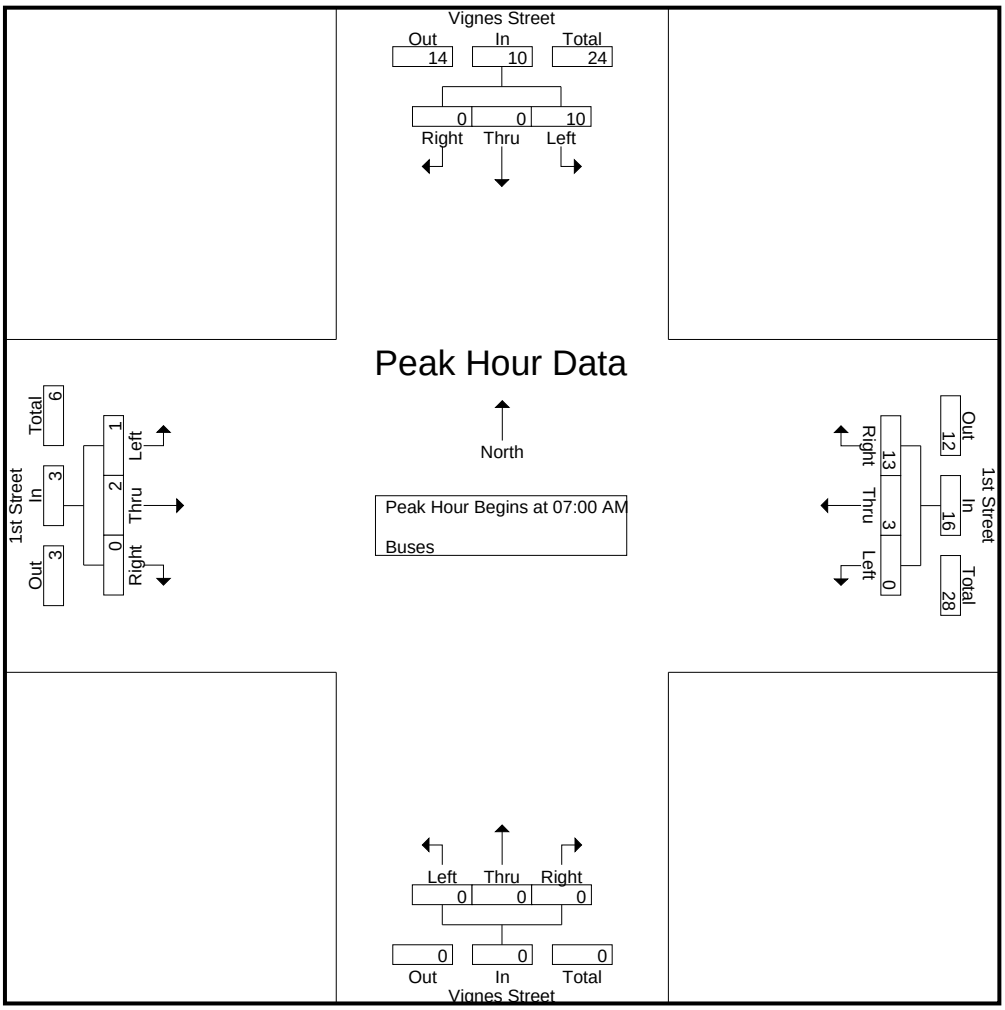

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	2	0	0	2	0	**2**	4	**6**	0	0	0	0	0	0	0	0
+15 mins.	2	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0
+30 mins.	**3**	0	0	**3**	0	0	2	2	0	0	0	0	0	**1**	0	1
+45 mins.	3	0	0	3	0	1	**5**	6	0	0	0	0	**1**	1	0	**2**
Total Volume	10	0	0	10	0	3	13	16	0	0	0	0	1	2	0	3
% App. Total	100	0	0		0	18.8	81.2		0	0	0		33.3	66.7	0	
PHF	.833	.000	.000	.833	.000	.375	.650	.667	.000	.000	.000	.000	.250	.500	.000	.375

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City of Los Angeles
N/S: Vignes Street
E/W: 1st Street
Weather: Clear

File Name : 02_LAC_Vig_1st PM
Site Code : 04122514
Start Date : 5/25/2022
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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	15	10	5	30	11	49	20	80	2	8	11	21	23	93	8	124	255
03:15 PM	20	4	3	27	6	43	24	73	1	3	13	17	13	108	9	130	247
03:30 PM	16	8	3	27	11	46	18	75	3	9	15	27	20	105	7	132	261
03:45 PM	18	7	2	27	18	41	17	76	1	4	15	20	17	116	7	140	263
Total	69	29	13	111	46	179	79	304	7	24	54	85	73	422	31	526	1026
04:00 PM	18	6	3	27	13	44	14	71	3	13	18	34	22	109	5	136	268
04:15 PM	22	6	3	31	14	49	16	79	1	11	13	25	27	124	12	163	298
04:30 PM	24	8	4	36	14	32	26	72	1	6	32	39	25	134	6	165	312
04:45 PM	17	5	3	25	14	59	32	105	1	7	18	26	23	157	5	185	341
Total	81	25	13	119	55	184	88	327	6	37	81	124	97	524	28	649	1219
05:00 PM	17	5	3	25	24	47	26	97	2	14	24	40	25	143	9	177	339
05:15 PM	21	6	3	30	9	52	21	82	1	11	25	37	31	164	12	207	356
05:30 PM	8	4	9	21	19	55	37	111	2	9	20	31	24	123	6	153	316
05:45 PM	18	8	0	26	17	63	34	114	2	6	14	22	27	118	10	155	317
Total	64	23	15	102	69	217	118	404	7	40	83	130	107	548	37	692	1328
Grand Total	214	77	41	332	170	580	285	1035	20	101	218	339	277	1494	96	1867	3573
Apprch %	64.5	23.2	12.3		16.4	56	27.5		5.9	29.8	64.3		14.8	80	5.1		
Total %	6	2.2	1.1	9.3	4.8	16.2	8	29	0.6	2.8	6.1	9.5	7.8	41.8	2.7	52.3	
Passenger Vehicles	177	75	40	292	168	568	242	978	20	95	218	333	265	1478	95	1838	3441
% Passenger Vehicles	82.7	97.4	97.6	88	98.8	97.9	84.9	94.5	100	94.1	100	98.2	95.7	98.9	99	98.4	96.3
Dual Wheeled	1	2	1	4	2	5	7	14	0	6	0	6	6	15	1	22	46
% Dual Wheeled	0.5	2.6	2.4	1.2	1.2	0.9	2.5	1.4	0	5.9	0	1.8	2.2	1	1	1.2	1.3
Buses	36	0	0	36	0	7	36	43	0	0	0	0	6	1	0	7	86
% Buses	16.8	0	0	10.8	0	1.2	12.6	4.2	0	0	0	0	2.2	0.1	0	0.4	2.4

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	17	5	3	25	14	**59**	32	105	1	7	18	26	23	157	5	185	341
05:00 PM	17	5	3	25	**24**	47	26	97	**2**	**14**	24	**40**	25	143	9	177	339
05:15 PM	**21**	**6**	3	**30**	9	52	21	82	1	11	**25**	37	**31**	**164**	**12**	**207**	**356**
05:30 PM	8	4	**9**	21	19	55	**37**	**111**	2	9	20	31	24	123	6	153	316
Total Volume	63	20	18	101	66	213	116	395	6	41	87	134	103	587	32	722	1352
% App. Total	62.4	19.8	17.8		16.7	53.9	29.4		4.5	30.6	64.9		14.3	81.3	4.4		
PHF	.750	.833	.500	.842	.688	.903	.784	.890	.750	.732	.870	.838	.831	.895	.667	.872	.949

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File Name : 02_LAC_Vig_1st PM
Site Code : 04122514
Start Date : 5/25/2022
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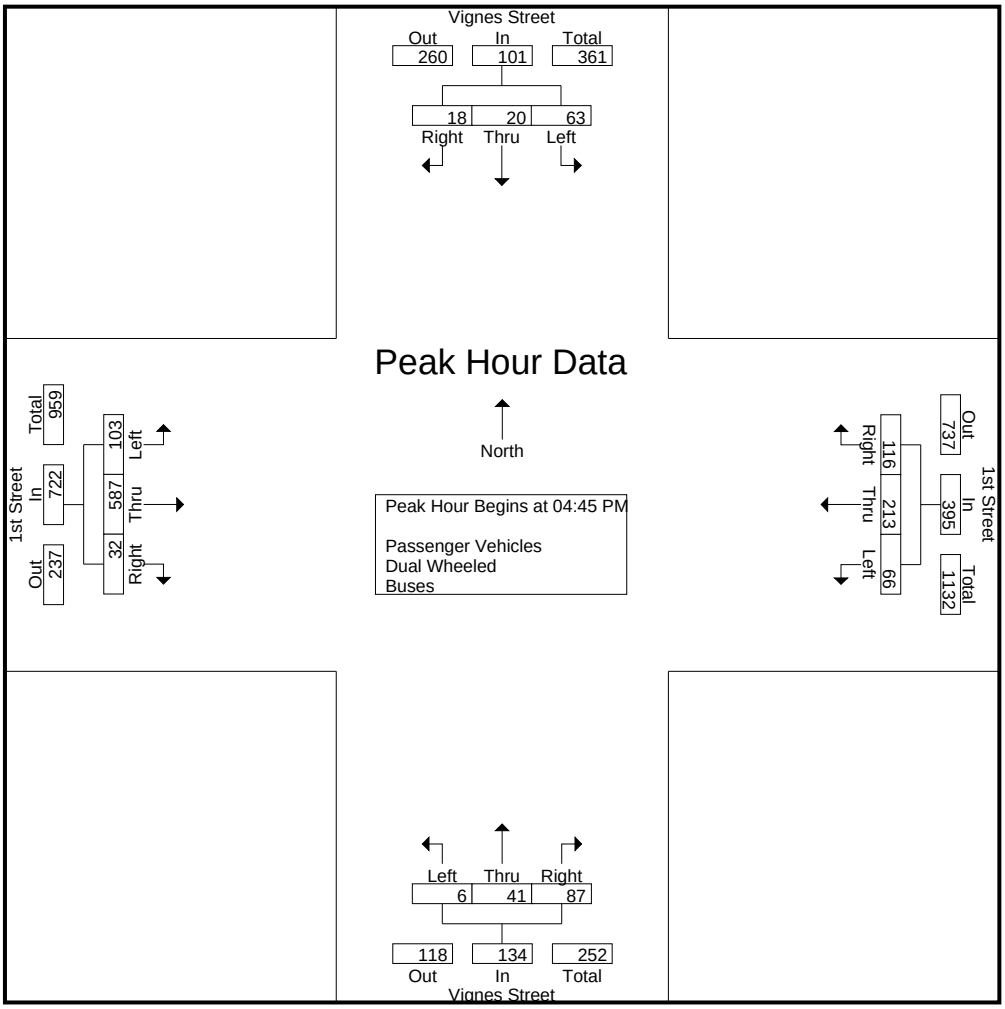

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:45 PM				05:00 PM				04:30 PM				04:30 PM			
+0 mins.	18	7	2	27	**24**	47	26	97	1	6	**32**	39	25	134	6	165
+15 mins.	18	6	3	27	9	52	21	82	1	7	18	26	23	157	5	185
+30 mins.	22	6	3	31	19	55	**37**	111	**2**	**14**	24	**40**	25	143	9	177
+45 mins.	**24**	**8**	**4**	**36**	17	**63**	34	**114**	1	11	25	37	**31**	**164**	**12**	**207**
Total Volume	82	27	12	121	69	217	118	404	5	38	99	142	104	598	32	734
% App. Total	67.8	22.3	9.9		17.1	53.7	29.2		3.5	26.8	69.7		14.2	81.5	4.4	
PHF	.854	.844	.750	.840	.719	.861	.797	.886	.625	.679	.773	.888	.839	.912	.667	.886

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File Name : 02_LAC_Vig_1st PM
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Groups Printed- Passenger Vehicles

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	11	9	4	24	11	48	13	72	2	8	11	21	23	92	8	123	240
03:15 PM	17	4	3	24	6	41	19	66	1	2	13	16	11	105	9	125	231
03:30 PM	12	8	3	23	11	43	14	68	3	9	15	27	18	104	7	129	247
03:45 PM	16	7	2	25	17	40	15	72	1	4	15	20	16	113	6	135	252
Total	56	28	12	96	45	172	61	278	7	23	54	84	68	414	30	512	970
04:00 PM	17	6	3	26	13	44	10	67	3	11	18	32	22	108	5	135	260
04:15 PM	17	6	3	26	13	46	14	73	1	9	13	23	25	124	12	161	283
04:30 PM	21	7	4	32	14	31	22	67	1	6	32	39	23	134	6	163	301
04:45 PM	15	5	3	23	14	59	29	102	1	7	18	26	22	154	5	181	332
Total	70	24	13	107	54	180	75	309	6	33	81	120	92	520	28	640	1176
05:00 PM	14	5	3	22	24	46	25	95	2	14	24	40	25	142	9	176	333
05:15 PM	18	6	3	27	9	52	17	78	1	11	25	37	30	163	12	205	347
05:30 PM	6	4	9	19	19	55	32	106	2	8	20	30	23	123	6	152	307
05:45 PM	13	8	0	21	17	63	32	112	2	6	14	22	27	116	10	153	308
Total	51	23	15	89	69	216	106	391	7	39	83	129	105	544	37	686	1295
Grand Total	177	75	40	292	168	568	242	978	20	95	218	333	265	1478	95	1838	3441
Apprch %	60.6	25.7	13.7		17.2	58.1	24.7		6	28.5	65.5		14.4	80.4	5.2		
Total %	5.1	2.2	1.2	8.5	4.9	16.5	7	28.4	0.6	2.8	6.3	9.7	7.7	43	2.8	53.4	

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	15	5	3	23	14	**59**	29	102	1	7	18	26	22	154	5	181	332
05:00 PM	14	5	3	22	**24**	46	25	95	**2**	**14**	24	**40**	25	142	9	176	333
05:15 PM	**18**	**6**	3	**27**	9	52	17	78	1	11	**25**	37	**30**	**163**	**12**	**205**	**347**
05:30 PM	6	4	**9**	19	19	55	**32**	**106**	2	8	20	30	23	123	6	152	307
Total Volume	53	20	18	91	66	212	103	381	6	40	87	133	100	582	32	714	1319
% App. Total	58.2	22	19.8		17.3	55.6	27		4.5	30.1	65.4		14	81.5	4.5		
PHF	.736	.833	.500	.843	.688	.898	.805	.899	.750	.714	.870	.831	.833	.893	.667	.871	.950

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File Name : 02_LAC_Vig_1st PM
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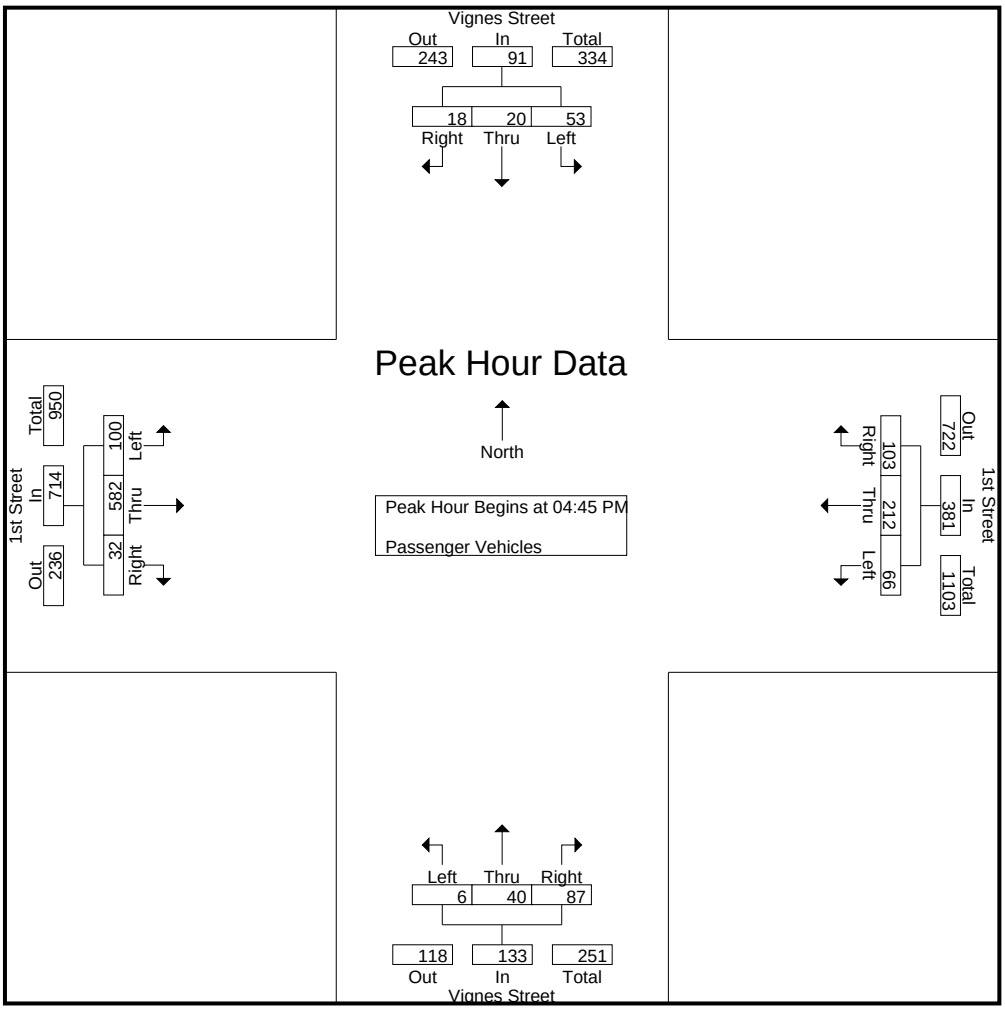

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	15	5	3	23	14	**59**	29	102	1	7	18	26	22	154	5	181
+15 mins.	14	5	3	22	**24**	46	25	95	**2**	**14**	24	**40**	25	142	9	176
+30 mins.	**18**	**6**	3	**27**	9	52	17	78	1	11	**25**	37	**30**	**163**	**12**	**205**
+45 mins.	6	4	**9**	19	19	55	**32**	**106**	2	8	20	30	23	123	6	152
Total Volume	53	20	18	91	66	212	103	381	6	40	87	133	100	582	32	714
% App. Total	58.2	22	19.8		17.3	55.6	27		4.5	30.1	65.4		14	81.5	4.5	
PHF	.736	.833	.500	.843	.688	.898	.805	.899	.750	.714	.870	.831	.833	.893	.667	.871

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File Name : 02_LAC_Vig_1st PM
Site Code : 04122514
Start Date : 5/25/2022
Page No : 1

Groups Printed- Dual Wheeled

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	1	1	1	3	0	0	3	3	0	0	0	0	0	1	0	1	7
03:15 PM	0	0	0	0	0	1	2	3	0	1	0	1	1	3	0	4	8
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
03:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	3	1	4	5
Total	1	1	1	3	1	2	5	8	0	1	0	1	1	8	1	10	22
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
04:15 PM	0	0	0	0	1	3	0	4	0	2	0	2	1	0	0	1	7
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	3	0	3	4
Total	0	1	0	1	1	3	1	5	0	4	0	4	3	4	0	7	17
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
05:30 PM	0	0	0	0	0	0	1	1	0	1	0	1	1	0	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	1	1	0	1	0	1	2	3	0	5	7
Grand Total	1	2	1	4	2	5	7	14	0	6	0	6	6	15	1	22	46
Apprch %	25	50	25		14.3	35.7	50		0	100	0		27.3	68.2	4.5		
Total %	2.2	4.3	2.2	8.7	4.3	10.9	15.2	30.4	0	13	0	13	13	32.6	2.2	47.8	

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	**3**	0	**3**	**4**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	0	2	2
05:30 PM	0	0	0	0	0	0	1	1	0	**1**	0	**1**	1	0	0	1	3
Total Volume	0	0	0	0	0	0	2	2	0	1	0	1	2	4	0	6	9
% App. Total	0	0	0		0	0	100		0	100	0		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.250	.000	.250	.500	.333	.000	.500	.563

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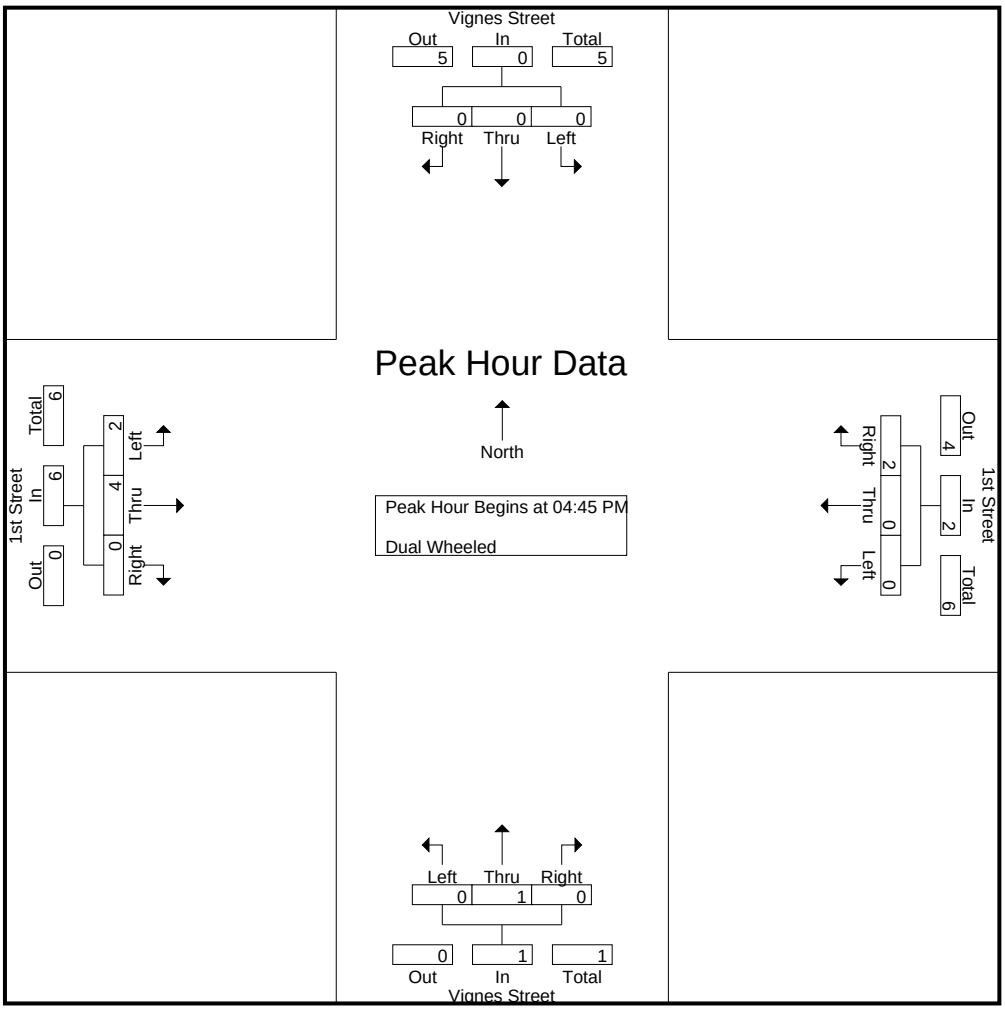

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	**3**	0	**3**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	0	2
+45 mins.	0	0	0	0	0	0	1	1	0	**1**	0	**1**	1	0	0	1
Total Volume	0	0	0	0	0	0	2	2	0	1	0	1	2	4	0	6
% App. Total	0	0	0		0	0	100		0	100	0		33.3	66.7	0	
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.250	.000	.250	.500	.333	.000	.500

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Groups Printed- Buses

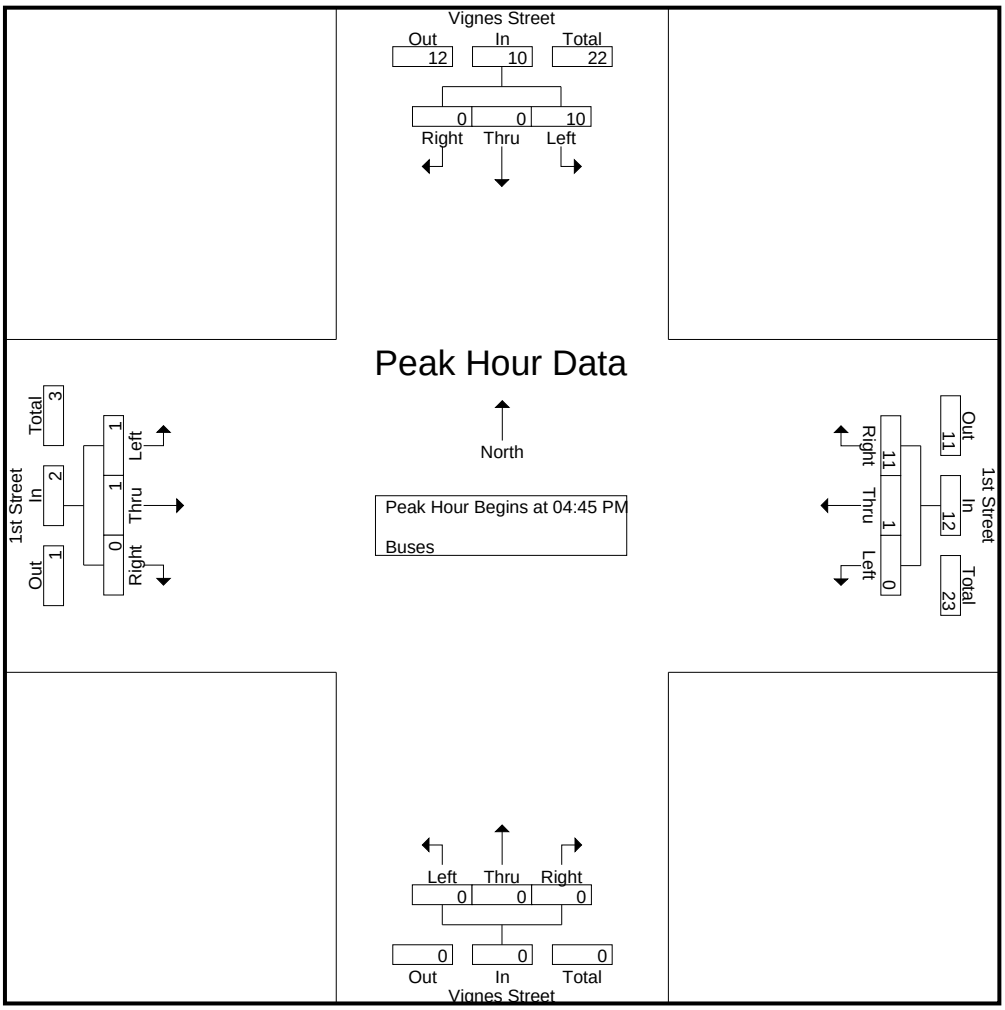
	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	3	0	0	3	0	1	4	5	0	0	0	0	0	0	0	0	8
03:15 PM	3	0	0	3	0	1	3	4	0	0	0	0	1	0	0	1	8
03:30 PM	4	0	0	4	0	2	4	6	0	0	0	0	2	0	0	2	12
03:45 PM	2	0	0	2	0	1	2	3	0	0	0	0	1	0	0	1	6
Total	12	0	0	12	0	5	13	18	0	0	0	0	4	0	0	4	34
04:00 PM	1	0	0	1	0	0	4	4	0	0	0	0	0	0	0	0	5
04:15 PM	5	0	0	5	0	0	2	2	0	0	0	0	1	0	0	1	8
04:30 PM	3	0	0	3	0	1	4	5	0	0	0	0	0	0	0	0	8
04:45 PM	2	0	0	2	0	0	2	2	0	0	0	0	1	0	0	1	5
Total	11	0	0	11	0	1	12	13	0	0	0	0	2	0	0	2	26
05:00 PM	3	0	0	3	0	1	1	2	0	0	0	0	0	1	0	1	6
05:15 PM	3	0	0	3	0	0	4	4	0	0	0	0	0	0	0	0	7
05:30 PM	2	0	0	2	0	0	4	4	0	0	0	0	0	0	0	0	6
05:45 PM	5	0	0	5	0	0	2	2	0	0	0	0	0	0	0	0	7
Total	13	0	0	13	0	1	11	12	0	0	0	0	0	1	0	1	26
Grand Total	36	0	0	36	0	7	36	43	0	0	0	0	6	1	0	7	86
Apprch %	100	0	0		0	16.3	83.7		0	0	0		85.7	14.3	0		
Total %	41.9	0	0	41.9	0	8.1	41.9	50	0	0	0	0	7	1.2	0	8.1	

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	2	0	0	2	0	0	2	2	0	0	0	0	**1**	0	0	**1**	5
05:00 PM	**3**	0	0	**3**	0	**1**	1	2	0	0	0	0	0	**1**	0	1	6
05:15 PM	3	0	0	3	0	0	**4**	**4**	0	0	0	0	0	0	0	0	**7**
05:30 PM	2	0	0	2	0	0	4	4	0	0	0	0	0	0	0	0	6
Total Volume	10	0	0	10	0	1	11	12	0	0	0	0	1	1	0	2	24
% App. Total	100	0	0		0	8.3	91.7		0	0	0		50	50	0		
PHF	.833	.000	.000	.833	.000	.250	.688	.750	.000	.000	.000	.000	.250	.250	.000	.500	.857

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Los Angeles
N/S: Vignes Street
E/W: 1st Street
Weather: Clear

File Name : 02_LAC_Vig_1st PM
Site Code : 04122514
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	2	0	0	2	0	0	2	2	0	0	0	0	**1**	0	0	**1**
+15 mins.	**3**	0	0	**3**	0	**1**	1	2	0	0	0	0	0	**1**	0	1
+30 mins.	3	0	0	3	0	0	**4**	**4**	0	0	0	0	0	0	0	0
+45 mins.	2	0	0	2	0	0	4	4	0	0	0	0	0	0	0	0
Total Volume	10	0	0	10	0	1	11	12	0	0	0	0	1	1	0	2
% App. Total	100	0	0		0	8.3	91.7		0	0	0		50	50	0	
PHF	.833	.000	.000	.833	.000	.250	.688	.750	.000	.000	.000	.000	.250	.250	.000	.500

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Vignes Street

East/West 1st Street

Day: Wednesday **Date:** May 25, 2022 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Central I/S CODE 9928

	N/B	S/B	E/B	W/B
DUAL-WHEELED	9	26	57	59
BIKES	9	18	33	50
BUSES	1	73	13	96

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	23	7.45	31	9.45	56	8.30	230	7.00
PM PK 15 MIN	40	5.00	36	4.30	207	5.15	114	5.45
AM PK HOUR	74	7.00	103	9.00	207	8.15	803	7.00
PM PK HOUR	142	4.30	121	3.45	734	4.30	404	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	8	18	48	74
8-9	2	24	29	55
9-10	5	18	23	46
3-4	7	24	54	85
4-5	6	37	81	124
5-6	7	40	83	130
TOTAL	35	161	318	514

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	31	19	8	58
8-9	46	22	16	84
9-10	33	44	26	103
3-4	69	29	13	111
4-5	81	25	13	119
5-6	64	23	15	102
TOTAL	324	162	91	577

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
132	8	2	1	0
139	3	0	0	0
149	3	4	3	0
196	9	0	2	0
243	1	7	2	1
232	4	2	5	0
1091	28	15	13	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	45	123	9	177
8-9	36	147	15	198
9-10	54	119	21	194
3-4	73	422	31	526
4-5	97	524	28	649
5-6	107	548	37	692
TOTAL	412	1883	141	2436

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	75	351	377	803
8-9	116	346	286	748
9-10	83	314	254	651
3-4	46	179	79	304
4-5	55	184	88	327
5-6	69	217	118	404
TOTAL	444	1591	1202	3237

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
980	9	0	2	0
946	6	1	1	0
845	4	1	0	0
830	19	2	4	0
976	13	1	1	1
1096	22	0	1	0
5673	73	5	9	1

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Vignes Street				
East/West:	1st Street				
Day:	Wednesday	Date:	5/25/2022	Weather:	CLEAR
School Day:	Yes	District:	Central	I/S Code:	9928
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	3	0	0	3
3-4	0	1	0	1
4-5	0	1	3	4
5-6	0	0	1	1
TOTAL	3	2	4	9

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	0	0	2
8-9	1	0	0	1
9-10	4	2	0	6
3-4	1	2	0	3
4-5	0	1	0	1
5-6	3	0	2	5
TOTAL	11	5	2	18

TOTAL

N-S
2
1
9
4
5
6
27

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	0	0	1
8-9	0	1	1	2
9-10	0	2	0	2
3-4	0	6	2	8
4-5	1	7	0	8
5-6	1	8	3	12
TOTAL	3	24	6	33

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	10	1	13
8-9	2	5	1	8
9-10	2	6	1	9
3-4	0	2	0	2
4-5	2	7	0	9
5-6	0	7	2	9
TOTAL	8	37	5	50

TOTAL

E-W
14
10
11
10
17
21
83

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	1	0	1	6	8
- No helmet riders	3	9	15	31	58
- Sidewalk Riding	0	4	0	5	9
- Wrong way riding	0	3	0	5	8

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:

North/South:	Vignes Street				
East/West:	1st Street				
Day:	Wednesday	Date:	5/25/2022	Weather:	CLEAR
School Day:	YES	District:	Central	I/S Code:	9928
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	0	1	1	1	3
7:15-7:30	0	1	0	0	1
7:30-7:45	0	4	1	3	8
7:45-8:00	1	4	0	5	10
8:00-8:15	0	0	0	2	2
8:15-8:30	0	0	1	2	3
8:30-8:45	0	0	0	1	1
8:45-9:00	0	3	0	2	5
9:00-9:15	0	1	0	2	3
9:15-9:30	1	2	0	1	4
9:30-9:45	2	3	0	2	7
9:45-10:00	0	1	0	0	1
Hours					
7 - 8	1	10	2	9	22
8 - 9	0	3	1	7	11
9 - 10	3	7	0	5	15
TOTAL	4	20	3	21	48

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	1	1	2	7	11
3:15-3:30	1	3	2	6	12
3:30-3:45	0	2	0	3	5
3:45-4:00	0	3	0	5	8
4:00-4:15	0	0	0	1	1
4:15-4:30	2	5	1	0	8
4:30-4:45	0	1	1	2	4
4:45-5:00	1	2	0	11	14
5:00-5:15	4	3	0	12	19
5:15-5:30	0	0	1	1	2
5:30-5:45	1	2	0	2	5
5:45-6:00	0	1	0	7	8
Hours					
3 - 4	2	9	4	21	36
4 - 5	3	8	2	14	27
5 - 6	5	6	1	22	34
	10	23	7	57	97

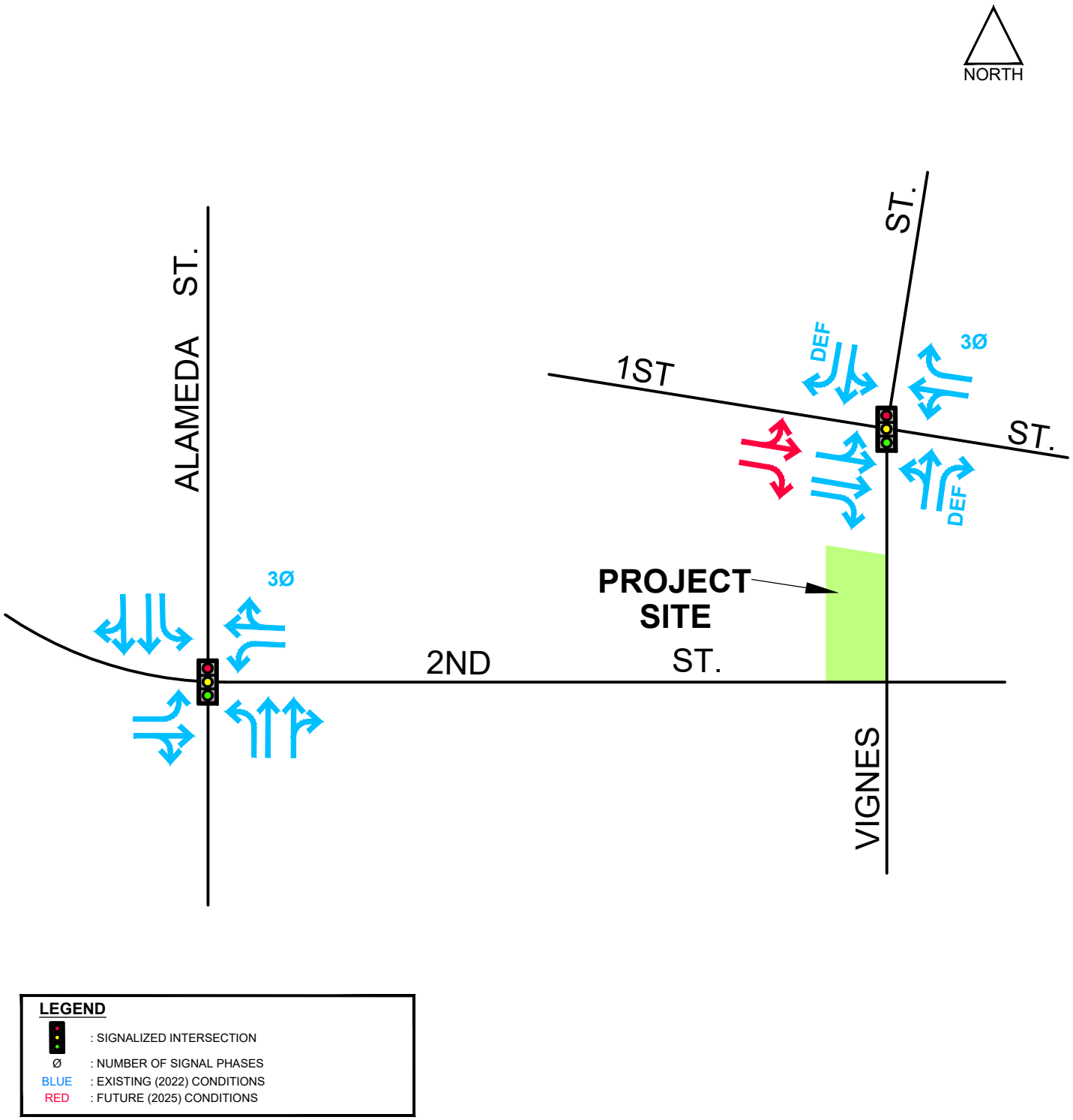
REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	0	0	0	0
- Skateboard/scooter	5	7	5	9	26

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

ATTACHMENT F
STUDY INTERSECTION GEOMETRICS AND TRAFFIC CONTROL CONDITIONS



ATTACHMENT F

7/2/2022

2ndSt(929E)MixedUse\Graphics\LANE-CONFIG

STUDY INTERSECTION GEOMETRICS
AND TRAFFIC CONTROL CONDITIONS

300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.koacorp.com

ATTACHMENT G
SYNCHRO DELAY AND QUEUE CALCULATION WORKSHEETS

EXISTING (2022) TRAFFIC CONDITIONS
WEEKDAY AM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	42	37	18	13	16	153	672	6	15	694	41
Future Volume (veh/h)	26	42	37	18	13	16	153	672	6	15	694	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	58	51	25	18	22	176	772	7	17	771	46
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.87	0.87	0.87	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	82	72	64	141	172	474	2461	22	493	2324	139
Arrive On Green	0.09	0.09	0.09	0.04	0.18	0.18	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	1367	918	807	1781	766	936	669	3609	33	693	3407	203
Grp Volume(v), veh/h	36	0	109	25	0	40	176	380	399	17	402	415
Grp Sat Flow(s),veh/h/ln	1367	0	1725	1781	0	1702	669	1777	1864	693	1777	1834
Q Serve(g_s), s	2.2	0.0	5.5	1.2	0.0	1.8	13.2	7.8	7.8	0.9	8.4	8.4
Cycle Q Clear(g_c), s	2.2	0.0	5.5	1.2	0.0	1.8	21.6	7.8	7.8	8.7	8.4	8.4
Prop In Lane	1.00		0.47	1.00		0.55	1.00		0.02	1.00		0.11
Lane Grp Cap(c), veh/h	202	0	154	64	0	312	474	1212	1272	493	1212	1251
V/C Ratio(X)	0.18	0.00	0.71	0.39	0.00	0.13	0.37	0.31	0.31	0.03	0.33	0.33
Avail Cap(c_a), veh/h	490	0	518	139	0	741	474	1212	1272	493	1212	1251
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	39.8	42.4	0.0	30.7	10.3	5.8	5.8	7.5	5.9	5.9
Incr Delay (d2), s/veh	0.4	0.0	5.8	3.8	0.0	0.2	2.2	0.7	0.6	0.1	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	2.6	0.6	0.0	0.7	2.0	2.6	2.7	0.1	2.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.7	0.0	45.6	46.2	0.0	30.9	12.5	6.5	6.4	7.7	6.6	6.6
LnGrp LOS	D	A	D	D	A	C	B	A	A	A	A	A
Approach Vol, veh/h		145			65			955			834	
Approach Delay, s/veh		43.9			36.8			7.6			6.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		67.5		22.5		67.5	8.5	14.1				
Change Period (Y+Rc), s		6.1		6.0		6.1	* 5.2	6.0				
Max Green Setting (Gmax), s		38.7		39.2		38.7	* 7	27.0				
Max Q Clear Time (g_c+I1), s		10.7		3.8		23.6	3.2	7.5				
Green Ext Time (p_c), s		5.6		0.2		5.5	0.0	0.6				

Intersection Summary	
HCM 6th Ctrl Delay	10.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Queues
1: Alameda Street & 2nd Street

06/29/2022

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	36	109	25	40	176	779	17	817
v/c Ratio	0.27	0.48	0.19	0.14	0.40	0.29	0.04	0.31
Control Delay	41.2	28.7	42.4	16.9	11.2	6.1	6.9	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.2	28.7	42.4	16.9	11.2	6.1	6.9	6.2
Queue Length 50th (ft)	19	32	14	10	26	53	2	56
Queue Length 95th (ft)	38	57	31	23	110	144	13	158
Internal Link Dist (ft)		45		808		522		574
Turn Bay Length (ft)	85		100		140		35	
Base Capacity (vph)	381	554	133	756	443	2650	464	2633
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.20	0.19	0.05	0.40	0.29	0.04	0.31

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	123	9	75	351	377	8	18	48	31	19	8
Future Volume (vph)	45	123	9	75	351	377	8	18	48	31	19	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	12	12	16	16	16	16	16	16
Total Lost time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Lane Util. Factor		0.95	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Frt		1.00	0.85		1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected		0.99	1.00		0.99	1.00		0.99	1.00		0.97	1.00
Satd. Flow (prot)		3492	1583		1847	1583		2080	1794		2048	1794
Flt Permitted		0.46	1.00		1.00	1.00		0.88	1.00		0.79	1.00
Satd. Flow (perm)		1610	1583		1863	1583		1857	1794		1672	1794
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.80	0.80	0.80	0.73	0.73	0.73
Adj. Flow (vph)	52	141	10	86	403	433	10	22	60	42	26	11
RTOR Reduction (vph)	0	0	8	0	0	182	0	0	55	0	0	10
Lane Group Flow (vph)	0	193	2	0	489	251	0	33	5	0	68	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6!	2!		5!	1!			8			4	
Permitted Phases			2			1	8		8	4		4
Actuated Green, G (s)		16.7	14.0		52.1	52.1		7.7	7.7		7.7	7.7
Effective Green, g (s)		16.7	14.0		52.1	52.1		7.7	7.7		7.7	7.7
Actuated g/C Ratio		0.19	0.16		0.58	0.58		0.09	0.09		0.09	0.09
Clearance Time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		647	246		1078	916		158	153		143	153
v/s Ratio Prot		c0.06			0.25							
v/s Ratio Perm			0.00		c0.02	0.16		0.02	0.00		c0.04	0.00
v/c Ratio		0.30	0.01		0.45	0.27		0.21	0.03		0.48	0.01
Uniform Delay, d1		31.6	32.1		10.8	9.5		38.3	37.7		39.2	37.6
Progression Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.3	0.0		1.4	0.7		0.7	0.1		2.5	0.0
Delay (s)		31.9	32.1		12.2	10.2		39.0	37.8		41.7	37.7
Level of Service		C	C		B	B		D	D		D	D
Approach Delay (s)		31.9			11.3			38.2			41.1	
Approach LOS		C			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Queues
2: Vignes Street & 1st Street

06/30/2022

Lane Group	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	193	10	489	433	33	60	68	11
v/c Ratio	0.30	0.03	0.47	0.39	0.18	0.23	0.41	0.04
Control Delay	32.6	0.2	15.3	2.3	38.3	4.7	45.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.6	0.2	15.3	2.3	38.3	4.7	45.0	0.2
Queue Length 50th (ft)	49	0	168	0	18	0	37	0
Queue Length 95th (ft)	77	0	262	37	38	7	60	0
Internal Link Dist (ft)	453		709		384		560	
Turn Bay Length (ft)		90				54		75
Base Capacity (vph)	647	340	1034	1111	474	532	427	532
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.03	0.47	0.39	0.07	0.11	0.16	0.02

Intersection Summary

EXISTING (2022) TRAFFIC CONDITIONS
WEEKDAY PM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	141	87	4	4	2	180	523	64	36	532	55
Future Volume (veh/h)	84	141	87	4	4	2	180	523	64	36	532	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	172	106	6	6	3	188	545	67	38	554	57
Peak Hour Factor	0.82	0.82	0.82	0.63	0.63	0.63	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	349	207	128	19	306	153	505	1929	236	504	1970	202
Arrive On Green	0.19	0.19	0.19	0.01	0.26	0.26	0.61	0.61	0.61	0.61	0.61	0.61
Sat Flow, veh/h	1406	1083	667	1781	1176	588	810	3186	391	810	3253	334
Grp Volume(v), veh/h	102	0	278	6	0	9	188	303	309	38	302	309
Grp Sat Flow(s),veh/h/ln	1406	0	1750	1781	0	1764	810	1777	1800	810	1777	1810
Q Serve(g_s), s	5.7	0.0	13.7	0.3	0.0	0.3	12.9	7.3	7.4	2.1	7.3	7.3
Cycle Q Clear(g_c), s	5.7	0.0	13.7	0.3	0.0	0.3	20.2	7.3	7.4	9.5	7.3	7.3
Prop In Lane	1.00		0.38	1.00		0.33	1.00		0.22	1.00		0.18
Lane Grp Cap(c), veh/h	349	0	335	19	0	459	505	1076	1090	504	1076	1096
V/C Ratio(X)	0.29	0.00	0.83	0.31	0.00	0.02	0.37	0.28	0.28	0.08	0.28	0.28
Avail Cap(c_a), veh/h	502	0	525	139	0	769	505	1076	1090	504	1076	1096
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	0.0	35.0	44.2	0.0	24.8	13.3	8.4	8.5	10.7	8.4	8.4
Incr Delay (d2), s/veh	0.5	0.0	6.3	8.8	0.0	0.0	2.1	0.7	0.7	0.3	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	6.3	0.2	0.0	0.1	2.4	2.7	2.7	0.4	2.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.2	0.0	41.3	53.0	0.0	24.8	15.4	9.1	9.1	11.0	9.1	9.1
LnGrp LOS	C	A	D	D	A	C	B	A	A	B	A	A
Approach Vol, veh/h		380			15			800			649	
Approach Delay, s/veh		38.8			36.1			10.6			9.2	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	60.6	29.4	60.6	6.2	23.2
Change Period (Y+Rc), s	6.1	6.0	6.1	* 5.2	6.0
Max Green Setting (Gmax), s	38.7	39.2	38.7	* 7	27.0
Max Q Clear Time (g_c+I1), s	11.5	2.3	22.2	2.3	15.7
Green Ext Time (p_c), s	4.1	0.0	4.5	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Queues
1: Alameda Street & 2nd Street

06/29/2022

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	278	6	9	188	612	38	611
v/c Ratio	0.39	0.73	0.05	0.02	0.41	0.28	0.08	0.27
Control Delay	33.6	39.6	39.2	17.5	14.8	9.1	10.5	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	39.6	39.2	17.5	14.8	9.1	10.5	9.1
Queue Length 50th (ft)	51	131	3	3	43	63	7	63
Queue Length 95th (ft)	79	170	11	7	153	157	32	157
Internal Link Dist (ft)		45		808		522		574
Turn Bay Length (ft)	85		100		140		35	
Base Capacity (vph)	392	551	133	772	463	2220	463	2224
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.50	0.05	0.01	0.41	0.28	0.08	0.27

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	587	32	66	213	116	6	41	87	63	20	18
Future Volume (vph)	103	587	32	66	213	116	6	41	87	63	20	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	12	12	16	16	16	16	16	16
Total Lost time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Lane Util. Factor		0.95	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Frt		1.00	0.85		1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected		0.99	1.00		0.99	1.00		0.99	1.00		0.96	1.00
Satd. Flow (prot)		3513	1583		1841	1583		2098	1794		2034	1794
Flt Permitted		0.46	1.00		1.00	1.00		0.95	1.00		0.74	1.00
Satd. Flow (perm)		1610	1583		1863	1583		2010	1794		1565	1794
Peak-hour factor, PHF	0.87	0.87	0.87	0.89	0.89	0.89	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	118	675	37	74	239	130	7	49	104	75	24	21
RTOR Reduction (vph)	0	0	23	0	0	86	0	0	93	0	0	19
Lane Group Flow (vph)	0	793	14	0	313	44	0	56	11	0	99	2
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6!	2!		5!	1!			8			4	
Permitted Phases			2			1	8		8	4		4
Actuated Green, G (s)		35.3	33.8		30.4	30.4		9.6	9.6		9.6	9.6
Effective Green, g (s)		35.3	33.8		30.4	30.4		9.6	9.6		9.6	9.6
Actuated g/C Ratio		0.39	0.38		0.34	0.34		0.11	0.11		0.11	0.11
Clearance Time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		1377	594		629	534		214	191		166	191
v/s Ratio Prot		c0.23			0.16							
v/s Ratio Perm			0.01		c0.01	0.03		0.03	0.01		c0.06	0.00
v/c Ratio		0.58	0.02		0.50	0.08		0.26	0.06		0.60	0.01
Uniform Delay, d1		21.5	17.7		23.7	20.3		36.9	36.1		38.4	36.0
Progression Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.6	0.1		2.8	0.3		0.7	0.1		5.7	0.0
Delay (s)		22.1	17.8		26.5	20.6		37.6	36.3		44.0	36.0
Level of Service		C	B		C	C		D	D		D	D
Approach Delay (s)		21.9			24.8			36.7			42.6	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	25.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Lane Group	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	793	37	313	130	56	104	99	21
v/c Ratio	0.58	0.06	0.51	0.20	0.23	0.34	0.52	0.07
Control Delay	23.5	0.2	29.7	5.6	36.6	10.4	46.3	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.5	0.2	29.7	5.6	36.6	10.4	46.3	0.4
Queue Length 50th (ft)	182	0	147	0	29	0	54	0
Queue Length 95th (ft)	230	0	245	40	57	36	92	0
Internal Link Dist (ft)	453		709		384		560	
Turn Bay Length (ft)		90				54		75
Base Capacity (vph)	1378	651	612	636	513	535	400	532
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.06	0.51	0.20	0.11	0.19	0.25	0.04

Intersection Summary

EXISTING (2022) PLUS MODIFIED PROJECT TRAFFIC CONDITIONS WEEKDAY AM PEAK HOUR

HCM 6th Signalized Intersection Summary
1: Alameda Street & 2nd Street

07/02/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	59	37	30	19	16	153	672	43	15	694	41
Future Volume (veh/h)	26	59	37	30	19	16	153	672	43	15	694	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	81	51	41	26	22	176	772	49	17	771	46
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.87	0.87	0.87	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	220	111	70	89	197	167	451	2222	141	449	2231	133
Arrive On Green	0.10	0.10	0.10	0.05	0.21	0.21	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	1357	1073	676	1781	936	792	669	3393	215	666	3407	203
Grp Volume(v), veh/h	36	0	132	41	0	48	176	404	417	17	402	415
Grp Sat Flow(s),veh/h/ln	1357	0	1749	1781	0	1728	669	1777	1832	666	1777	1834
Q Serve(g_s), s	2.2	0.0	6.6	2.0	0.0	2.0	14.3	9.1	9.2	1.1	9.1	9.1
Cycle Q Clear(g_c), s	2.2	0.0	6.6	2.0	0.0	2.0	23.4	9.1	9.2	10.2	9.1	9.1
Prop In Lane	1.00		0.39	1.00		0.46	1.00		0.12	1.00		0.11
Lane Grp Cap(c), veh/h	220	0	180	89	0	364	451	1164	1199	449	1164	1201
V/C Ratio(X)	0.16	0.00	0.73	0.46	0.00	0.13	0.39	0.35	0.35	0.04	0.35	0.35
Avail Cap(c_a), veh/h	487	0	525	139	0	753	451	1164	1199	449	1164	1201
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	0.0	39.2	41.6	0.0	28.8	12.2	6.9	6.9	9.2	6.9	6.9
Incr Delay (d2), s/veh	0.3	0.0	5.6	3.7	0.0	0.2	2.5	0.8	0.8	0.2	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	3.1	1.0	0.0	0.8	2.2	3.2	3.2	0.2	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.5	0.0	44.8	45.3	0.0	29.0	14.7	7.8	7.7	9.4	7.7	7.7
LnGrp LOS	D	A	D	D	A	C	B	A	A	A	A	A
Approach Vol, veh/h		168			89			997			834	
Approach Delay, s/veh		43.2			36.5			9.0			7.8	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		65.0		25.0		65.0	9.7	15.3				
Change Period (Y+Rc), s		6.1		6.0		6.1	* 5.2	6.0				
Max Green Setting (Gmax), s		38.7		39.2		38.7	* 7	27.0				
Max Q Clear Time (g_c+I1), s		12.2		4.0		25.4	4.0	8.6				
Green Ext Time (p_c), s		5.6		0.2		5.4	0.0	0.7				

Intersection Summary												
HCM 6th Ctrl Delay			12.4									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Queues
1: Alameda Street & 2nd Street

07/02/2022

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	36	132	41	48	176	821	17	817
v/c Ratio	0.24	0.54	0.31	0.13	0.46	0.35	0.04	0.35
Control Delay	38.4	34.8	45.8	16.3	15.1	8.4	8.5	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.4	34.8	45.8	16.3	15.1	8.4	8.5	8.4
Queue Length 50th (ft)	19	52	23	11	51	111	4	110
Queue Length 95th (ft)	37	77	44	27	121	163	14	170
Internal Link Dist (ft)		45		808		522		574
Turn Bay Length (ft)	85		100		140		35	
Base Capacity (vph)	378	551	133	767	380	2330	380	2332
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.24	0.31	0.06	0.46	0.35	0.04	0.35

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	123	46	99	351	377	15	25	58	31	36	8
Future Volume (vph)	45	123	46	99	351	377	15	25	58	31	36	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	12	12	16	16	16	16	16	16
Total Lost time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Lane Util. Factor		0.95	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Frt		1.00	0.85		1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected		0.99	1.00		0.99	1.00		0.98	1.00		0.98	1.00
Satd. Flow (prot)		3492	1583		1842	1583		2072	1794		2063	1794
Flt Permitted		0.46	1.00		1.00	1.00		0.84	1.00		0.83	1.00
Satd. Flow (perm)		1610	1583		1863	1583		1766	1794		1748	1794
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.80	0.80	0.80	0.73	0.73	0.73
Adj. Flow (vph)	52	141	53	114	403	433	19	31	72	42	49	11
RTOR Reduction (vph)	0	0	45	0	0	110	0	0	66	0	0	10
Lane Group Flow (vph)	0	193	8	0	517	323	0	50	7	0	91	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6!	2!		5!	1!			8			4	
Permitted Phases			2			1	8		8	4		4
Actuated Green, G (s)		16.7	14.0		51.2	51.2		8.6	8.6		8.6	8.6
Effective Green, g (s)		16.7	14.0		51.2	51.2		8.6	8.6		8.6	8.6
Actuated g/C Ratio		0.19	0.16		0.57	0.57		0.10	0.10		0.10	0.10
Clearance Time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		647	246		1059	900		168	171		167	171
v/s Ratio Prot		c0.06			0.26							
v/s Ratio Perm			0.01		c0.02	0.20		0.03	0.00		c0.05	0.00
v/c Ratio		0.30	0.03		0.49	0.36		0.30	0.04		0.54	0.01
Uniform Delay, d1		31.6	32.3		11.6	10.5		37.9	37.0		38.8	36.8
Progression Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.3	0.1		1.6	1.1		1.0	0.1		3.6	0.0
Delay (s)		31.9	32.3		13.2	11.6		38.9	37.1		42.4	36.8
Level of Service		C	C		B	B		D	D		D	D
Approach Delay (s)		32.0			12.5			37.8			41.8	
Approach LOS		C			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	20.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Queues
2: Vignes Street & 1st Street

07/02/2022

Lane Group	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	193	53	517	433	50	73	91	11
v/c Ratio	0.30	0.16	0.51	0.42	0.26	0.26	0.48	0.04
Control Delay	32.6	3.4	16.6	6.5	39.0	6.3	45.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.6	3.4	16.6	6.5	39.0	6.3	45.2	0.2
Queue Length 50th (ft)	49	0	187	48	27	0	50	0
Queue Length 95th (ft)	77	10	292	113	51	15	74	0
Internal Link Dist (ft)	453		709		384		560	
Turn Bay Length (ft)		90		90		54		75
Base Capacity (vph)	647	340	1014	1025	451	532	446	532
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.16	0.51	0.42	0.11	0.14	0.20	0.02

Intersection Summary

EXISTING (2022) PLUS MODIFIED PROJECT TRAFFIC CONDITIONS
WEEKDAY PM PEAK HOUR

HCM 6th Signalized Intersection Summary
1: Alameda Street & 2nd Street

07/02/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	160	87	48	25	2	180	523	107	36	532	55
Future Volume (veh/h)	84	160	87	48	25	2	180	523	107	36	532	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	195	106	76	40	3	188	545	111	38	554	57
Peak Hour Factor	0.82	0.82	0.82	0.63	0.63	0.63	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	358	232	126	118	563	42	439	1583	321	416	1750	180
Arrive On Green	0.20	0.20	0.20	0.07	0.33	0.33	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1364	1139	619	1781	1718	129	810	2943	597	777	3253	334
Grp Volume(v), veh/h	102	0	301	76	0	43	188	328	328	38	302	309
Grp Sat Flow(s),veh/h/ln	1364	0	1759	1781	0	1847	810	1777	1763	777	1777	1810
Q Serve(g_s), s	5.8	0.0	14.8	3.7	0.0	1.4	15.1	9.4	9.5	2.6	8.5	8.6
Cycle Q Clear(g_c), s	5.8	0.0	14.8	3.7	0.0	1.4	23.7	9.4	9.5	12.1	8.5	8.6
Prop In Lane	1.00		0.35	1.00		0.07	1.00		0.34	1.00		0.18
Lane Grp Cap(c), veh/h	358	0	358	118	0	605	439	956	948	416	956	974
V/C Ratio(X)	0.29	0.00	0.84	0.65	0.00	0.07	0.43	0.34	0.35	0.09	0.32	0.32
Avail Cap(c_a), veh/h	489	0	528	139	0	805	439	956	948	416	956	974
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	0.0	34.4	41.0	0.0	20.8	18.2	11.8	11.8	15.2	11.6	11.6
Incr Delay (d2), s/veh	0.4	0.0	7.8	7.7	0.0	0.0	3.0	1.0	1.0	0.4	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	7.0	1.9	0.0	0.6	3.0	3.7	3.7	0.5	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.3	0.0	42.2	48.7	0.0	20.9	21.2	12.8	12.8	15.7	12.4	12.4
LnGrp LOS	C	A	D	D	A	C	C	B	B	B	B	B
Approach Vol, veh/h		403			119			844			649	
Approach Delay, s/veh		39.4			38.7			14.7			12.6	
Approach LOS		D			D			B			B	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		54.5		35.5		54.5	11.2	24.3				
Change Period (Y+Rc), s		6.1		6.0		6.1	* 5.2	6.0				
Max Green Setting (Gmax), s		38.7		39.2		38.7	* 7	27.0				
Max Q Clear Time (g_c+I1), s		14.1		3.4		25.7	5.7	16.8				
Green Ext Time (p_c), s		4.0		0.2		4.3	0.0	1.5				

Intersection Summary												
HCM 6th Ctrl Delay			20.4									
HCM 6th LOS			C									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Queues
1: Alameda Street & 2nd Street

07/02/2022

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	301	76	43	188	656	38	611
v/c Ratio	0.37	0.74	0.50	0.07	0.51	0.36	0.11	0.33
Control Delay	32.2	40.1	51.5	15.7	23.3	14.1	15.4	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.2	40.1	51.5	15.7	23.3	14.1	15.4	14.2
Queue Length 50th (ft)	50	145	41	14	71	111	11	105
Queue Length 95th (ft)	78	184	60	22	163	172	34	162
Internal Link Dist (ft)		45		808		522		574
Turn Bay Length (ft)	85		100		140		35	
Base Capacity (vph)	380	550	153	804	371	1840	348	1853
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.55	0.50	0.05	0.51	0.36	0.11	0.33

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	587	75	93	213	116	31	66	123	63	39	18
Future Volume (vph)	103	587	75	93	213	116	31	66	123	63	39	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	12	12	16	16	16	16	16	16
Total Lost time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Lane Util. Factor		0.95	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Frt		1.00	0.85		1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected		0.99	1.00		0.99	1.00		0.98	1.00		0.97	1.00
Satd. Flow (prot)		3513	1583		1835	1583		2078	1794		2048	1794
Flt Permitted		0.46	1.00		1.00	1.00		0.83	1.00		0.72	1.00
Satd. Flow (perm)		1610	1583		1863	1583		1757	1794		1523	1794
Peak-hour factor, PHF	0.87	0.87	0.87	0.89	0.89	0.89	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	118	675	86	104	239	130	37	79	146	75	46	21
RTOR Reduction (vph)	0	0	54	0	0	63	0	0	126	0	0	18
Lane Group Flow (vph)	0	793	32	0	343	67	0	116	20	0	121	3
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6!	2!		5!	1!			8			4	
Permitted Phases			2			1	8		8	4		4
Actuated Green, G (s)		35.3	33.8		27.9	27.9		12.1	12.1		12.1	12.1
Effective Green, g (s)		35.3	33.8		27.9	27.9		12.1	12.1		12.1	12.1
Actuated g/C Ratio		0.39	0.38		0.31	0.31		0.13	0.13		0.13	0.13
Clearance Time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		1377	594		577	490		236	241		204	241
v/s Ratio Prot		c0.23			0.17							
v/s Ratio Perm			0.02		c0.01	0.04		0.07	0.01		c0.08	0.00
v/c Ratio		0.58	0.05		0.59	0.14		0.49	0.08		0.59	0.01
Uniform Delay, d1		21.5	17.9		26.3	22.4		36.1	34.1		36.6	33.8
Progression Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.6	0.2		4.5	0.6		1.6	0.1		4.6	0.0
Delay (s)		22.1	18.1		30.7	22.9		37.7	34.2		41.2	33.8
Level of Service		C	B		C	C		D	C		D	C
Approach Delay (s)		21.7			28.6			35.8			40.1	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	27.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Queues
2: Vignes Street & 1st Street

07/02/2022

Lane Group	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	793	86	343	130	116	146	121	21
v/c Ratio	0.58	0.13	0.64	0.23	0.49	0.40	0.59	0.06
Control Delay	23.5	4.4	35.3	10.5	42.4	9.2	47.9	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.5	4.4	35.3	10.5	42.4	9.2	47.9	0.4
Queue Length 50th (ft)	182	0	168	15	62	0	66	0
Queue Length 95th (ft)	230	24	#308	60	100	40	105	0
Internal Link Dist (ft)	453		709		384		560	
Turn Bay Length (ft)		90		90		54		75
Base Capacity (vph)	1378	651	539	554	448	567	388	532
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.13	0.64	0.23	0.26	0.26	0.31	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

FUTURE (2025) WITHOUT MODIFIED PROJECT TRAFFIC CONDITIONS
WEEKDAY AM PEAK HOUR

HCM 6th Signalized Intersection Summary
1: Alameda Street & 2nd Street

07/02/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	43	39	21	13	16	159	827	6	15	847	42
Future Volume (veh/h)	27	43	39	21	13	16	159	827	6	15	847	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	59	53	29	18	22	183	951	7	17	941	47
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.87	0.87	0.87	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	205	83	75	71	145	177	396	2445	18	409	2329	116
Arrive On Green	0.09	0.09	0.09	0.04	0.19	0.19	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	1367	908	816	1781	766	936	570	3616	27	586	3444	172
Grp Volume(v), veh/h	37	0	112	29	0	40	183	467	491	17	485	503
Grp Sat Flow(s),veh/h/ln	1367	0	1724	1781	0	1702	570	1777	1866	586	1777	1839
Q Serve(g_s), s	2.3	0.0	5.7	1.4	0.0	1.8	19.0	10.4	10.4	1.2	11.0	11.0
Cycle Q Clear(g_c), s	2.3	0.0	5.7	1.4	0.0	1.8	29.9	10.4	10.4	11.6	11.0	11.0
Prop In Lane	1.00		0.47	1.00		0.55	1.00		0.01	1.00		0.09
Lane Grp Cap(c), veh/h	205	0	158	71	0	322	396	1201	1261	409	1201	1244
V/C Ratio(X)	0.18	0.00	0.71	0.41	0.00	0.12	0.46	0.39	0.39	0.04	0.40	0.40
Avail Cap(c_a), veh/h	490	0	517	139	0	741	396	1201	1261	409	1201	1244
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	0.0	39.7	42.1	0.0	30.3	13.2	6.4	6.4	9.0	6.5	6.5
Incr Delay (d2), s/veh	0.4	0.0	5.8	3.7	0.0	0.2	3.8	1.0	0.9	0.2	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	2.6	0.7	0.0	0.7	2.6	3.5	3.6	0.2	3.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	0.0	45.5	45.8	0.0	30.4	17.0	7.4	7.3	9.1	7.5	7.5
LnGrp LOS	D	A	D	D	A	C	B	A	A	A	A	A
Approach Vol, veh/h		149			69			1141			1005	
Approach Delay, s/veh		43.8			36.9			8.9			7.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		67.0		23.0		67.0	8.8	14.2				
Change Period (Y+Rc), s		6.1		6.0		6.1	* 5.2	6.0				
Max Green Setting (Gmax), s		38.7		39.2		38.7	* 7	27.0				
Max Q Clear Time (g_c+I1), s		13.6		3.8		31.9	3.4	7.7				
Green Ext Time (p_c), s		7.0		0.2		4.0	0.0	0.6				

Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Queues
1: Alameda Street & 2nd Street

07/02/2022

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	37	112	29	40	183	958	17	988
v/c Ratio	0.27	0.48	0.22	0.14	0.51	0.36	0.05	0.38
Control Delay	41.3	28.9	43.2	16.8	16.3	6.7	7.2	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.3	28.9	43.2	16.8	16.3	6.7	7.2	6.8
Queue Length 50th (ft)	20	33	16	10	30	70	2	73
Queue Length 95th (ft)	38	58	34	23	#156	187	13	204
Internal Link Dist (ft)		45		808		522		574
Turn Bay Length (ft)	85		100		140		35	
Base Capacity (vph)	381	554	133	756	357	2647	370	2632
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.20	0.22	0.05	0.51	0.36	0.05	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	133	9	126	367	392	8	19	91	36	22	29
Future Volume (vph)	70	133	9	126	367	392	8	19	91	36	22	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	12	12	16	16	16	16	16	16
Total Lost time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Lane Util. Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Frt		1.00	0.85		1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected		0.98	1.00		0.99	1.00		0.99	1.00		0.97	1.00
Satd. Flow (prot)		1831	1583		1839	1583		2081	1794		2048	1794
Flt Permitted		0.00	1.00		0.93	1.00		0.88	1.00		0.79	1.00
Satd. Flow (perm)		0	1583		1733	1583		1868	1794		1670	1794
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.80	0.80	0.80	0.73	0.73	0.73
Adj. Flow (vph)	80	153	10	145	422	451	10	24	114	49	30	40
RTOR Reduction (vph)	0	0	8	0	0	107	0	0	103	0	0	36
Lane Group Flow (vph)	0	233	2	0	567	344	0	34	11	0	79	4
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6!	2!		5!	1!			8			4	
Permitted Phases			2			1	8		8	4		4
Actuated Green, G (s)		17.7	15.0		50.5	50.5		8.3	8.3		8.3	8.3
Effective Green, g (s)		17.7	15.0		50.5	50.5		8.3	8.3		8.3	8.3
Actuated g/C Ratio		0.20	0.17		0.56	0.56		0.09	0.09		0.09	0.09
Clearance Time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		360	263		1028	888		172	165		154	165
v/s Ratio Prot		c0.13			c0.29							
v/s Ratio Perm			0.00		0.02	0.22		0.02	0.01		c0.05	0.00
v/c Ratio		0.65	0.01		0.55	0.39		0.20	0.06		0.51	0.02
Uniform Delay, d1		33.3	31.3		12.6	11.1		37.8	37.3		38.9	37.2
Progression Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		4.0	0.0		2.1	1.3		0.6	0.2		2.9	0.1
Delay (s)		37.2	31.3		14.7	12.4		38.3	37.5		41.8	37.2
Level of Service		D	C		B	B		D	D		D	D
Approach Delay (s)		37.0			13.7			37.7			40.3	
Approach LOS		D			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	21.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	60.5%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Queues
2: Vignes Street & 1st Street

07/02/2022

Lane Group	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	233	10	567	451	34	114	79	40
v/c Ratio	0.65	0.03	0.57	0.45	0.18	0.39	0.45	0.14
Control Delay	42.7	0.1	17.9	7.2	37.4	11.5	45.3	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.7	0.1	17.9	7.2	37.4	11.5	45.3	1.1
Queue Length 50th (ft)	123	0	213	58	18	0	43	0
Queue Length 95th (ft)	193	0	329	128	39	34	67	0
Internal Link Dist (ft)	453		709		384		560	
Turn Bay Length (ft)		90		90		54		75
Base Capacity (vph)	360	340	997	1009	477	543	426	532
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.03	0.57	0.45	0.07	0.21	0.19	0.08

Intersection Summary

FUTURE (2025) WITHOUT MODIFIED PROJECT TRAFFIC CONDITIONS
WEEKDAY PM PEAK HOUR

HCM 6th Signalized Intersection Summary
1: Alameda Street & 2nd Street

07/02/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	145	91	7	4	2	186	692	66	37	796	57
Future Volume (veh/h)	87	145	91	7	4	2	186	692	66	37	796	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	177	111	11	6	3	194	721	69	39	829	59
Peak Hour Factor	0.82	0.82	0.82	0.63	0.63	0.63	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	358	212	133	33	322	161	367	1939	185	407	1991	142
Arrive On Green	0.20	0.20	0.20	0.02	0.27	0.27	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1406	1075	674	1781	1176	588	626	3277	313	686	3365	239
Grp Volume(v), veh/h	106	0	288	11	0	9	194	391	399	39	438	450
Grp Sat Flow(s),veh/h/ln	1406	0	1749	1781	0	1764	626	1777	1814	686	1777	1827
Q Serve(g_s), s	5.9	0.0	14.2	0.5	0.0	0.3	21.9	10.4	10.4	2.8	12.0	12.0
Cycle Q Clear(g_c), s	5.9	0.0	14.2	0.5	0.0	0.3	33.9	10.4	10.4	13.2	12.0	12.0
Prop In Lane	1.00		0.39	1.00		0.33	1.00		0.17	1.00		0.13
Lane Grp Cap(c), veh/h	358	0	345	33	0	483	367	1051	1073	407	1051	1081
V/C Ratio(X)	0.30	0.00	0.83	0.33	0.00	0.02	0.53	0.37	0.37	0.10	0.42	0.42
Avail Cap(c_a), veh/h	502	0	525	139	0	769	367	1051	1073	407	1051	1081
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	0.0	34.7	43.6	0.0	23.8	19.1	9.6	9.6	13.1	10.0	10.0
Incr Delay (d2), s/veh	0.5	0.0	7.0	5.7	0.0	0.0	5.4	1.0	1.0	0.5	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	6.6	0.3	0.0	0.1	3.5	3.9	3.9	0.5	4.5	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.8	0.0	41.7	49.3	0.0	23.9	24.5	10.6	10.6	13.5	11.2	11.1
LnGrp LOS	C	A	D	D	A	C	C	B	B	B	B	B
Approach Vol, veh/h		394			20			984			927	
Approach Delay, s/veh		39.1			37.8			13.4			11.3	
Approach LOS		D			D			B			B	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		59.4		30.6		59.4	6.9	23.8				
Change Period (Y+Rc), s		6.1		6.0		6.1	* 5.2	6.0				
Max Green Setting (Gmax), s		38.7		39.2		38.7	* 7	27.0				
Max Q Clear Time (g_c+I1), s		15.2		2.3		35.9	2.5	16.2				
Green Ext Time (p_c), s		6.2		0.0		1.6	0.0	1.5				

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Queues
1: Alameda Street & 2nd Street

07/02/2022

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	106	288	11	9	194	790	39	888
v/c Ratio	0.39	0.73	0.08	0.02	0.62	0.36	0.11	0.40
Control Delay	33.3	39.5	40.1	17.0	25.8	10.1	11.4	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.3	39.5	40.1	17.0	25.8	10.1	11.4	10.6
Queue Length 50th (ft)	53	135	6	3	54	90	7	105
Queue Length 95th (ft)	81	175	16	7	#233	215	35	250
Internal Link Dist (ft)		45		808		522		574
Turn Bay Length (ft)	85		100		140		35	
Base Capacity (vph)	392	551	133	772	315	2207	361	2212
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.52	0.08	0.01	0.62	0.36	0.11	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	610	33	120	227	124	6	42	143	70	24	48
Future Volume (vph)	130	610	33	120	227	124	6	42	143	70	24	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	12	12	16	16	16	16	16	16
Total Lost time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Lane Util. Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Frt		1.00	0.85		1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected		0.99	1.00		0.98	1.00		0.99	1.00		0.96	1.00
Satd. Flow (prot)		1847	1583		1831	1583		2098	1794		2036	1794
Flt Permitted		0.00	1.00		1.00	1.00		0.96	1.00		0.75	1.00
Satd. Flow (perm)		0	1583		1863	1583		2020	1794		1573	1794
Peak-hour factor, PHF	0.87	0.87	0.87	0.89	0.89	0.89	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	149	701	38	135	255	139	7	50	170	83	29	57
RTOR Reduction (vph)	0	0	24	0	0	63	0	0	148	0	0	50
Lane Group Flow (vph)	0	850	14	0	390	76	0	57	22	0	112	7
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6!	2!		5!	1!			8			4	
Permitted Phases			2			1	8		8	4		4
Actuated Green, G (s)		35.3	33.8		28.4	28.4		11.6	11.6		11.6	11.6
Effective Green, g (s)		35.3	33.8		28.4	28.4		11.6	11.6		11.6	11.6
Actuated g/C Ratio		0.39	0.38		0.32	0.32		0.13	0.13		0.13	0.13
Clearance Time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		724	594		587	499		260	231		202	231
v/s Ratio Prot		c0.46			0.20							
v/s Ratio Perm			0.01		c0.01	0.05		0.03	0.01		c0.07	0.00
v/c Ratio		1.17	0.02		0.66	0.15		0.22	0.09		0.55	0.03
Uniform Delay, d1		27.4	17.7		26.7	22.1		35.1	34.6		36.8	34.3
Progression Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		92.5	0.1		5.8	0.6		0.4	0.2		3.3	0.1
Delay (s)		119.9	17.8		32.5	22.8		35.6	34.7		40.0	34.3
Level of Service		F	B		C	C		D	C		D	C
Approach Delay (s)		115.5			30.0			35.0			38.1	
Approach LOS		F			C			C			D	

Intersection Summary			
HCM 2000 Control Delay	73.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	83.2%	ICU Level of Service	E
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Queues
2: Vignes Street & 1st Street

07/02/2022

Lane Group	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	850	38	390	139	57	170	112	57
v/c Ratio	1.17	0.06	0.71	0.25	0.22	0.45	0.55	0.18
Control Delay	120.3	0.2	38.1	11.3	35.5	9.5	46.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	120.3	0.2	38.1	11.3	35.5	9.5	46.3	3.2
Queue Length 50th (ft)	~583	0	196	19	29	0	61	0
Queue Length 95th (ft)	#766	0	#366	65	57	43	99	7
Internal Link Dist (ft)	453		709		384		560	
Turn Bay Length (ft)		90		90		54		75
Base Capacity (vph)	724	651	547	561	516	585	401	532
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.17	0.06	0.71	0.25	0.11	0.29	0.28	0.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

FUTURE (2025) WITH MODIFIED PROJECT TRAFFIC CONDITIONS
WEEKDAY AM PEAK HOUR

HCM 6th Signalized Intersection Summary
1: Alameda Street & 2nd Street

07/02/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	60	39	33	19	16	159	827	43	15	847	42
Future Volume (veh/h)	27	60	39	33	19	16	159	827	43	15	847	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	82	53	45	26	22	183	951	49	17	941	47
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.87	0.87	0.87	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	223	111	72	94	202	171	376	2236	115	371	2239	112
Arrive On Green	0.11	0.11	0.11	0.05	0.22	0.22	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	1357	1061	686	1781	936	792	570	3438	177	563	3444	172
Grp Volume(v), veh/h	37	0	135	45	0	48	183	491	509	17	485	503
Grp Sat Flow(s),veh/h/ln	1357	0	1747	1781	0	1728	570	1777	1838	563	1777	1839
Q Serve(g_s), s	2.3	0.0	6.7	2.2	0.0	2.0	20.5	12.0	12.0	1.4	11.8	11.8
Cycle Q Clear(g_c), s	2.3	0.0	6.7	2.2	0.0	2.0	32.3	12.0	12.0	13.4	11.8	11.8
Prop In Lane	1.00		0.39	1.00		0.46	1.00		0.10	1.00		0.09
Lane Grp Cap(c), veh/h	223	0	184	94	0	372	376	1155	1195	371	1155	1196
V/C Ratio(X)	0.17	0.00	0.74	0.48	0.00	0.13	0.49	0.43	0.43	0.05	0.42	0.42
Avail Cap(c_a), veh/h	487	0	524	139	0	753	376	1155	1195	371	1155	1196
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	0.0	39.1	41.4	0.0	28.5	15.4	7.6	7.6	10.8	7.6	7.6
Incr Delay (d2), s/veh	0.3	0.0	5.6	3.8	0.0	0.2	4.5	1.1	1.1	0.2	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	3.1	1.1	0.0	0.8	2.9	4.2	4.3	0.2	4.1	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	0.0	44.7	45.2	0.0	28.7	19.8	8.8	8.7	11.1	8.7	8.7
LnGrp LOS	D	A	D	D	A	C	B	A	A	B	A	A
Approach Vol, veh/h		172			93			1183			1005	
Approach Delay, s/veh		43.1			36.7			10.5			8.7	
Approach LOS		D			D			B			A	

Timer - Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		64.6		25.4		64.6	9.9	15.5
Change Period (Y+Rc), s		6.1		6.0		6.1	* 5.2	6.0
Max Green Setting (Gmax), s		38.7		39.2		38.7	* 7	27.0
Max Q Clear Time (g_c+I1), s		15.4		4.0		34.3	4.2	8.7
Green Ext Time (p_c), s		6.8		0.2		2.8	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Queues
1: Alameda Street & 2nd Street

07/02/2022

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	37	135	45	48	183	1000	17	988
v/c Ratio	0.24	0.55	0.34	0.13	0.61	0.43	0.06	0.42
Control Delay	38.3	34.8	46.7	16.2	23.4	9.2	8.9	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.3	34.8	46.7	16.2	23.4	9.2	8.9	9.2
Queue Length 50th (ft)	20	53	25	11	61	145	4	143
Queue Length 95th (ft)	37	78	47	27	#184	211	14	218
Internal Link Dist (ft)		45		808		522		574
Turn Bay Length (ft)	85		100		140		35	
Base Capacity (vph)	378	551	133	767	302	2329	298	2329
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.25	0.34	0.06	0.61	0.43	0.06	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	133	46	150	367	392	15	26	101	36	39	29
Future Volume (vph)	70	133	46	150	367	392	15	26	101	36	39	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	12	12	16	16	16	16	16	16
Total Lost time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Lane Util. Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Frt		1.00	0.85		1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected		0.98	1.00		0.99	1.00		0.98	1.00		0.98	1.00
Satd. Flow (prot)		1831	1583		1836	1583		2073	1794		2062	1794
Flt Permitted		0.00	1.00		0.96	1.00		0.85	1.00		0.82	1.00
Satd. Flow (perm)		0	1583		1779	1583		1804	1794		1733	1794
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.80	0.80	0.80	0.73	0.73	0.73
Adj. Flow (vph)	80	153	53	172	422	451	19	32	126	49	53	40
RTOR Reduction (vph)	0	0	44	0	0	107	0	0	111	0	0	35
Lane Group Flow (vph)	0	233	9	0	594	344	0	52	15	0	102	5
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6!	2!		5!	1!			8			4	
Permitted Phases			2			1	8		8	4		4
Actuated Green, G (s)		17.7	15.0		48.3	48.3		10.5	10.5		10.5	10.5
Effective Green, g (s)		17.7	15.0		48.3	48.3		10.5	10.5		10.5	10.5
Actuated g/C Ratio		0.20	0.17		0.54	0.54		0.12	0.12		0.12	0.12
Clearance Time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		360	263		983	849		210	209		202	209
v/s Ratio Prot		c0.13			c0.31							
v/s Ratio Perm			0.01		0.02	0.22		0.03	0.01		c0.06	0.00
v/c Ratio		0.65	0.03		0.60	0.40		0.25	0.07		0.50	0.02
Uniform Delay, d1		33.3	31.4		14.3	12.3		36.2	35.4		37.3	35.2
Progression Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		4.0	0.1		2.8	1.4		0.6	0.1		2.0	0.0
Delay (s)		37.2	31.5		17.1	13.8		36.8	35.5		39.3	35.2
Level of Service		D	C		B	B		D	D		D	D
Approach Delay (s)		36.2			15.6			35.9			38.2	
Approach LOS		D			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	23.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Queues
2: Vignes Street & 1st Street

07/02/2022

Lane Group	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	233	53	594	451	52	126	102	40
v/c Ratio	0.65	0.16	0.64	0.47	0.25	0.39	0.51	0.14
Control Delay	42.7	3.3	20.8	8.1	37.8	10.5	45.5	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.7	3.3	20.8	8.1	37.8	10.5	45.5	1.0
Queue Length 50th (ft)	123	0	235	63	27	0	55	0
Queue Length 95th (ft)	193	10	364	139	52	34	80	0
Internal Link Dist (ft)	453		709		384		560	
Turn Bay Length (ft)		90		90		54		75
Base Capacity (vph)	360	340	931	957	461	552	442	532
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.16	0.64	0.47	0.11	0.23	0.23	0.08

Intersection Summary

FUTURE (2025) WITH MODIFIED PROJECT TRAFFIC CONDITIONS
WEEKDAY PM PEAK HOUR

HCM 6th Signalized Intersection Summary
1: Alameda Street & 2nd Street

07/02/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	164	91	51	25	2	186	692	109	37	796	57
Future Volume (veh/h)	87	164	91	51	25	2	186	692	109	37	796	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	200	111	81	40	3	194	721	114	39	829	59
Peak Hour Factor	0.82	0.82	0.82	0.63	0.63	0.63	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	366	237	131	120	575	43	316	1631	258	334	1786	127
Arrive On Green	0.21	0.21	0.21	0.07	0.33	0.33	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	1364	1130	627	1781	1718	129	626	3074	486	658	3365	239
Grp Volume(v), veh/h	106	0	311	81	0	43	194	417	418	39	438	450
Grp Sat Flow(s),veh/h/ln	1364	0	1757	1781	0	1847	626	1777	1783	658	1777	1827
Q Serve(g_s), s	6.0	0.0	15.3	4.0	0.0	1.4	25.2	12.9	13.0	3.5	13.8	13.8
Cycle Q Clear(g_c), s	6.0	0.0	15.3	4.0	0.0	1.4	39.0	12.9	13.0	16.4	13.8	13.8
Prop In Lane	1.00		0.36	1.00		0.07	1.00		0.27	1.00		0.13
Lane Grp Cap(c), veh/h	366	0	368	120	0	619	316	943	946	334	943	970
V/C Ratio(X)	0.29	0.00	0.84	0.67	0.00	0.07	0.61	0.44	0.44	0.12	0.46	0.46
Avail Cap(c_a), veh/h	489	0	527	139	0	805	316	943	946	334	943	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	0.0	34.2	41.0	0.0	20.4	25.3	12.9	12.9	18.0	13.2	13.2
Incr Delay (d2), s/veh	0.4	0.0	8.4	10.1	0.0	0.0	8.6	1.5	1.5	0.7	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	7.2	2.1	0.0	0.6	4.3	5.1	5.1	0.6	5.4	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	0.0	42.6	51.1	0.0	20.4	33.9	14.4	14.4	18.7	14.8	14.7
LnGrp LOS	C	A	D	D	A	C	C	B	B	B	B	B
Approach Vol, veh/h		417			124			1029			927	
Approach Delay, s/veh		39.6			40.4			18.1			14.9	
Approach LOS		D			D			B			B	

Timer - Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		53.9		36.1		53.9	11.3	24.9
Change Period (Y+Rc), s		6.1		6.0		6.1	* 5.2	6.0
Max Green Setting (Gmax), s		38.7		39.2		38.7	* 7	27.0
Max Q Clear Time (g_c+I1), s		18.4		3.4		41.0	6.0	17.3
Green Ext Time (p_c), s		5.9		0.2		0.0	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Queues
1: Alameda Street & 2nd Street

07/02/2022

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	106	311	81	43	194	835	39	888
v/c Ratio	0.38	0.75	0.61	0.07	0.78	0.45	0.14	0.47
Control Delay	32.2	40.3	60.7	16.2	45.2	15.1	16.1	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.2	40.3	60.7	16.2	45.2	15.1	16.1	15.7
Queue Length 50th (ft)	52	149	46	15	88	147	11	163
Queue Length 95th (ft)	80	190	63	22	#244	233	36	255
Internal Link Dist (ft)		45		808		522		574
Turn Bay Length (ft)	85		100		140		35	
Base Capacity (vph)	380	551	133	804	250	1871	272	1883
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.56	0.61	0.05	0.78	0.45	0.14	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	610	76	147	227	124	31	67	179	70	43	48
Future Volume (vph)	130	610	76	147	227	124	31	67	179	70	43	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	12	12	16	16	16	16	16	16
Total Lost time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Lane Util. Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Frt		1.00	0.85		1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected		0.99	1.00		0.98	1.00		0.98	1.00		0.97	1.00
Satd. Flow (prot)		1847	1583		1827	1583		2078	1794		2048	1794
Flt Permitted		0.00	1.00		1.00	1.00		0.82	1.00		0.72	1.00
Satd. Flow (perm)		0	1583		1863	1583		1728	1794		1525	1794
Peak-hour factor, PHF	0.87	0.87	0.87	0.89	0.89	0.89	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	149	701	87	165	255	139	37	80	213	83	51	57
RTOR Reduction (vph)	0	0	54	0	0	64	0	0	182	0	0	49
Lane Group Flow (vph)	0	850	33	0	420	75	0	117	31	0	134	8
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6!	2!		5!	1!			8			4	
Permitted Phases			2			1	8		8	4		4
Actuated Green, G (s)		35.3	33.8		27.1	27.1		12.9	12.9		12.9	12.9
Effective Green, g (s)		35.3	33.8		27.1	27.1		12.9	12.9		12.9	12.9
Actuated g/C Ratio		0.39	0.38		0.30	0.30		0.14	0.14		0.14	0.14
Clearance Time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		724	594		560	476		247	257		218	257
v/s Ratio Prot		c0.46			0.21							
v/s Ratio Perm			0.02		c0.02	0.05		0.07	0.02		c0.09	0.00
v/c Ratio		1.17	0.06		0.75	0.16		0.47	0.12		0.61	0.03
Uniform Delay, d1		27.4	17.9		28.4	23.1		35.4	33.6		36.2	33.2
Progression Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		92.5	0.2		8.9	0.7		1.4	0.2		5.1	0.1
Delay (s)		119.9	18.1		37.3	23.8		36.9	33.8		41.3	33.2
Level of Service		F	B		D	C		D	C		D	C
Approach Delay (s)		110.4			34.0			34.9			38.9	
Approach LOS		F			C			C			D	

Intersection Summary			
HCM 2000 Control Delay	70.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	85.7%	ICU Level of Service	E
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Queues
2: Vignes Street & 1st Street

07/02/2022

Lane Group	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	850	87	420	139	117	213	134	57
v/c Ratio	1.17	0.13	0.81	0.26	0.47	0.49	0.61	0.17
Control Delay	120.3	4.5	45.2	11.9	40.8	8.7	47.7	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	120.3	4.5	45.2	11.9	40.8	8.7	47.7	3.0
Queue Length 50th (ft)	~583	0	220	19	62	0	73	0
Queue Length 95th (ft)	#766	25	#428	67	100	45	113	7
Internal Link Dist (ft)	453		709		384		560	
Turn Bay Length (ft)		90		90		54		75
Base Capacity (vph)	724	651	520	540	441	617	389	532
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.17	0.13	0.81	0.26	0.27	0.35	0.34	0.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

APPENDIX C

UPDATED VMT ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT AT 929 EAST 2ND STREET (CPC-2018-6402-CPU), PREPARED BY CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION, DATED SEPTEMBER 12, 2022

Exhibit D

Environmental Clearance

Exhibit D: ENV-2016-1081-MND and Appendices linked below

MND: https://planning.lacity.org/staffrpt/mnd/Pub_021617/ENV-2016-1081.pdf

Appendix A: https://planning.lacity.org/staffrpt/mnd/Pub_021617/ENV-2016-1081.pdf

Appendix B: https://planning.lacity.org/staffrpt/mnd/Pub_021617/ENV-2016-1081-B.pdf

Appendix C: https://planning.lacity.org/staffrpt/mnd/Pub_021617/ENV-2016-1081-C.pdf

Appendix D: https://planning.lacity.org/staffrpt/mnd/Pub_021617/ENV-2016-1081-D.pdf

Appendix E: https://planning.lacity.org/staffrpt/mnd/Pub_021617/ENV-2016-1081-E.pdf

Appendix F: https://planning.lacity.org/staffrpt/mnd/Pub_021617/ENV-2016-1081-F.pdf

Appendix G: https://planning.lacity.org/staffrpt/mnd/Pub_021617/ENV-2016-1081-G.pdf

Appendix H: https://planning.lacity.org/staffrpt/mnd/Pub_021617/ENV-2016-1081-H.pdf

Appendix I: https://planning.lacity.org/staffrpt/mnd/Pub_021617/ENV-2016-1081-I.pdf

Appendix J: https://planning.lacity.org/staffrpt/mnd/Pub_021617/ENV-2016-1081-J.pdf

Appendix K: https://planning.lacity.org/staffrpt/mnd/Pub_021617/ENV-2016-1081-K.pdf

Exhibit D.2: Mitigation and Monitoring Program

Attached

MITIGATION MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Mitigation Monitoring Program, Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles is the Lead Agency for this project.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the Project. Where appropriate, this environmental document identified Project design features, regulatory compliance measures, or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the Proposed Project. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the mitigation measures identified for the Project.

The MMP is subject to review and approval by the City of Los Angeles as the Lead Agency as part of the approval process of the project, and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the MND.

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted.
As shown on the following pages, each required mitigation measure for the proposed Project is listed and categorized by impact area, with accompanying discussion of:

Enforcement Agency – the agency with the power to enforce the Mitigation Measure.

Monitoring Agency – the agency to which reports involving feasibility, compliance, implementation and development are made, or whom physically monitors the project for compliance with mitigation measures.

Monitoring Phase – the phase of the Project during which the Mitigation Measure shall be monitored.

- Pre-Construction, including the design phase
- Construction
- Pre-Operation
- Operation (Post-construction)

Monitoring Frequency – the frequency of which the Mitigation Measure shall be monitored.

Action Indicating Compliance – the action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure has been implemented.

The MMP performance shall be monitored annually to determine the effectiveness of the measures implemented in any given year and reevaluate the mitigation needs for the upcoming year.

It is the intent of this MMP to:

Verify compliance of the required mitigation measures of the MND;

Provide a methodology to document implementation of required mitigation;

Provide a record and status of mitigation requirements;

Identify monitoring and enforcement agencies;

Establish and clarify administrative procedures for the clearance of mitigation measures;

Establish the frequency and duration of monitoring and reporting; and

Utilize the existing agency review processes' wherever feasible.

This MMP shall be in place throughout all phases of the proposed Project. The entity responsible for implementing each mitigation measure is set forth within the text of the mitigation measure. The entity responsible for implementing the mitigation shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented.

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successor subject to the approval by the City of Los Angeles through a public hearing. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

MITIGATION MONITORING PROGRAM

Aesthetics

Mitigation Measure AES-1: Exterior screening shall be installed to minimize the spill light from luminaires within open structure buildings from reaching beyond the Project Site. The screening shall also be installed so as to minimize the views and potential glare of headlights of motor vehicles within the garage from beyond the Project Site boundary. Screening measures may include, but are not limited to, shielding attached to the luminaire, building, or site structures.

Enforcement Agency: Los Angeles Department of Building and Safety and Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check; Once, at field inspection prior to Certificate of Occupancy

Action Indicating Compliance: Approval of Lighting Plans prior to issuance of applicable building permit (Pre-construction)

Air Quality

Mitigation Measure AIR-1: The Project shall limit daily application of architectural coatings applied on-site to 170 gallons per day with an average of 50 grams VOC per liter of coating, less water and less exempt compounds, or equivalent usage resulting in similar or less VOC emissions. For example, stains, specialty primers, and industrial maintenance coatings allowed by Rule 1113 that contain VOCs at a level of 100 grams per liter of coating, less water and less exempt compounds would be limited to 85 gallons per day on site. Compliance with this measure would result in approximately 71 pounds of VOC emissions per day, which would be less than the threshold of 75 pounds per day. All auto repair work shall be conducted within enclosed buildings that have been designed with appropriate pollution controls and ventilation systems.

Enforcement Agency: Los Angeles Department of Building and Safety; SCAQMD

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance: Field inspection sign-off

Biology

Mitigation Measure BIO-1a: Any construction activities that occur during the nesting season (February 15 to August 31) shall require that all suitable habitat (i.e., street trees and shrubs) be surveyed for the presence of nesting birds by a qualified biologist, retained by the Applicant as approved by the City of Los Angeles Building and Safety, before commencement of clearing and prior to grading permit issuance. The survey shall be conducted within 72 hours prior to the start of construction. A copy of the pre-construction survey shall be submitted to the City of Los Angeles Building and Safety.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, prior to issuance of building permit; or, if vegetation removal, building demolition or grading is initiated during the nesting season, as determined by a qualified biologist

Action Indicating Compliance: If vegetation removal, building demolition, or grading is initiated during the nesting season, submittal of a survey report by a qualified biologist.

Mitigation Measure BIO-1b: If the required pre-construction survey detects any active nests, an appropriate buffer as determined by the biological monitor, shall be delineated, flagged, and avoided until the qualified biological monitor has verified that the young have fledged or the nest has otherwise become inactive.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, prior to issuance of building permit; or, if vegetation removal, building demolition or grading is initiated during the nesting season, as determined by a qualified biologist

Action Indicating Compliance: if vegetation removal, building demolition, or grading is initiated during the nesting season, submittal of a survey report by a qualified biologist.

Cultural Resources

Mitigation Measure CULT-1: Prior to Project initiation, a recordation document prepared in accordance with Historic American Buildings Survey (HABS) Level III requirements shall be completed for the existing Building. The recordation document shall be prepared by a qualified

architectural historian or historic preservation professional who satisfies the Secretary of the Interior's Professional Qualification Standards for Architectural History pursuant to 36 CFR 61. This document shall include a historical narrative on the architectural and historical importance of the Building, the Building's construction history, history of occupancy and use, association with the potential Los Angeles Industrial Historic District, and record the existing appearance of the Building in professional large format photographs. The Building's exteriors, representative interior spaces, character-defining features, as well as the property setting and contextual views shall be documented. All documentation components shall be completed in accordance with the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation (HABS standards). Copies of the completed report shall be distributed to the South Central Coastal Information Center at the California State University, Fullerton, City of Los Angeles Office of Historic Resources, and the City of Los Angeles Public Library Special Collections (Central Library).

Enforcement Agency: Los Angeles Department of City Planning, Office of Historic Resources

Monitoring Agency: Los Angeles Department of City Planning, Office of Historic Resources; Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Prior to issuance of building permit

Action Indicating Compliance: Compliance report by qualified archaeological monitor

Mitigation Measure CULT-2: The Applicant shall retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards to oversee an archaeological monitor who shall be present during construction excavations such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (younger alluvium vs. older alluvium), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined adequate by the archaeological monitor.

Enforcement Agency: Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of City Planning; Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction, per recommendation of archaeologist

Action Indicating Compliance: Compliance report by qualified archaeological monitor

Mitigation Measure CULT-3: In the event that archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. An appropriate buffer area shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by Project construction activities shall be evaluated by a qualified archaeologist. The Applicant shall coordinate with the archaeologist and the City to develop an appropriate treatment plan for the resources if they are determined to be potentially eligible for the California Register of Historical Resources or potentially qualify as unique archaeological resources as defined in §15064.5(a) and §21083.2(g) of the Public Resources Code, respectively. If the archaeological resources are prehistoric or Native American in origin, the Applicant shall consult with a representative from the Gabrielino Tribe(s) to determine whether the resource qualifies as a tribal cultural resource pursuant to §21074(a) of the Public Resources Code and to determine appropriate treatment. If preservation in place or avoidance is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis of the artifacts. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.

Enforcement Agency: Los Angeles Department of City Planning, Office of Historic Resources

Monitoring Agency: Los Angeles Department of City Planning, Office of Historic Resources; Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: At the time of resource discovery, should it occur

Action Indicating Compliance: If archaeological resources are unearthed, submittal of compliance certification report and treatment plan by a qualified archaeological monitor

Mitigation Measure CULT-4: The archaeological monitor shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources. The report and the Site Forms shall be submitted by the Applicant to the City of Los Angeles, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.

Enforcement Agency: Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of City Planning

Monitoring Phase: Post-construction

Monitoring Frequency: Once upon completion of excavation

Action Indicating Compliance: Compliance report by qualified archaeological monitor

Mitigation Measure CULT-5: If human remains are encountered unexpectedly during implementation of the project, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD may, with the permission of the land owner, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the land owner to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this mitigation measure, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.

Whenever the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the descendants and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.

Enforcement Agency: Los Angeles Department of City Planning; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: At the time of discovery, should it occur

Action Indicating Compliance: If human remains are encountered unexpectedly, submittal of written evidence to the Los Angeles Department of City Planning of compliance with State Health and Safety Code Section 7050.0 and Public Resources Code Section 5097.98

Geology and Soils

Mitigation Measure GEO-1: All recommendations included in the Geotechnical Report prepared for the Project (provided in Appendix D of this MND) shall be followed. In regards to the foundation design, the existing foundations will need to be enlarged or strengthened as a result of the proposed addition and renovation. Where the existing footings will need to be enlarged, the new footings shall be designed to match the depth of the existing footings and shall bear into the underlying dense native soils. The proposed foundation plan shall be reviewed and approved by the geotechnical engineer and be in compliance with the City's Building Code. In regards to the slabs on grade, the concrete floor slabs should be a minimum of 5 inches in thickness. They should be cast over undisturbed natural geologic materials or property controlled fill materials. Any materials loosened or over-excavated should be wasted from the site or properly compacted to 95 percent of the maximum dry density.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Post-construction; construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of grading permits; Field inspection sign-off; Geotechnical Engineers site visit reports as needed

Noise

Mitigation Measure NOISE-1: Noise-generating equipment operated at the Project Site shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Field inspection sign-off within compliance report

Mitigation Measure NOISE-2: Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during demolition and construction

Action Indicating Compliance: Field inspection sign-off within compliance report; compliance certification report submitted by Project contractor

Mitigation Measure NOISE-3: Temporary noise barriers (e.g., sound blankets) shall be used to block the line-of-site between construction equipment and noise-sensitive receptors (residences) during Project construction. Noise barriers shall be a minimum of 20-feet tall along the west, and 10-feet tall along the south and east boundaries, which are adjacent to residential uses.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Field inspection sign-off within compliance report

Mitigation Measure NOISE-4: Amplified music from speakers located in the outdoor seating area at the southwest corner of the project may not exceed 75 dBA during the daytime or 63 dBA during the nighttime as measured at the southwestern property line adjacent to the Garey Building. Measurements shall be taken using a calibrated handheld or in-place noise monitor that meets the American National Standard Institute (ANSI) S1.4 specification for sound level meters or equivalent. Sound system or speaker volume settings should be tested prior to the installation of permanent speakers or prior to the beginning of an event for temporary speakers. The maximum allowed sound system or speaker volume settings, based on the results of the measurements, shall be labeled on the settings controls and on-site personnel shall be required to comply with the maximum allowed volume settings. Speakers shall not be directed towards the Garey Building and shall be directed towards the interior of the Project Site.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during operation

Action Indicating Compliance: None – ongoing operational compliance required.

Mitigation Measure NOISE-5: Heavy equipment shall not be used within 60 feet of the neighboring residential structures. Heavy equipment is defined as equipment with an engine size of 600 horsepower or greater and includes large dozers, large excavators, and large loaders).

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Field inspection sign-off within compliance report

Mitigation Measure NOISE-6: High vibratory construction equipment, such as use of a pile driver, shall not be used.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Field inspection sign-off within compliance report

Public Services

Mitigation Measure PS-1: 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.

Enforcement Agency: Los Angeles Department of Building and Safety; Los Angeles Unified School District

Monitoring Agency: Los Angeles Department of Building and Safety; Los Angeles Unified School District

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Receipt of payment from Los Angeles Unified School District

Project Design Features

In addition to the required mitigation measures, the project also includes project design features. These project design features are included below, and are conditions of the project that must be monitored and enforced. While these project design features are not required by the code, the City of Los Angeles has required them of the project, and they may not be deleted except by public hearing. These project design features are listed below:

PDF-AES-1: The ground floor plaza along 2nd Street shall include attractive landscaping. It shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

Impact Area: Aesthetics

Enforcement Agency: Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of City Planning

Monitoring Phase: Prior to occupancy; Post-occupancy

Monitoring Frequency: Once, at plan check; Ongoing, during project operation

Action Indicating Compliance: Field inspection sign-off

PDF-AES-2: Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.

Impact Area: Aesthetics

Enforcement Agency: Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of City Planning

Monitoring Phase: Prior to occupancy; Post-occupancy

Monitoring Frequency: Ongoing, during project operation

Action Indicating Compliance: Field inspection sign-off

PDF-AES-3: During construction of the Project, the exterior of buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91.8104.15.

Impact Area: Aesthetics

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing, during construction

Action Indicating Compliance: Field inspection sign-off; Compliance certification report by Project contractor

PDF-AES-4: Outdoor lighting shall be designed to shine downward and installed with shielding and be directed onto the Project Site, so that the light source does not directly illuminate any adjacent properties or the above night skies.

Impact Area: Aesthetics

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Pre-construction; Construction

Action Indicating Compliance: Field inspection sign-off; Compliance certification report by Project contractor

PDF-AES-5: Automobiles parked within the stacked parking system would not be permitted to have headlights turned on thereby eliminating the potential for illumination on adjacent uses.

Impact Area: Aesthetics

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction; Post-occupancy

Monitoring Frequency: Ongoing, during project operation

Action Indicating Compliance: Field inspection sign-off; Compliance certification report by Project contractor

PDF-AES-6: The exterior of the proposed building shall be constructed of materials such as high-performance low reflectivity glass and pre-cast concrete or fabricated wall surfaces.

Impact Area: Aesthetics

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, at plan check; during project construction

Action Indicating Compliance: Approval of Building Permit; Written compliance certification prior to issuance of Certificate of Occupancy

PDF-CULT-1: The Project shall incorporate design features that include preservation or in-kind replacement of the Building's windows, board-formed reinforced concrete exterior, and decorative cornice and frieze, as well as restoration of the original loading bay openings and primary (south and east) elevations in compliance with the Secretary of the Interior's Standards for Rehabilitation. The Project's plan for restoration of the Building's exterior features shall be developed in conjunction with a qualified architectural historian, historic architect, or historic preservation professional who satisfies the Secretary of the Interior's Professional Qualifications Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61.

Impact Area: Cultural Resources

Enforcement Agency: Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of City Planning; Office of Historic Resources; Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, at plan check; during project construction

Action Indicating Compliance: Compliance report by qualified archaeological monitor

PDF-GHG-1: The Project shall incorporate the following GHG reduction measures:

1. The use of materials and finishes that emit low quantities of volatile organic compounds, or VOCs;
2. The installation of modern heating, ventilation, and air conditioning (HVAC) systems that utilize ozone-friendly refrigerants;
3. High-efficiency Energy Star® appliances;
4. Drought-resistant landscaping, stormwater retention, and the incorporation of water conservation features (i.e., dual-flush toilets, low-flow faucets); and

5. The provision of bicycle parking.

Impact Area: Greenhouse Gas Emissions

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: During project construction

Action Indicating Compliance: Field inspection sign-off

PDF-HAZ-1: If construction activities affect access to portions of the streets adjacent to the Project Site, the Project would implement traffic control measures, such as construction flagmen or installation of signage to maintain flow and access in the vicinity of the Project.

Impact Area: Hazards and Hazardous Materials

Enforcement Agency: Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Transportation

Monitoring Phase: Construction

Monitoring Frequency: During project construction, if needed

Action Indicating Compliance: Compliance certification report submitted by Project contractor

PDF-HAZ-2: The Project would develop a Construction Traffic Management Plan, in accordance with City Requirements, during Project construction, which would include the designation of a haul route, to ensure that emergency access is maintained during construction.

Impact Area: Hazards and Hazardous Materials

Enforcement Agency: Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Transportation

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, at plan check; during project construction

Action Indicating Compliance: Approval of Construction Traffic Management Plan from the Los Angeles Department of Transportation prior to issuance of Building Permit

(Pre-construction); compliance certification report submitted by Project contractor (Construction)

PDF-HYDRO-1: The Project shall install a dry infiltration well system that would be designed in accordance with City of Los Angeles Guidelines to pretreat and infiltrate storm runoff before entering the storm drain system.

Impact Area: Hydrology and Water Quality

Enforcement Agency: Los Angeles Regional Water Quality Control Board; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, at plan check; once, during project construction

Action Indicating Compliance: Field inspection sign-off; Compliance certification report by project contractor and owner

PDF-LU-1: Of the total parking provided, five percent of spaces would be dedicated for electric vehicles and provide charging stations. In addition, twenty percent of spaces would be pre-wired for the future installation of electric charging stations.

Impact Area: Land Use and Planning

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once during project construction; during project operation, if needed at some future time

Action Indicating Compliance: Field inspection sign-off within compliance report

PDF-NOISE-1: The Applicant shall designate a construction relations officer to serve as a liaison with surrounding residents and property owners who is responsible for responding to any concerns regarding construction noise and vibration. The liaison's telephone number(s) shall be prominently displayed at the Project Site. Signs shall also be posted at the Project Site that includes permitted construction days and hours.

Impact Area: Noise

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during project construction

Action Indicating Compliance: Field inspection sign-off within compliance report

PDF-NOISE-2: All mechanical equipment used would be designed with appropriate noise control devices, such as sound attenuators, acoustics louvers, or sound screen/parapet walls to comply with noise limitation requirements provided in Section 112.02 of the LAMC.

Impact Area: Noise

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Pre-construction; ongoing during project construction

Action Indicating Compliance: Field inspection sign-off within compliance report

PDF-NOISE-3: The proposed facility shall incorporate noise-attenuating features (physical as well as operational) designed by a licensed acoustical sound engineer to minimize operational sounds beyond the property line. Measure shall include, but are not limited to, the use of wall and floor-ceiling assemblies separating commercial tenant spaces and public places that shall have a Sound Transmission Class (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

Impact Area: Noise

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Pre-construction; ongoing during project construction

Action Indicating Compliance: Field inspection sign-off within compliance report

PDF-NOISE-4: During construction, the contractor shall install and maintain at least two continuously operational automated vibrational monitors on the on-site historic building. The monitors must be capable of being programmed with two predetermined vibratory velocities levels: a first-level alarm equivalent to a level of 0.45 inches per second at the face of the building and a regulatory alarm level equivalent to a level of 0.5 inches per second at the face of

the building. The monitoring system must produce real-time specific alarms (via text message and/or email to on-site personnel) when velocities exceed either of the predetermined levels. In the event of a first-level alarm, feasible steps to reduce vibratory levels shall be undertaken, including but not limited to halting/staggering concurrent activities and utilizing lower-vibratory techniques. In the event of an exceedance of the regulatory level, work in the vicinity shall be halted and the on-site historic building visually inspected for damage. Results of the inspection must be logged. 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.

Impact Area: Noise

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during project construction

Action Indicating Compliance: Field inspection sign-off within compliance report

PDF-PS-1: The Project would incorporate a security program to ensure the safety of employees and site visitors. The design considers guidelines per the "Design out Crime Guidelines: Crime Prevention Through Environmental Design" published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213) 485-3134. This measure would be approved by the LAPD prior to issuance of building permits.

Impact Area: Public Services

Enforcement Agency: Los Angeles Police Department

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; Post-occupancy

Monitoring Frequency: Once, at plan check; during project construction; during project operation, on an as needed basis

Action Indicating Compliance: Written approval by the Los Angeles Police Department prior to issuance of building permits

PDF-PS-2: Private security personnel would monitor vehicle and pedestrian access to the construction areas and patrol the Project Site.

Impact Area: Public Services

Enforcement Agency: Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of City Planning

Monitoring Phase: Post-occupancy

Monitoring Frequency: Ongoing during project construction

Action Indicating Compliance: Compliance certification report by Project contractor

PDF-PS-3: Construction fencing with gated and locked entry would be installed around the perimeter of the construction site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

Impact Area: Public Services

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during project construction

Action Indicating Compliance: Compliance certification report by Project contractor; Field inspection sign-off

PDF-PS-4: Security measures would include controlled access to the private membership club and retail areas to assist in crime prevention efforts and to reduce the demand for police protection services.

Impact Area: Public Services

Enforcement Agency: Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of City Planning

Monitoring Phase: Post-occupancy

Monitoring Frequency: Ongoing during project operation

Action Indicating Compliance: Compliance certification report by Project contractor

PDF-PS-5: The Project Site would be well-illuminated by security lighting in entryways, public areas, and parking facilities.

Impact Area: Public Services

Enforcement Agency: Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of City Planning

Monitoring Phase: Construction; Post-occupancy

Monitoring Frequency: Ongoing during project operation

Action Indicating Compliance: Compliance certification report by Project contractor

PDF-PS-6: Security would also include the provision of a 24-hour video surveillance system at key locations and security staff stationed within the lobby of the private membership club.

Impact Area: Public Services

Enforcement Agency: Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of City Planning

Monitoring Phase: Post-occupancy

Monitoring Frequency: Ongoing during project operation

Action Indicating Compliance: Compliance certification report by Project contractor

PDF-PS-7: Valet staff would also be present to assist in parking vehicles and to monitor site activity, and vehicles would be parked within a controlled-access area not open to the public, visitors, or guests.

Impact Area: Public Services

Enforcement Agency: Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of City Planning

Monitoring Phase: Post-occupancy

Monitoring Frequency: Ongoing during project operation

Action Indicating Compliance: Compliance certification report by Project contractor

PDF-PS-8: The Project proposes to provide closed-circuit television camera security systems, onsite security guards posted at the proposed alcohol uses, an alarm system installed as needed, pedestrian appropriate illumination at entryways, alleys, etc., and controlled access into and out of the parking garage.

Impact Area: Public Services

Enforcement Agency: Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of City Planning

Monitoring Phase: Post-occupancy

Monitoring Frequency: Ongoing during project operation

Action Indicating Compliance: Compliance certification report by Project contractor

PDF-PS-9: All alcohol sales employees will receive STAR training in responsible alcohol sales; age verification devices and prompts will be part of the Point of Sale system to assist cashiers in prevention of sales to minors.

Impact Area: Public Services

Enforcement Agency: Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of City Planning

Monitoring Phase: Post-occupancy

Monitoring Frequency: Ongoing during project operation

Action Indicating Compliance: Compliance certification report by Project contractor

PDF-PS-10: Potential effects on adjacent accessibility would be reduced with flagging and traffic control personnel.

Impact Area: Public Services

Enforcement Agency: Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of City Planning

Monitoring Phase: Post-occupancy

Monitoring Frequency: During project construction, as needed

Action Indicating Compliance: Compliance certification report by Project contractor

PDF-TRAF-1: The Applicant shall prepare a detailed Construction Traffic Management Plan that shall include, but not be limited to, the following elements, as appropriate:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including estimated duration of construction and daily hours of construction.
- Prohibition of construction worker or equipment parking on adjacent streets.

- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to Vignes Street and E. 2nd Street to ensure traffic safety on public rights of way. These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety at the Project Site's Vignes Street and E. 2nd Street driveways.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men).
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets.
- Containment of construction activity within the Project Site boundaries.
- Prohibition on construction-related vehicles/equipment parking on surrounding public streets.
- Safety precautions for pedestrians through such measures as alternate routing and protection barriers shall be implemented.
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours.
- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

Impact Area: Transportation and Traffic

Enforcement Agency: Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Transportation

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Ongoing during project construction

Action Indicating Compliance: Approval of Construction Traffic Management Plan from the Los Angeles Department of Transportation prior to issuance of Building Permit (Pre-construction); compliance certification report submitted by Project contractor (Construction)

PDF-USS-1: Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the Project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.

Impact Area: Utilities and Service Systems

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Copy of receipt or contract prior to issuance of demolition or construction permit

PDF-USS-2: All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

Impact Area: Utilities and Service Systems

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during project construction

Action Indicating Compliance: Field inspection sign-off

PDF-USS-3: To facilitate onsite separation and recycling of demolition and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program.

Impact Area: Utilities and Service Systems

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during project construction

Action Indicating Compliance: Field inspection sign-off

PDF-USS-4: Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program.

Impact Area: Utilities and Service Systems

Enforcement Agency: Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of City Planning

Monitoring Phase: Post-occupancy

Monitoring Frequency: Ongoing during project operation

Action Indicating Compliance: Compliance certification report by Project contractor

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VIA E-MAIL

October 17, 2022

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RE: Objections to the Approval of the City of Los Angeles' 2nd & Vignes Project and Its Inadequate CEQA Review (Case No. APCC-2021-10197-ZC; VTT-74122-CN-EXT; *Prior* Case Nos. CPC-2016-1080-GPA-ZC-HD-MCUP-ZV-SPR; CPC-2016-1080-GPA-ZC-HD-MCUP-ZV-SPR-1A; VTT-74122-CN; ENV-2016-1081-MND & SCH#:2022050543; Council File No. 17-0808).

Dear Stephanie Escobar,

On behalf of the Southwest Regional Council of Carpenters ("**Southwest Carpenters**" or "**SWRCC**"), my office is submitting these comments and objection to the approval of the 2nd & Vignes Project, proposed at 929-939 E. 2nd Street, Los Angeles, CA, and its inadequate and piecemealed CEQA review to date ("**Project**" or "**Modified Project**") by the City of Los Angeles ("**City**"). This comment incorporates by reference all documents included in the Council File No. 17-0808,[1] as well as all objections and comments submitted against the project proposed at the 929-939 E. 2nd Street, including but not limited to its prior approved entitlements ("**Initial Project**" or "**Approved Project**") and its prior CEQA review through a 2016 Mitigated Negative Declaration ("**MND**"), approved in 2017.

The Southwest Carpenters expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearing and proceeding related

[1] See, Council File at https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=17-0808

to this Project. Gov. Code, § 65009, subd. (b); Pub. Res. Code, § 21177, subd. (a); see *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal.App.4th 1184, 1199-1203; see also *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal.App.4th 1109, 1121.

The Southwest Carpenters incorporates by reference all comments raising issues regarding the Environmental Impact Report (EIR) submitted prior to certification of the EIR for the Project. See *Citizens for Clean Energy v City of Woodland* (2014) 225 Cal.App.4th 173, 191 (finding that any party who has objected to the project's environmental documentation may assert any issue timely raised by other parties).

Moreover, the Southwest Carpenters requests that the City provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act (**CEQA**) (Pub. Res. Code, § 21000 *et seq.*), and the California Planning and Zoning Law ("**Planning and Zoning Law**") (Gov. Code, §§ 65000–65010). California Public Resources Code Sections 21092.2, and 21167(f) and California Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

The City should require the Project to be built using a local workers who have graduated from a Joint Labor-Management Apprenticeship Program approved by the State of California, have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state-approved apprenticeship training program, or who are registered apprentices in a state-approved apprenticeship training program.

Community benefits such as local hire can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project site can reduce the length of vendor trips, reduce greenhouse gas emissions, and provide localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note:

> [A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the

> reduction would vary based on the location and urbanization level of the project site.

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling.

Workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the University of California, Berkeley Center for Labor Research and Education concluded:

> [L]abor should be considered an investment rather than a cost—and investments in growing, diversifying, and upskilling California's workforce can positively affect returns on climate mitigation efforts. In other words, well-trained workers are key to delivering emissions reductions and moving California closer to its climate targets.[2]

Furthermore, workforce policies have significant environmental benefits given that they improve an area's jobs-housing balance, decreasing the amount and length of job commutes and the associated greenhouse gas (GHG) emissions. In fact, on May 7, 2021, the South Coast Air Quality Management District found that that the "[u]se of a local state-certified apprenticeship program" can result in air pollutant reductions.[3]

Locating jobs closer to residential areas can have significant environmental benefits. As the California Planning Roundtable noted in 2008:

> People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would

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[2] California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, *available at* https://laborcenter.berkeley.edu/wp-content/uploads/2020/09/Putting-California-on-the-High-Road.pdf.

[3] South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, *available at* http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10.

> include potential reductions in both vehicle miles traveled and vehicle hours traveled.[4]

Moreover, local hire mandates and skill-training are critical facets of a strategy to reduce vehicle miles traveled (VMT). As planning experts Robert Cervero and Michael Duncan have noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions given that the skill requirements of available local jobs must match those held by local residents.[5] Some municipalities have even tied local hire and other workforce policies to local development permits to address transportation issues. Cervero and Duncan note that:

> In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing. The city's First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When needed, these carrots are matched by sticks, since the city is not shy about negotiating corporate participation in First Source as a condition of approval for development permits.

Therefore, the City should consider utilizing local workforce policies and requirements to benefit the local area economically and to mitigate greenhouse gas, improve air quality, and reduce transportation impacts.

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[4] California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* https://cproundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf

[5] Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association 72 (4), 475-490, 482, *available at* http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf.

I. THE CITY SHOULD IMPOSE TRAINING REQUIREMENTS FOR THE PROJECT'S CONSTRUCTION ACTIVITIES TO PREVENT COMMUNITY SPREAD OF COVID-19 AND OTHER INFECTIOUS DISEASES

Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupations Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.[6]

Southwest Carpenters recommend that the Lead Agency adopt additional requirements to mitigate public health risks from the Project's construction activities. Southwest Carpenters requests that the Lead Agency require safe on-site construction work practices as well as training and certification for any construction workers on the Project Site.

In particular, based upon Southwest Carpenters' experience with safe construction site work practices, Southwest Carpenters recommends that the Lead Agency require that while construction activities are being conducted at the Project Site:

Construction Site Design:

- The Project Site will be limited to two controlled entry points.
- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.
- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.
- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social

[6] Santa Clara County Public Health (June 12, 2020) COVID-19 CASES AT CONSTRUCTION SITES HIGHLIGHT NEED FOR CONTINUED VIGILANCE IN SECTORS THAT HAVE REOPENED, *available at* https://www.sccgov.org/sites/covid19/Pages/press-release-06-12-2020-cases-at-construction-sites.aspx.

distancing position for when you approach the screening area. Please reference the Apex temperature screening site map for additional details.

- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

Testing Procedures:

- The temperature screening being used are non-contact devices.
- Temperature readings will not be recorded.
- Personnel will be screened upon entering the testing center and should only take 1-2 seconds per individual.
- Hard hats, head coverings, sweat, dirt, sunscreen or any other cosmetics must be removed on the forehead before temperature screening.
- Anyone who refuses to submit to a temperature screening or does not answer the health screening questions will be refused access to the Project Site.
- Screening will be performed at both entrances from 5:30 am to 7:30 am.; main gate [ZONE 1] and personnel gate [ZONE 2]
- After 7:30 am only the main gate entrance [ZONE 1] will continue to be used for temperature testing for anybody gaining entry to the project site such as returning personnel, deliveries, and visitors.
- If the digital thermometer displays a temperature reading above 100.0 degrees Fahrenheit, a second reading will be taken to verify an accurate reading.
- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be

allowed to enter the Project Site. DHS will also instruct the individual to promptly notify his/her supervisor and his/her human resources (HR) representative and provide them with a copy of Annex A.

Planning

- Require the development of an Infectious Disease Preparedness and Response Plan that will include basic infection prevention measures (requiring the use of personal protection equipment), policies and procedures for prompt identification and isolation of sick individuals, social distancing (prohibiting gatherings of no more than 10 people including all-hands meetings and all-hands lunches) communication and training and workplace controls that meet standards that may be promulgated by the Center for Disease Control, Occupational Safety and Health Administration, Cal/OSHA, California Department of Public Health or applicable local public health agencies.[7]

The United Brotherhood of Carpenters and Carpenters International Training Fund has developed COVID-19 Training and Certification to ensure that Carpenter union members and apprentices conduct safe work practices. The Agency should require that all construction workers undergo COVID-19 Training and Certification before being allowed to conduct construction activities at the Project Site.

Southwest Carpenters has also developed a rigorous Infection Control Risk Assessment ("**ICRA**") training program to ensure it delivers a workforce that understands how to identify and control infection risks by implementing protocols to

[7] *See also* The Center for Construction Research and Training, North America's Building Trades Unions (April 27 2020) NABTU and CPWR COVIC-19 Standards for U.S Constructions Sites, *available at* https://www.cpwr.com/sites/default/files/NABTU_CPWR_Standards_COVID-19.pdf; Los Angeles County Department of Public Works (2020) Guidelines for Construction Sites During COVID-19 Pandemic, *available at* https://dpw.lacounty.gov/building-and-safety/docs/pw_guidelines-construction-sites.pdf.

protect themselves and all others during renovation and construction projects in healthcare environments.[8]

ICRA protocols are intended to contain pathogens, control airflow, and protect patients during the construction, maintenance and renovation of healthcare facilities. ICRA protocols prevent cross contamination, minimizing the risk of secondary infections in patients at hospital facilities.

The City should require the Project to be built using a workforce trained in ICRA protocols.

II. THE PROJECT WOULD BE APPROVED IN VIOLATION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AS IT MAY HAVE SIGNIFICANT IMPACTS AND YET DOES NOT INCORPORATE ALL FEASIBLE MITIGATION MEASURES

A. Background Concerning the California Environmental Quality Act

CEQA has two basic purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. (CEQA Guidelines § 15002(a)(1).) "Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR 'protects not only the environment but also informed self-government.' [Citation.]" (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564.) The EIR has been described as "an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return." (*Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 392*; Cleveland National Forest Foundation v. San Diego Assn. of Governments* (2017) 3 Cal.5th 497, 503 [same].)

- **EIR**

Second, CEQA directs public agencies to avoid or reduce environmental damage when possible by requiring alternatives or mitigation measures. (CEQA Guidelines § 15002(a)(2) and (3); *see also, Berkeley Keep Jets Over the Bay Committee v. Board of Port Com'rs* (2001) 91 Cal.App.4th 1344, 1354 *("Berkeley Jets")*; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553; *Laurel Heights Improvement Ass'n v. Regents of the*

[8] For details concerning Southwest Carpenters's ICRA training program, *see* https://icrahealthcare.com/.

University of California (1988) 47 Cal.3d 376, 400.) The EIR serves to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to "identify ways that environmental damage can be avoided or significantly reduced." (CEQA Guidelines § 15002(a)(2).) If the project has a significant effect on the environment, the agency may approve the project only upon finding that it has "eliminated or substantially lessened all significant effects on the environment where feasible" and that any unavoidable significant effects on the environment are "acceptable due to overriding concerns" specified in CEQA Pub. Res. Code § 21081. (CEQA Guidelines § 15092(b)(2)(A–B).)

While the courts review an EIR using an "abuse of discretion" standard, "the reviewing court is not to '*uncritically* rely on every study or analysis presented by a project proponent in support of its position.' A 'clearly inadequate or unsupported study is entitled to no judicial deference.'" (*Berkeley Jets*, 91 Cal.App.4th 1344, 1355 (emphasis added) (quoting *Laurel Heights,* 47 Cal.3d at 391, 409 fn. 12).) Drawing this line and determining whether the EIR complies with CEQA's information disclosure requirements presents a question of law subject to independent review by the courts. (*Sierra Club v. Cnty. of Fresno* (2018) 6 Cal. 5th 502, 515; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal. App. 4th 48, 102, 131.) As the court stated in *Berkeley Jets*, 91 Cal.App.4th at 1355:

> A prejudicial abuse of discretion occurs "if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process.

"The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. The EIR's function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been taken into account. [Citation.] For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made." (*Communities for a Better Environment v. Richmond* (2010) 184 Cal. App. 4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 449–450).)

- **Negative Declaration or Mitigated Negative Declaration.**

Third, CEQA and CEQA Guidelines are strict and unambiguous about when a Negative Declaration ("**ND**") or a Mitigated Negative Declaration (or **MND**) may be used. A public agency must prepare an EIR whenever substantial evidence supports a "fair argument" that a proposed project "may have a significant effect on the environment." (Pub. Res. Code §§ 21100, 21151; Guidelines §§ 15002(f)(1) & (2), 15063; *No Oil, Inc. v. City of Los Angeles* ("*No Oil*") (1974) 13 Cal.3d 68, 75; *Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal.App.4th 98, 111-112.) "Said another way, if a lead agency is presented with a fair argument that a project may" – [not "will"] – "have a significant effect on the environment, the lead agency shall prepare an EIR even though it may also be presented with other substantial evidence that the project will not have a significant effect." (Guidelines §§ 15064(f)(1) & (2) (emph. added); *No Oil, supra*, 13 Cal.3d 68, 75.)

"Substantial evidence" means "enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached." (Guidelines § 15384(a).) "Substantial evidence is not argument, speculation, unsubstantiated opinion or narrative, evidence that is clearly inaccurate or erroneous…." (Pub. Res. Code § 21080(e)(2); see also Guidelines § 15384(a).)

The fair argument standard is a "low threshold" test for requiring the preparation of an EIR. (*No Oil*, *supra*, 13 Cal.3d at 84; *County Sanitation Dist. No. 2 of Los Angeles County v. County of Kern* (2005) 127 Cal.App.4th 1544, 1579 (*"County Sanitation"*).) It "requires the preparation of an EIR where 'there is substantial evidence that any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial . . . .'" (*County Sanitation*, *supra*, 127 Cal.App.4th at 1580, quoting Guidelines § 15063(b)(1).) A lead agency may adopt an MND only if "there is no substantial evidence that the project will have a significant effect on the environment[]." (Guidelines § 15074(b) (emphasis added).)

Evidence supporting a fair argument of a significant environmental impact triggers preparation of an EIR regardless of whether the record contains contrary evidence. (*League for Protection of Oakland's Architectural and Historical Resources v. City of Oakland* (1997) 52 Cal.App.4th 896, 904-905.) "Where the question is the sufficiency of the evidence to support a fair argument, 'deference to the agency's determination is not

appropriate . . . .'" (*County Sanitation*, 127 Cal.App.4th at 1579, (emphasis added), quoting *Sierra Club v. County of Sonoma* (1992) 6 Cal.App.4th 1307, 1317-1318.)

Further, it is the duty of the lead agency, not the public, to conduct the proper environmental studies. "The agency should not be allowed to hide behind its own failure to gather relevant data." (*Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 311.) "Deficiencies in the record may actually enlarge the scope of fair argument by lending a logical plausibility to a wider range of inferences." (*Id.*) The "lack of study . . . 'enlarge[s] the scope' of the fair argument which may be made 'based on the limited facts in the record' [Cit. omit.]" (*Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1382.)

Thus, refusal to complete recommended studies lowers the already low threshold to establish a fair argument. The "court may not exercise its independent judgment on the omitted material by determining whether the ultimate decision of the lead agency would have been affected had the law been followed. . . . The remedy for this deficiency was for the trial court to have issued a writ of mandate . . . ." (*Environmental Protection Information Center v. California Dept. of Forestry* (2008) 44 Cal.4th 459, 486.)

Both the review for failure to follow CEQA's procedures and the fair argument test are questions of law, i.e., *de novo* standard of review applies. (*Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 435.) "Whether the agency's record contains substantial evidence that would support a fair argument that the project may have a significant effect on the environment is treated as a **question of law**. (*See, e.g., Consolidated Irrig. Dist. v. City of Selma* (2012) 204 Cal.App.4th 187, 207." (Kostka and Zischke, Practice Under the Environmental Quality Act, (2017, 2d ed.), at § 6.76 (emphasis added).) The Court gives no deference to the agency in the MND context.

In an MND context, the agency or the court should not *weigh* expert testimony or decide on the credibility of evidence; such weighing is for an EIR. As stated in *Pocket Protectors v. City of Sacramento* (2004) 124 Cal.App.4th 903, 935:

> Unlike the situation where an EIR has been prepared, neither the lead agency nor a court may "weigh" conflicting substantial evidence to determine whether an EIR must be prepared in the first instance. Guidelines section 15064, subdivision (f)(1) provides in pertinent part: "if a lead agency is presented with a fair argument that a project may have a

> significant effect on the environment, the lead agency shall prepare an EIR even though it may also be presented with other substantial evidence that the project will not have a significant effect. (*No Oil* [, *supra,*] 13 Cal.3d 68 [118 Cal.Rptr. 34, 529 P.2d 66])." Thus, as *Claremont* itself recognized, "Consideration is not to be given contrary evidence supporting the preparation of a negative declaration. (*City of Carmel-by-the Sea v. Board of Supervisors* (1986) 183 Cal.App.3d 229, 244–245 [227 Cal.Rptr. 899]; *Friends of "B" Street v. City of Hayward* (1980) 106 Cal.App.3d 988 [165 Cal.Rptr. 514]." (*Claremont, supra,* 37 Cal.App.4th at p. 1168, 44 Cal.Rptr.2d 288.

(*Pocket Protectors,* 124 Cal.App.4th at 935.)

In cases where it is not clear whether there is substantial evidence of significant environmental impacts, CEQA requires erring on the side of a "preference for resolving doubts in favor of environmental review." (*Mejia v. City of Los Angeles* (2005) 130 Cal.App.4th 322, 332.) "The foremost principle under CEQA is that the Legislature intended the act to be interpreted in such manner as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language." (*Friends of Mammoth v. Board of Supervisors* (1972) 8 Cal.3d 247, 259.)

- **CEQA Exemptions and Exceptions Thereto.**

Fourth, where the Lead Agency chooses to dispose of CEQA by asserting a CEQA exemption, it has a duty to support its CEQA exemption findings by substantial evidence, including evidence that there are no applicable exceptions to exemptions. This duty is imposed by CEQA and related case law. (Guidelines § 15020 ["The Lead Agency shall not knowingly release a deficient document hoping that public comments will correct defects in the document."]; *see also, Citizens for Environmental Responsibility v. State ex rel. 14th Dist. Ag. Assn.* (2015) 242 Cal.App.4th 555, 568 ["The lead agency has the burden to demonstrate that a project falls within a categorical exemption and the agency's determination must be supported by substantial evidence"]; *Association for Protection etc. Values v. City of Ukiah* (1991) 2 Cal.App.4th 720, 732 [agency is required to consider exemption exceptions "where there is some information or evidence in the record that the project might have a significant impact."]

The duty to support CEQA (and/or exemption) findings with substantial evidence is also required by the Code of Civil Procedure and case law on administrative or traditional writs. Under Code of Civil Procedure ("CCP") § 1094.5(b), an abuse of

discretion is established if the decision is not supported by the findings, or the findings are not supported by the evidence. CCP § 1094.5(b). In *Topanga Assn. for a Scenic Community v. County of Los Angeles* (1974) 11 Cal.3d 506, 515 ("*Topanga*"), our Supreme Court held that "implicit in [Code of Civil Procedure] section 1094.5 is a requirement that the agency which renders the challenged decision must set forth findings to bridge the analytic gap between the raw evidence and ultimate decision or order." The agency's findings may "be determined to be sufficient if a court 'has no trouble under the circumstances discerning the analytic route the administrative agency traveled from evidence to action.'" *West Chandler Blvd. Neighborhood Ass'n vs. City of Los Angeles* (2011) 198 Cal.App.4th 1506, 1521- 1522. However, "mere conclusory findings without reference to the record are inadequate." *Id.* at 1521 (finding city council findings conclusory, violating *Topanga*).

Further, CEQA exemptions must be narrowly construed to accomplish CEQA's environmental objectives. *California Farm Bureau Federation v. California Wildlife Conservation Bd.* (2006) 143 Cal.App.4th 173, 187 ("*California Farm*"); *Save Our Carmel River v. Monterey Peninsula Water Management Dist.* (2006) 141 Cal.App.4th 677, 697 ("These rules ensure that in all but the clearest cases of categorical exemptions, a project will be subject to some level of environmental review.")

Finally, CEQA procedures reflect a preference for resolving doubts in favor of environmental review. (*See,* Pub. Res. Code § 21080(c) [dispose of EIR only if "there is no substantial evidence, in light of the *whole record* before the lead agency, that the project *may* have a significant effect on the environment" or "revisions in the project …. Would avoid the effects or mitigate the effects to a point where *clearly* no significant effect on the environment would occur, *and* …." Emph. added.]; Guidelines §§ 15061(b)(3) [common sense exemption only "where it can be seen with certainty …."]; 15063(b)(1) [prepare an EIR "if he agency determines that there is substantial evidence that *any* aspect of the project, either *individually* or *cumulatively, may* cause a significant effect on the environment, *regardless* of whether the overall effect of the project is adverse or beneficial"]; 15064(h) [need to consider cumulative impacts of past, other current and "probable future" projects]; 15070 [prepare a negative declaration only if "no substantial evidence, *in light of the whole record* before the agency, that the project *may* have a significant effect on the environment," or project "revisions would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, *and* (2) there is no substantial evidence, in light of the whole

record before the project, that the project as revised *may* have a significant effect on the environment" emph. added]; *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68, 83-84 [interpret "significant impacts" so as "to afford the fullest possible protection"].)

B. Due to the COVID-19 Crisis, the Lead Agency Must Adopt a Mandatory Finding of Significance that the Project May Cause a Substantial Adverse Effect on Human Beings and Mitigate COVID-19 Impacts.

CEQA requires that an agency make a finding of significance when a Project may cause a significant adverse effect on human beings. (Pub. Res. Code § 21083(b)(3); CEQA Guidelines § 15065(a)(4).)

Public health risks related to construction work require a mandatory finding of significance under CEQA. Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupations Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.[9]

Southwest Carpenters recommend that the Lead Agency adopt additional CEQA mitigation measures to mitigate public health risks from the Project's construction activities. Southwest Carpenters request that the Lead Agency require safe on-site construction work practices as well as training and certification for any construction workers on the Project Site.

In particular, based upon Southwest Carpenters' experience with safe construction site work practices, Southwest Carpenters recommend that the Lead Agency require that while construction activities are being conducted at the Project Site:

Construction Site Design:

- The Project Site will be limited to two controlled entry points.
- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.

[9] Santa Clara County Public Health (June 12, 2020) COVID-19 CASES AT CONSTRUCTION SITES HIGHLIGHT NEED FOR CONTINUED VIGILANCE IN SECTORS THAT HAVE REOPENED, *available at* https://www.sccgov.org/sites/covid19/Pages/press-release-06-12-2020-cases-at-construction-sites.aspx.

- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.
- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social distancing position for when you approach the screening area. Please reference the Apex temperature screening site map for additional details.
- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

Testing Procedures:

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- Personnel will be screened upon entering the testing center and should only take 1-2 seconds per individual.
- Hard hats, head coverings, sweat, dirt, sunscreen or any other cosmetics must be removed on the forehead before temperature screening.
- Anyone who refuses to submit to a temperature screening or does not answer the health screening questions will be refused access to the Project Site.
- Screening will be performed at both entrances from 5:30 am to 7:30 am.; main gate [ZONE 1] and personnel gate [ZONE 2]
- After 7:30 am only the main gate entrance [ZONE 1] will continue to be used for temperature testing for anybody

gaining entry to the project site such as returning personnel, deliveries, and visitors.

- If the digital thermometer displays a temperature reading above 100.0 degrees Fahrenheit, a second reading will be taken to verify an accurate reading.
- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be allowed to enter the Project Site. DHS will also instruct the individual to promptly notify his/her supervisor and his/her human resources (HR) representative and provide them with a copy of Annex A.

Planning

- Require the development of an Infectious Disease Preparedness and Response Plan that will include basic infection prevention measures (requiring the use of personal protection equipment), policies and procedures for prompt identification and isolation of sick individuals, social distancing (prohibiting gatherings of no more than 10 people including all-hands meetings and all-hands lunches) communication and training and workplace controls that meet standards that may be promulgated by the Center for Disease Control, Occupational Safety and Health Administration, Cal/OSHA, California Department of Public Health or applicable local public health agencies.[10]

The United Brotherhood of Carpenters and Carpenters International Training Fund has developed COVID-19 Training and Certification to ensure that Carpenter union members and apprentices conduct safe work practices. The Lead Agency should

[10] *See also,* The Center for Construction Research and Training, North America's Building Trades Unions (April 27 2020) NABTU and CPWR COVIC-19 Standards for U.S Constructions Sites, *available at* https://www.cpwr.com/sites/default/files/NABTU_CPWR_Standards_COVID-19.pdf; Los Angeles County Department of Public Works (2020) Guidelines for Construction Sites During COVID-19 Pandemic, *available at* https://dpw.lacounty.gov/building-and-safety/docs/pw_guidelines-construction-sites.pdf.

require that all construction workers undergo COVID-19 Training and Certification before being allowed to conduct construction activities at the Project Site.

Southwest Carpenters has also developed a rigorous Infection Control Risk Assessment ("**ICRA**") training program to ensure it delivers a workforce that understands how to identify and control infection risks by implementing protocols to protect themselves and all others during renovation and construction projects in healthcare environments.[11]

ICRA protocols are intended to contain pathogens, control airflow, and protect patients during the construction, maintenance and renovation of healthcare facilities. ICRA protocols prevent cross contamination, minimizing the risk of secondary infections in patients at hospital facilities.

The City should require the Project to be built using a workforce trained in ICRA protocols.

I. THE PROJECT VIOLATES CEQA SINCE THERE IS SUBSTANTIAL EVIDENCE TO SUPPORT A FAIR ARGUMENT THAT THE PROJECT MAY HAVE SIGNIFICANT IMPACTS, REQUIRING AN EIR AS A MATTER OF LAW.

CEQA allows the lead agency to dispose of an EIR in very limited cases: (1) if there is an applicable CEQA exemption; or (2) if the Project, with certain modifications, will *clearly* have no or less than significant impacts.

Thus, under CEQA:

> **Pub. Res. Code § 21064.5. Mitigated negative declaration**
> "Mitigated negative declaration" means a negative declaration prepared for a project when the **initial study** has **identified** potentially significant effects on the environment, but (1) **revisions in the project plans or proposals made by, or agreed to by**, the applicant **before** the proposed negative declaration and initial study are **released for public review** would **avoid the effects or mitigate** the effects to a point where **clearly no** significant effect on the environment would occur, and (2) there is **no substantial evidence** in light of the whole record before the public

[11] For details concerning Southwest Carpenters' ICRA training program, *see* https://icrahealthcare.com/.

> agency that the project, **as revised**, **may** have a significant effect on the environment.

(Pub. Res. Code § 21064.5, emph. added; *see also*, Pub. Res. Code § 21080(c)&(e).)

Similarly, under CEQA Guidelines § 15064(f):

> "(f) The decision as to whether a project may have one or more significant effects shall be based on substantial evidence in the record of the lead agency.
>
> (1) If the lead agency determines there is substantial evidence in the record that the **project may have** a significant effect on the environment, the lead agency **shall** prepare an EIR (*Friends of B Street v. City of Hayward* (1980) 106 Cal. App. 3d 988). Said another way, **if** a **lead agency** is presented with a **fair argument** that a project **may** have a **significant effect** on the environment, the lead agency **shall** prepare an **EIR even though** it may also be presented with other substantial evidence that the project will not have a significant effect (*No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal. 3d 68).
>
> (2) If the lead agency determines there is substantial evidence in the record that the project **may have** a significant effect on the environment **but** the lead agency determines that **revisions** in the project plans or proposals made by, or agreed to by, the applicant **would avoid** the **effects** or **mitigate** the **effects** to a point where **clearly no significant effect** on the environment would occur **and** there is no substantial evidence in light of the whole record before the public agency that the project, **as revised**, **may** have a significant effect on the environment **then** a **mitigated negative** declaration shall be prepared.
>
> (3) If the lead agency determines there is no substantial evidence that the project may have a significant effect on the environment, the lead agency shall prepare a negative declaration (*Friends of B Street v. City of Hayward* (1980) 106 Cal. App. 3d 988).

> (4) The existence of **public controversy** over the environment effects of a project **will not** require preparation of an EIR if there is no **substantial evidence** before the agency that the project **may** have a significant effect on the environment."

(Guidelines § 15064(f), emph. added.)

Thus, under both CEQA and Guidelines, the agency *shall* prepare an EIR unless it is *clear* that the Project *will not* have any significant impacts. Such is not the case here, since the Project may have significant impacts, including on: air quality, greenhouse gas emissions, land use, transportation, historical resources, biological resources, geology/soils, noise, hazards, as well as long-term impacts, cumulative impacts, and adverse impacts on human life.

A. <u>An Addendum to the 2017 MND Is Improper as There Is a Fair Argument the Prior/Approved Project and the Modified Project May Have Significant Impacts.</u>

As a preliminary matter, the City's records indicate that there is no related CEQA case number assigned for the Project filed on December 14, 2021. (**Exhibit D** [No Related Cases].) Yet, the Project as described on the City's records describes a change[12]:

> ADDING COMMERCIAL FLOOR AREA OF 120,410 SF TO AN EXISTING 102,679 SF COMMERCIAL FLOOR AREA AND 131 FEET IN HEIGHT.

Further, our review of the City's document production in response to our Public Records Act ("**PRA**") request revealed a signed document of the Applicant's payment of an *expedited fee* to proceed with an *addendum* to the 2016 MND. (**Exhibit E** [Expedited Fee Payment].)

Therefore, to the extent the Project seeks to proceed with an *addendum* to the prior 2016 MND, it is settled that such an addendum is reviewed under the *fair argument* standard, similar to the MND it is an addendum to; accordingly, the case is reviewed *de novo*. As explained in *Friends of College of San Mateo*, which rejected the Respondent District's argument that the fair argument standard must be used in limited cases of

[12] *See*, https://planning.lacity.org/pdiscaseinfo/caseid/MjUzMjk30

addenda and which further found substantial evidence to support a fair argument that the project in that case may have impacts:

> We disagree with the District. There is only one reasonable interpretation of *San Mateo Gardens*: where, as here, an agency originally prepares a negative declaration, we must assess whether there is "substantial evidence that the changes to a project for which a negative declaration was previously approved *might have* a significant environmental impact not previously considered in connection with the project as originally approved." (*San Mateo Gardens, supra*, 1 Cal.5th at p. 959, 207 Cal.Rptr.3d 314, 378 P.3d 687, italics added.) If there is such evidence, we cannot uphold the agency's determination that no major revisions were required. It is of no consequence whether the District believed that the prior MND remained "wholly relevant" or whether the District independently identified a new potentially significant environmental impact. *San Mateo Gardens* held that where a project is originally approved through a negative declaration, "agencies [cannot] evade their obligation to prepare an EIR based on the more demanding 'fair argument' standard, so long as the potential environmental effects of the project are caused by changes in the project after a negative declaration [has] been approved." (Id. at p. 957.) Were we to accept the District's argument, it would create just the sort of "loophole" for agencies that the Supreme Court emphasized does not exist. (Ibid.)

(*Friends of College of San Mateo Gardens v. San Mateo County Community College Dist.* (2017) 11 Cal.App.5th 596, 608 [emph. orig.], quoting from *Friends of College of San Mateo Gardens v. San Mateo County Community College Dist.* (2016) 1 Cal.5th 937, 953–959.)

Also: "It is a question of law, not fact, whether a fair argument exists, and the courts owe no deference to the lead agency's determination." (*Pocket Protectors v. City of Sacramento* (2004) 124 Cal.App.4th 903, 928.)

Contrary to these established legal principles, the Project here is seeking to create a "loophole" to suggest that the CEQA review now must be based only on the change, regardless if certain impacts were or were not adequately studied in the prior MND.

Moreover, an addendum is improper here since the *Modified Project* is not just about a "minor" change as the Applicant claims in the application documents, but rather an

addition of about 19,000 square feet of commercial space, moving of 241[13] parking spaces into the underground automated parking, changing certain uses (e.g., private gym, spa) into more intensive uses, as well as increasing the floor area ratio and a zone change amendment to accommodate such increase. All these changes were not considered in the prior MND.

In fact, a 6:1 change from the applicable 1.5:1 FAR at the lot immediately adjacent to the Project at 909-919 E. 2nd St. was "disapproved" in 2009 and, instead, that project was granted only an increase up to 3.5:1 FAR.[14] This confirms that the FAR change the Applicant is seeking here – to exceed 3.5:1 FAR – is not merely a minor change.

Here, the Project had applied for and was *already* approved for a general plan amendment and zone change to allow a higher than 1.5:1 FAR. It now seeks to *increase* that *already increased* FAR in further piecemeal fashion and to also include new and more intensive uses. This is not a minor or technical change to warrant an addendum – this is a substantial revision of the prior project in piecemeal fashion and in violation of CEQA. As stated in *San Mateo*:

> In sum, there is substantial evidence that the Building 20 demolition project might have a significant environmental effect due to its aesthetic impact on the College campus.[5] We will not, however, order the District to prepare an EIR on remand, as Friends requests. The District can choose to prepare a subsequent MND if it determines that the possibly significant environmental effects will "be reduced to insignificance" through the implementation of mitigation measures. (*Moss v. County of Humboldt, supra*, 162 Cal.App.4th at p. 1048, 76 Cal.Rptr.3d 428.) What is clear is that the decision to adopt an addendum was improper under CEQA's subsequent review provisions, since an addendum may be prepared only if there are "minor technical changes or additions" or if none of the circumstances calling for a subsequent EIR or negative declaration have occurred. (CEQA Guidelines, § 15164, subd. (b).)

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[13] It is unknown and hence questionable whether the originally approved *241* parking spaces would be sufficient or would need to be increased in number, in view of the new and more intensive uses in the Modified Project.

[14] See, 2009 Letter of Determination re 909-919 E.2nd Street Project, esp. pp. 1, 23 & 26 at https://planning.lacity.org/pdiscaseinfo/document/MTA1NzM10/2414c9ed-2b48-4a99-b482-3be9d5954750/pdd

(*Friends of College of San Mateo Gardens v. San Mateo County Community College Dist.* (2017) 11 Cal.App.5th 596, 611.)

Lastly, an addendum is improper in this case in view of changes *in the Project*, changes *in the circumstances* around the Project, and *new information* about new impacts or new an feasible mitigation measures. Under CEQA Guidelines § 15164(b):

> An addendum to an adopted negative declaration may be prepared **if** only minor technical changes or additions are necessary **or** none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

(Emph. added.)

The referenced CEQA Guidelines Section 15162 requires *subsequent* CEQA review – distinct and different from an *addendum* – if changes occur in the project, changes occur in the circumstances of the project, or new information that was not and could not have been known before is now known that suggests the Project may have more impacts or there are more feasible mitigation measures available than considered before. All of those conditions apply here, as detailed further below.

In sum, an addendum is wholly inappropriate in this case and the Project must have adequate CEQA review to evaluate the Project as "the whole of an action"and its impacts. Moreover, in view of what appears to be an improper piecemealing in this case and where the Project has been incrementally approved for more changes, a *new* rather than a *subsequent* CEQA review should be ordered, and the baseline for such review should revert back to the 2016, when the initial development applications were made and the environmental review began, rather than the incrementally inflated baseline of the 2017 entitlements that the Applicant relies upon.

B. The City Has No Discretion to Approve the Project Based on Prior Approval and Its Extension Violated the Law.

One of the documents produced in response to our PRA response shows that on June 11, 2020, the City approved an extension for the VTT approval related to the Project, extending such approvals' validity to May 15, 2026 and stating:

> In accordance with the provisions of Section 66452.6(e), Article 2, Chapter 3 of the Government Code, and Section 17.07 or 17.56-A of the Los Angeles Municipal Code, the Deputy Advisory Agency hereby grants a 6 year extension for the recording of the final Vesting Tentative Tract Map No. 7 4122-CN at 929-939 East 2nd Street in the Central City North Community Plan Area.

(May 11, 2020 Extension of VTT Approval.)[15]

The City's extension of the VTT approvals was improper and void, for several reasons. First, the initial VTT approval took place on **May 3, 2017** ("**VTT Approval**") and was already 3 years old at the time of granting the exemption.[16] The documents produced by the City in response to our PRA request did not include any *extension application* by the Applicant, to ascertain whether it was indeed filed and whether such filing was timely and compliant with the Govt. Code Section 66452.6(e) or Section 17.07 or 17.56-A of the Los Angeles Municipal Code ("**LAMC**"), under which the extension was granted.

In particular, under Govt. Code Section 66452.6(e) [Subdivision Map Act, Govt. Code Sections 66410 *et seq*.], the Subdivider/Applicant *must apply* for an extension and *must* do so *timely*:

> (e) Upon **application** of the subdivider **filed prior** to the expiration of the approved or conditionally approved tentative map, the time at which the map expires pursuant to subdivision (a) may be extended by the legislative body or by an advisory agency authorized to approve or conditionally approve tentative maps for a period or periods not exceeding a total of six years. The period of extension specified in this subdivision shall be in addition to the period of time provided by subdivision (a). Prior to the expiration of an approved or conditionally approved tentative map, **upon** an **application** by the subdivider to extend that map, the map shall automatically be extended for 60 days or until the application for the extension is approved, conditionally approved, or

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[15] See, https://planning.lacity.org/pdiscaseinfo/document/MjMxNTQ40/46e6f77e-051c-4e11-ad6d-6ce8558211cd/pdd

[16] See, May 3, 2017 VTT Approval Letter: https://planning.lacity.org/pdiscaseinfo/document/MTczMDkz0/03b6cd7a-61f3-4d27-8bc5-9bb6e20119bc/pdd

> denied, whichever occurs first. If the advisory agency denies a subdivider's application for an extension, the subdivider may appeal to the legislative body within 15 days after the advisory agency has denied the extension.

(Emph. added.)

Further, under LAMC 17.07(a), the prior VTT approval *automatically* terminates:

> **A. Time Limit. (Amended by Ord. No. 182,106, Eff. 5/20/12.)** The following provisions establish the term of tentative map approvals:
> Within **36 months** after the approval or conditional approval of the Tentative Map, the **subdivider** shall cause the proposed subdivision to be accurately surveyed and a **final map** prepared and filed with the City Engineer. The failure of a subdivider to file a map with the City Engineer within that period and to have the map submitted by the City Engineer to the City Council within the specified time limit **shall automatically terminate** and **void** the proceedings unless the time is extended by the Advisory Agency, the Appeal Board, or the City Council upon appeal from a denial of the extension by the Advisory Agency. The appeal shall follow the time limits and procedures set forth in Subdivisions 3., 4., and 5. of Subsection A. of Section 17.06 of this Code.

(Emph. added.)

As such, to the extent the Applicant has not applied for an extension or has not done so timely, its prior VTT Approval *automatically* terminated and the advisory agency had no authority or discretion under the Government Code and LAMC to grant an extension.

Second, the extension of the prior VTT Approval was improper since such approval was specifically limited by a condition in the VTT Approval letter itself, stating that the final map be recorded within 36 months or an extension be obtained before then: "The final map must record within 36 months of this approval, unless a time extension is granted before the end of such period." (VTT Approval Letter, p. 26.) As such, the Deputy Advisory Agency's extension granted on June 11, 2020 was well beyond the 36-month period of the May 3, 2017 approval and therefore unauthorized.

Third, an extension of the VTT Approval was improper since the original VTT Approval relied on the 2016 MND and its findings that all of its potential significant impacts, including geology/soils, noise, air quality, public services, biology resources,

would be necessarily mitigated to the level of insignificance with the prescribed mitigation measures, whereas there is evidence those 2016 MND findings were clearly erroneous. (VTT Approval Letter, pp. 27-31.) For example, subsequent to the 2017 VTT approvals, the Applicant applied for and was *denied* grading permits in 2018. (**Exhibit F** [2018 Grading Permit Denied].) Also, the City's records show that the Applicant was issued corrections in 2019, but a permit was not issued.[17] Further, the City's records are replete with various permit applications filed by the Applicant in 2018 – long before COVID-19 – and yet not cleared to date.[18] The fact that the Applicant's 2018 building permit applications have not cleared on a number of issues is substantial evidence to support a fair argument that the Project may be infeasible or may have issues that have not been addressed by the 2016 MND or anticipated by the 2017 approvals and, derivatively, that the Project's approvals *may* result in significant impacts.

In sum, the extension of the VTT approval is wholly inappropriate, illegal, and void under the Subdivision Map Act, LAMC, the VTT Approval conditions, and CEQA.

C. <u>The Project and its CEQA Analysis Violate CEQA for Improper Piecemealing and Incorrect (Inflated) Baseline.</u>

The Modified Project proposed for approval in 2021-2022 relies exclusively on its prior approvals in 2017 with an MND. For example, the Applicant's signed September 15, 2021 Environmental Assessment Form ("**EAF**") indicates that the Project does not propose changes: "No change from approved project." (**Exhibit G**, pp. 4-6 [EAF].) Yet, the EAF also admits there *is* a change: "Zone Change to modify Q Condition to permit a total of 124,233 f of floor area at site in lieu of the originally approved 102,679 sf of commercial floor area. The project would remain approximately 131 feet in height." (**Exhibit G**, p. 2.)

Further, the Applicant's Attachment A to the entitlement application provides:

> Due to **changing economic conditions amid global pandemic** occurring **post-entitlement** of the Approved Project as well as

[17] *See,* Grading Permit application: https://www.ladbsservices2.lacity.org/OnlineServices/PermitReport/PcisPermitDetail?id1=18030&id2=10000&id3=08040

[18] *See*, Buidling Permit application submitted in December of 2018, not cleared to date: https://www.ladbsservices2.lacity.org/OnlineServices/PermitReport/PcisPermitDetail?id1=18014&id2=10000&id3=06684

> **advancements** in **automated parking** design technology, some aspects of the Approved Project are proposed to be reconfigured to adequately address market demand, or lack thereof, for certain uses like a private club space, gym, spa and retail and to add to the neighborhood aesthetic **by fully undergrounding parking** for the development at the Site. Accordingly, the Applicant proposes a Modified Project that would maintain the Approved Project's building height and design, but move the proposed parking spaces within the basement level, to create additional office space. The Modified Project would more efficiently and more attractively locate parking in the basement of the property (shifting parking from level 4 where it was previously located). The **fourth level** (which would now become **two floors**) would be used as **office space**. **In addition** to the relocation of the parking in the building, the Modified Project would add approximately **19,900 square feet** of **additional floor area** for a resulting total floor area of 120,410 sf. The Project would **shift** and **change** many of the specific private club, gym, spa and retail uses that had been approved with a greater emphasis on **office space**.

(**Exhibit H**, p. 2 [Attachment A].)

In Attachment A, the Applicant also provides:

> The applicant wishes to maintain and work within the building envelope approved in Exhibit A, but modify it so that the parking spaces would be moved from level 4 per Exhibit A, to the basement level. In this modified project scenario, level 4 would be divided horizontally into two floors and be repurposed as office space. **This would create additional floor area** within the approved building envelope **and add** approximately **19,900 sf** to the **Approved Project**.
>
> The applicant therefore seeks this **minor zone change** to modify the Q Classification to **allow** a **total floor area** of 124,233 sf. As discussed above, the exterior building envelope would not change and the additional floor area is created within the approved building envelope. This change would not result in any **visual impact** upon the surrounding neighborhood, and would create only a small increase in usable area. The Modified Project conforms to the intent of the original Q Classification,

> which is to allow for the development of a building that is in harmony with the surrounding existing development.

(**Exhibit H**, p. 10.)

As such, contrary to the representations by the Applicant of "no change" or "minor zone change" there *is* a change proposed by the Applicant, the change is to the initial Approved Project, and the change is not even remotely minor: it adds 19,900 sf more usable office space and also replaces less intensive *private* uses with more intensive public commercial uses. Also, while these changes will be contained within the building envelope as approved before and would not have *visual* impacts, the changes will have reasonably foreseeable and critical other impacts, including but not limited to more *traffic*, *air quality*, *GHG, soils/geology, noise*, due to the *added* office space and *changed* uses with more intensity than contemplated before.

But beyond the fact that the Project has incrementally expanded over time, such expansion is suspect and in violation of CEQA's piecemealing prohibition. CEQA forbids piecemealing. (*Lighthouse Field Beach Rescue v. City of Santa Cruz* (2005) 131 Cal.App.4th 1170, 1208–1209 ["The requirements of CEQA cannot be avoided by piecemeal review which results from 'chopping a large project into many little ones-each with a minimal potential impact on the environment-which cumulatively may have disastrous consequences.' (*Bozung v. Local Agency Formation Com.* (1975) 13 Cal.3d 263, 283–284.")].) The danger of piecemealing is many-fold. First, it precludes consideration of impacts of the "whole of an action" under CEQA Guidelines § 15387, as has happened here. As explained by courts:

> "[O]nly through an accurate view of the project may the public and interested parties and public agencies balance the proposed project's benefits against its environmental cost, consider appropriate mitigation measures, assess the advantages of terminating the proposal and properly weigh other alternatives...." (*City of Santee v. County of San Diego, supra,* 214 Cal.App.3d at p. 1454, 263 Cal.Rptr. 340.) Here, the failure to consider the expansion of the wastewater treatment plant as part of the project under consideration resulted in an inaccurate project description and incomplete identification and analysis of the environmental effects of the development project (*Santiago County Water Dist. v. County of Orange, supra,* 118 Cal.App.3d at p. 829, 173 Cal.Rptr. 602.) As stated in **717 *Citizens Assn. for Sensible Development of Bishop Area v. County of Inyo* (1985) 172

> Cal.App.3d 151, 166, 217 Cal.Rptr. 893, "[t]he danger of filing separate environmental documents for the same project is that consideration of the cumulative impact on the environment of the two halves of the project may not occur. This danger was here realized."
>
> Thus, because the FEIR did not "adequately apprise all interested parties of the true scope of the project for intelligent weighing of the environmental consequences of the project," informed decision making was precluded. The FEIR is inadequate as a matter of law. (*City of Santee v. County of San Diego, supra,* 214 Cal.App.3d at pp. 1454–1455, 263 Cal.Rptr. 340.) The certification by the Board of the FEIR as complete and adequate constituted an abuse of discretion. (*County of Inyo v. City of Los Angeles, supra,* 71 Cal.App.3d at p. 200, 139 Cal.Rptr. 396.)

(*San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 734–735.)

Second, piecemealing *alters* the accurate baseline of the CEQA analysis. Thus, under CEQA, the baseline environmental conditions (to measure the Project's impacts against) must be set as early as possible when the Project's environmental review begins. (CEQA Guidelines § 15125(a)(1).) Here, the environmental review of the project began at least in 2016, upon initiation of the MND. Hence, the Project's baseline or existing environmental conditions for purposes of CEQA review must go back to the year of 2016 and measure the Project's proposed changes – regardless of when they were proposed (in 2016-2017 or later) – against that lower 2016 baseline. However, as evident from the Applicant's filled out EAF, the Applicant is not measuring the Project's impacts "as a whole" or as of 2016, but rather focuses on the impacts of the proposed *changes* after the 2017 approvals. As such, the Applicant is seeking to alter/inflate the baseline and thereby understate the Project's impacts.

Further, for CEQA purposes, the fact that a project is entitled or is warranted under the general plan is not relevant for the baseline. (CEQA Guidelines § 15125(a)(3) ["An existing conditions baseline shall not include hypothetical conditions such as those that might be allowed, but have never actually occurred under existing permits or plans as the baseline."])

Stated otherwise, the Applicant is trying to use the 2021 baseline instead of the 2016 baseline and thereby *inflates* the baseline through its 2017 approvals and other changes in the surrounding area, in order to minimize and understate the changes it proposes.

This is the classic case of trying to *end run* CEQA, where courts agree a *different* baseline must be used. "Of course, were there evidence of an attempted end run around CEQA, use of a different baseline may well be appropriate." (*Hollywoodians Encouraging Rental Opportunities v. City of Los Angeles* (2019) 37 Cal.App.5th 768, 781, fn. 11.) (*See also*, *POET, LLC v. State Air Resources Bd* (2017) 12 Cal.App.5th 52, 83 [use of an inflated baseline had the effect of understating the increase of impacts, requiring reversal]; *County of Amador v. El Dorado County Water Agency* (1999) 76 Cal.App.4th 931, 953 (*"County of Amador"*) [without an accurate baseline, the "analysis of impacts, mitigation measures and project alternatives becomes impossible."])

Third, while an *intent* to piecemeal or chop the project into segments in order to avoid disclosing the impacts of the "whole of an action" is not required to show to establish improper piecemealing, nonetheless such intent here is manifest. Although the Applicant is claiming that the proposed changes to the Project in 2021 are due "to **changing economic conditions amid global pandemic** occurring **post-entitlement** of the Approved Project as well as **advancements** in **automated parking** design technology" – i.e., COVID-19 pandemic in 2020 – the Applicant's record of filed applications tells a different story.

For example, the 2016 MND provides the following "project description":

> Art District E4 LLC (Applicant) proposes to develop a mixed-use commercial project (Project) on a 0.68-acre parcel at northwest intersection of 2nd Street and Vignes Street (Project Site) in the Central City North community of the City of Los Angeles. The Project Site is presently improved with a two-story, approximately 66,663 gross square-foot commercial building with **one subterranean level** that was constructed in 1926 as the headquarters for the **Challenge Cream and Butter Association** (**CCBA** Building).[1] An abandoned railroad spur also parallels the west side of the building. The Project seeks to retain the architectural character and historical design of the existing CCBA Building by retaining character-defining architectural features, while still providing a structurally sound building. **Alterations** to the CCBA Building's concrete structural support system would be made to allow a **five-story increase** in the height of the building (Modified Building). A **new seven-story** addition (West Building Addition) to the building would also be **constructed adjacent to the west façade** of the CCBA Building, in the

> location of the abandoned railroad spur. The Project would integrate the Modified Building and West Building Addition into **one seamless building**.
>
> …..
>
> **Parking** for 241 vehicles would be provided in the **Basement and 4th Floor** through the use of an **automated lift** and **shuttle-carriage** system accessed from an internal porte cochere along Vignes Street. The **4th floor** would be designed to have the **height** of **two floors**, each of which would have **two stacked levels** of parking, resulting in four levels of stacked parking.[2] The Project would also provide 40 bicycle parking spaces (20 long-term, 20 short-term) to be accommodated within the **automated parking** system via a bike valet interface.
>
> **FN 1:** The existing building is zoned as a commercial/manufacturing building; however, the building currently permits live-work uses, after approval of a conditional use permit.
>
> **FN 2:** The above-grade automated parking system consists of four levels of open structural framing. The only solid flooring is at the base of the parking system and the floor of the occupiable level above (level 5). Per LAMC 12.03 definition for a story: "*that portion of a building included between the upper surface of any floor and the upper surface of the floor next above*", the above grade automated parking system is an installation within a single story that does not include multiple levels of solid floors.

(MND, p. A-1—2 & fns. 1-2, emph. added.)[19]

As such, based on the MND, the Project would have ***seven stories*** under LAMC and automated parking, including in the Basement and 4th Floor.

Yet, shortly after obtaining approvals of the MND and seven story building – and *much before* the COVID-19 pandemic became manifest in March of 2020 with California

[19] See, MND at https://planning.lacity.org/pdiscaseinfo/document/MjE1ODE20/46e6f77e-051c-4e11-ad6d-6ce8558211cd/pdd

Governor's signing of executive orders[20] - the Applicant applied for the following permits:

1. Building Permit application in 2018, mentioning *subterranean* parking:
"1) FOR 5 LEVEL ADDITION TO (E) 2-STORY WAREHOUSE BUILDING + REMODEL TO EXISTING 1 LEVEL SUBTERRANEAN + AUTOMATED PARKING SYSTEM"[21]

2. Mechanical/Fire Sprinkler Permit application in 2019, mentioning 8 stories:
"NEW FIRE SPRINKLER AND STANDPIPE SYSTEM INCLUDING FIRE PUMP AND TANK FOR 8-STORY HIGH-RISE BUILDING OVER PARKING GARAGE (AUTOMATED PARKING SYSTEM)."[22]

3. Grading Permit in 2018, only "FOR GRADING 2840 CY", with corrections issued in 2019 and permit not issued;[23]

4. New HVAC System Permit Application in 2019, mentioning 8 stories:
"NEW HVAC SYSTEM INCLUDING SMOKE CONTROL SYSTEM AND STAIR PRESSURIZATION SYSTEM FOR 8-STORY HIGH-

[20] See CA Governor's executive order on March 19, 2020 at https://www.gov.ca.gov/wp-content/uploads/2020/03/3.19.20-attested-EO-N-33-20-COVID-19-HEALTH-ORDER.pdf
[21] See Building/Alteration Permit application record here: https://www.ladbsservices2.lacity.org/OnlineServices/PermitReport/PcisPermitDetail?id1=18014&id2=10000&id3=06684
[22] See Mechanical/Fire Sprinkler Permit application record here: https://www.ladbsservices2.lacity.org/OnlineServices/PermitReport/PcisPermitDetail?id1=19043&id2=20000&id3=00809
https://www.ladbsservices2.lacity.org/OnlineServices/PermitReport/PcisPermitDetail?id1=18030&id2=10000&id3=08040
[23] See Grading Permit application: https://www.ladbsservices2.lacity.org/OnlineServices/PermitReport/PcisPermitDetail?id1=18030&id2=10000&id3=08040

RISE BUILDING OVER PARKING GARAGE (AUTOMATED PARKING SYSTEM)."[24]

5. Shoring Permit application in 2018, without any further description, but permit not issued to date.[25]

6. Plumbing Permit application in 2019, mentioning about *8 stories*: "NEW PLUMBING SYSTEM FOR 8-STORY COMMERCIAL BUILDING. PLAN CHECK FOR POTABLE WASTER, WATER, VENY, SEWAGE EJCTOR AND GAS SYSTEM."

And last but not least, as mentioned before, the grading permit application in 2018 was denied for the Applicant. (Exhibit F.)

The above-noted facts show that – although the applicant had requested entitlements in 2016 and was approved for those in 2017 – the Applicant sought building and related permits in 2018-2019 that *far exceeded* the scope of the 2017 approved project as described in the MND and/or could *not clear* or be approved. The building and grading permits have expressly requested *8 stories* and *subterranean* parking, contrary to the MND's *7 stories* and *basement* parking, and were not approved to date apparently for the same reason of increased and incremental changes that did not correspond to the 2017 approvals or the MND. Most importantly, all of these changes occurred in 2018-2919 – *long before* COVID-19 pandemic began in March of 2020. The above-mentioned details and facts show that the Applicant's initial entitlement application in 2016 did not provide a *bona fide* project description of what was actually contemplated, in violation of CEQA. Yet, an accurate, stable, and finite project description must be the *bona fide* subject of an EIR, let alone the MND that seeks to dispose of the EIR:

> An accurate, stable and finite project description is the sine qua non of an informative and legally sufficient EIR; the defined project and not some different project must be the EIR's **bona fide** subject. (*Mira Monte Homeowners Assn. v. County of Ventura* (1985) 165 Cal.App.3d 357, 365 [212 Cal.Rptr. 127].) "CEQA compels an interactive process of assessment of

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[24] See New HVAC System Permit application at https://www.ladbsservices2.lacity.org/OnlineServices/PermitReport/PcisPermitDetail?id1=19044&id2=20000&id3=01719

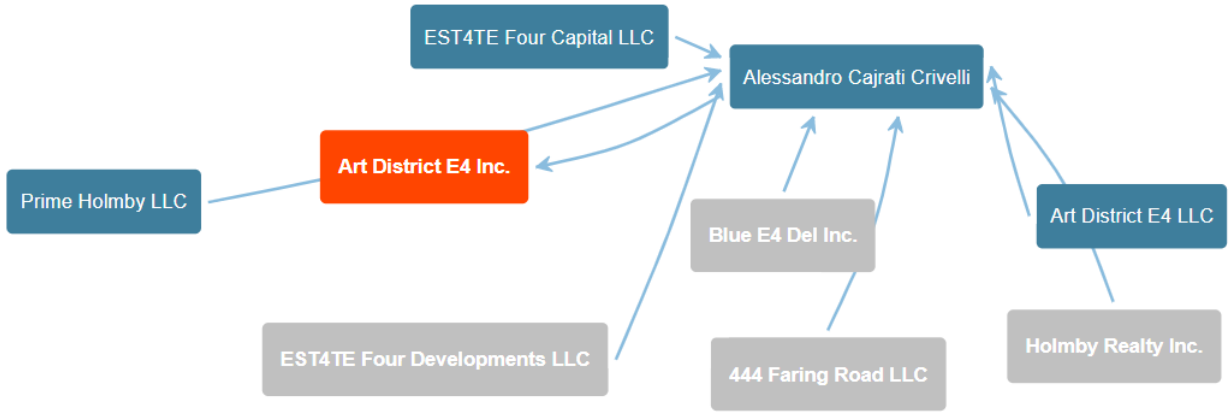
[25] See Shoring permit application, https://www.ladbsservices2.lacity.org/OnlineServices/PermitReport/PcisPermitDetail?id1=18020&id2=10000&id3=03486

> environmental impacts and responsive project modification which must be genuine. It must be open to the public, premised upon a **full and meaningful** disclosure of the scope, purposes, and effect of a **consistently described project**, with flexibility to respond to unforeseen insights that emerge from the process." (*Id.,* at p. 366, internal quotation marks omitted.)

(*Burbank-Glendale-Pasadena Airport Authority v. Hensler* (1991) 233 Cal.App.3d 577, 592, emph. added.)

Fourth and lastly, that the Project was purposely piecemealed is also evidenced by the fact that the Project's Applicant *at all relevant times* of applying for the Project entitlements had the *same* representatives, despite appearing under different LLCs. Thus, for example, the address and contact person of both **Art E4 LLC** (Approved Project) and 929 E4 LLC (Modified Project, here) is the same: Alessandro Cajrati Crivelli, at 350 Fifth Avenue, 41st Floor, NY & 9800 Wilshire Blvd., Beverly Hills. (**Exhibit I** [Secretary of State Information re Art E4 LLC and 929 E4 LLC].)

Here is also a screenshot from corporation wiki confirming various LLC and Inc. ties:



In sum, the Applicant has been the same at all times and thus had reason to know what the actual project was. Yet, the Applicant appears to have manifestly piecemealed the Project by initially proposing a smaller scale project for approval in 2016-2017 and then incrementally increasing the scale and intensity of the Project shortly thereafter and far before the pandemic. The Project represents a classic case of piecemealing where the same applicant fails to accurately disclose the full scope of the project during the initial environmental review and incrementally increases the project after the initial environmental document is approved, in order to avoid analyzing the impacts of the "whole of the action" as CEQA requires. That is what CEQA

prohibits and case law is clear about. (*Arviv Enterprises, Inc. v. South Valley Area Planning Com.* (2002) 101 Cal.App.4th 1333, 1348–1351 [requiring an EIR for the whole of an action, including *permitted* and even *built out* single family homes and rejecting the applicant's argument about *vested rights,* "Compliance with these existing laws was thus required notwithstanding the City's failures and/or Arviv's misleading project descriptions which may have prevented the City from appreciating the full scope of the proposed development." *Id.* at 1350.])

D. <u>There is a Fair Argument that the Project May Have Significant *Land Use* Impacts In View of Its Requested Numerous Deviations of Development Standards, Which Have Been Adopted To Mitigate Impacts.</u>

The Project is proposed on the originally industrial[26] zoned lots in a community plan, with significant density controls achieved through limits on the floor area ratio, heights, setbacks, etc. These development standards, including density controls, were put in place in order to mitigate environmental impacts in an especially sensitive area of the vicinity of the LA River and in close proximity to single family residential zoning or public open space.

First, the Project is *not* consistent with the applicable zoning and community plan and its numerous elements, which were incorporated into the plan in order to mitigate environmental adverse impacts. For example, the Central City North Community Plan ("**CP**") has identified an issue of concern in the *industrial* zone of the Project prior to the Project's 2017 zone-change and sought to address it in the plan:

> INDUSTRIAL ISSUES
>
> P Lack of adequate access to industrial areas due to outdated street design and circulation patterns.
>
> P *Intrusion* of *commercial* and residential uses into *previously industrial* areas.
>
> P Outdated warehouse and industrial facilities that can no longer accommodate modern technology.

(CP, p. I-7, emph. added.)[27]

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[26] The current *commercial* designation is the result of the general plan amendment and zone change that the Project sought and was approved for in 2017, with a flawed MND.

[27] *See*, Central City North Community Plan ("CP"): https://planning.lacity.org/odocument/e06434a6-341a-48ed-97dc-8f6a85780951/Central_City_North_Community_Plan.pdf

Similarly, the existing and applicable CP expressed the vision of the Plan to *preserve* and *enhance* the *positive* characteristics of existing uses and *minimize* the adverse impacts of future developments:

> This Community Plan was developed in the context of promoting a vision of the Central City North area as a community that:
>
> P Preserves and enhances the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities with compatible new housing.
>
> P Improves the function, design, and economic vitality of the commercial corridors.
>
> P Preserves and enhances the *positive characteristics* of existing uses which provide the foundation for community identity, such as *scale*, *height*, *bulk*, setbacks, and appearance.
>
> P Maximizes the development opportunities of future transit systems while *minimizing* any *adverse* impacts.
>
> P Plans the remaining commercial and industrial development opportunity sites for needed job producing uses that will improve the economic and physical condition of the Central City North area.

(CP, p. II-2, emph. added.)

Further, the MND – with which CP was approved and which CP included only a few zone changes from industrial to commercial, excluding the Project site – confirms that the density and floor area controls were in place to avoid and mitigate impacts and further that any change or increase in the zoning or density/FAR may cause impacts. Thus, for example, the CP MND acknowledges that the zone changes from industrial to commercial will have traffic impacts and provides: "However, implementation of mitigation measures contained in the EIR will reduce the level of impacts to an insignificant level. In addition, a Transportation Improvement and Mitigation Program (TIMP) is being prepared that will include proposed capital improvements and transit improvements to further mitigate any additional adverse land use impacts withinthe

Central City North Community Plan." (CP MND, p. 1 of Initial Study Checklist (pdf p. 68).)[28]

The CP MND also provides:

> **Industrial Land Uses**
>
> The Central City North Community is a predominantly industrially zoned community with the residential areas located just west of Chinatown and the commercial core located in and immediately surrounding Chinatown. Of the 2000 acres that comprise Central City North, approximately 1200 acres are planned for some type of industrial/manufacturing use. The majority of the manufacturing businesses are located south of the Santa Ana Freeway with an increasing degree of intensity in the southern portion of the plan area. The Alameda Corridor Project will eventually link the industrial areas of Los Angeles to the ports of Los Angeles and Long Beach. **The purpose of the project** is to facilitate access to the ports through the year 2020 while **mitigating potentially adverse impacts** such as **traffic congestion**, **air pollution**, and **vehicle delays** at grade crossings. The northern end of the Alameda Corridor Project will terminate in the Central City North plan area.
>
> The **preservation** of the **industrial areas** is **vital** to the economic viability of the City's role as a leading manufacturing center. **Most** of the industrial areas of Central City North are in areas with **poor traffic circulation**, outdated facilities on small parcels, and lack access to public transportation for its employees.
>
> **Artists-in-Residence District**
>
> In recent years there has been an influx of artists-in-residence locating to the Central City North community primarily in the areas south of the Santa Ana Freeway, east of Alameda Street, north of the Santa Monica Freeway, and west of the Los Angeles River. The artist studios and lofts occupy the older warehouses in scattered locations; however the majority of the artists reside in the areas north of 6th Street and west of Santa Fe

[28] See the CP Resolutions, as well as it MND, starting at pdf p. 60: https://clkrep.lacity.org/onlinedocs/1997/97-0282.pdf

> Street. The city requires that the artists-in-residence obtain a conditional use permit in order to locate in this area since residences are not permitted in the industrial zone. The Los Angeles River Artists Business Association (LARABA) estimates a population of some 1500 artists in 740 studios occupying 56 buildings in Central City North.
>
> The **artists community** has **concerns** over the gradual **intrusion** of **commercial** and residential uses into the **industrial** areas east of Alameda Street which may eventually **push** the **artists** out of the area due to increased opportunities for property owners on real estate returns. The artists community would also like more recognition for the neighborhood as the" Downtown Artists District" instead of "Little Tokyo East", its current designation in the 1979 Central City North Community Plan. Although historically this area was an extension of Little Tokyo, as evidenced by a number of Japanese Temples, businesses, and property ownership, there has been a shift in the last 20 years of the community as an artists community.
>
> (CP MND, pp. 9-10, pdf pp. 81-82, emph. added.)

See also, CP footnotes 6-7, which provide specific FAR limits presumed in the CP MND and which the Project clearly conflicts with by proposing higher FAR:

> 6. For properties designated on zoning maps at Height District Nos. 1, 1L, 1VL, or 1XL (or their equivalent), development exceeding a floor area ratio of 1.5:1 up to 3:1 may be permitted through a zone change height district change procedure, **including** an **environmental clearance**.
>
> 7. The floor area ratio (FAR) for **commercial** development **shall not** exceed 1.5:1. An additional FAR of 1.5:1 may be utilized for **residential** uses up to a **3:1 FAR total.** An additional FAR of 1:1 may be utilized for **low income** housing, for a total FAR **not to exceed 4:1**.

(CP MND, pdf p. 158, emph. added.)

As such, the Project is wholly inconsistent with the vision, policies, provisions and protections of the applicable CP to protect the industrial uses from intrusion by commercial uses, as here, as well as to preserve the *positive* characteristics of the community identity and *minimize adverse* impacts. In fact, the Project that has already

vacated the warehouse inhabited by 17 artist live/work lofts (MND, p. A-6) and pushed the artists out, contrary to what CP sought to prevent and protect from.

Second, even though the Project previously claimed consistency with CP as a "mixed use" project and relied on the CP's provisions allowing more mass and scale for "mixed-use" development near transit, such reliance is erroneous and clearly misplaced since CP's definition of "mixed-use" includes residential/commercial mixed-use, whereas the Project is exclusively commercial. For example, as described in CP:

> POLICIES 1-2.1 Encourage multiple **residential** development in commercial zones.
>
> Program: The Plan with the implementation of the General Plan Framework encourages **mixed use** buildings in commercial zones located within Transit Oriented Districts with additional floor area bonuses.

(CP, p. III-7, emph. added.)

See also:

> 6. **MIXED USE**
>
> Maximize **commercial uses** on the ground floor by requiring 10% of commercial development to serve needs of the **residential portion** of the buildings.

(CP, p. V-3, emph. added.)

Thus, any provisions about "mixed use" that the Project and its MND relied upon in order to show consistency of the Project (and justify its increased mass/scale) with the General Plan or CP was and is erroneous. This conflict of the Project and its mass and scale with the applicable General Plan and CP that was overlooked before in the MND cannot be relied upon now to warrant an addendum to that same MND.

Third, there is substantial evidence that the Project and its proposed *increase* in FAR and intensity are inconsistent with the applicable plans and zoning regulations. The Project was unable to clear numerous issues in its permit applications since 2017. Further, the project on the adjacent lot at 905-919 E. 2nd street was denied the FAR increase to 6:1 and was instead approved for only a 3.5:1 FAR – approximately as much as the Project's presently approved 3.47:1 FAR.

The FAR limits or requirements are not self-serving: they are to control the *density* or *intensity* of uses in the area and thereby mitigate adverse environmental impacts where there is no infrastructure (e.g., streets/circulation, public services, open space, etc.) to support such intense or dense uses. For example, as evidenced by numerous comments and objections to the initial project, the Project is proposed along *narrow* streets, with poor circulation. Adding more intensity and more uses in the area will *further exacerbate* the traffic conditions and, in turn, affect the safety of people, drivers, pedestrians, and the response times of the public services.

Fourth, the Project – in its Approved or Modified form – is inconsistent with the River Improvement Overlay ("**RIO**") regulations to which it is subject to. The MND briefly mentions about RIO, but does not reveal its significance. (MND, p. B-91.) In fact, the MND summarily claims that the Project is consistent with the applicable zoning and RIO only because the *general plan* amendment yet-to-be-approved at the time would make it consistent:

> The "1" portion of the zoning designation indicates that the Project Site is located within Height District 1, which establishes a maximum FAR of 1.5:1 in commercial zones. The requested Zone Change from C1 to C2 allows for an increase in the maximum FAR from 1.5:1 to 3.47:1. The "RIO" portion of the zoning designation indicates that the Project Site is located within the River Improvement Overlay District, established by City Ordinance Nos. 183144 and 183145 to support implementation of Los Angeles River Revitalization Plan and establish landscape design criteria for projects within the Overlay District, among other criteria. However, since the Project requests and Height District Change from Height District 1 to Height District 2 within the Overlay District, the Project would be consistent with the General Plan, as amended.

(MND, p. B-91.)

Yet, the MND's reasoning that the Project's *requested* changes – that may or may not be approved – can necessarily establish the Project's consistency with the General Plan and then automatically wipe out all environmental impacts as a result is not supported. CEQA is not about a *pro forma* inquiry; its purpose is to afford the fullest protection of the environment and requires genuine inquiry into a project's impacts.

Neither does the MND analyze the fact that the Project is inconsistent with RIO requirements and policies or mention about the current efforts taken to restore the LA River's resources which the Project may hinder in view of its mass, scale, and intensity.[29], [30] As an example, the RIO policies require special landscaping to reduce the noise. There is no evidence or discussion in the MND about such RIO requirements and whether the Project meets those or not. There is a fair argument that the Project – with its mass, scale and intensity – will impede the LA River's revitalization efforts.

The above-noted inconsistency of the Project with the applicable zoning, CP (part of the General Plan) and various overlay plans, such as RIO, supports a fair argument that the Project may have land use impacts that have not been addressed before in the 2016 MND, based on erroneous interpretations and hence must be studied and mitigated now.

The Project's inconsistency with CP (part of General Plan) also violates the State Planning and Zoning Law, which – since 2019, i.e., after the Project's 2017 Approvals and circulated 2016 MND – requires that all approved projects be consistent with the General Plan. Since this requirement was not applicable before,[31] the MND could not have studied this requirement and the Project's approval did not consider this statutory requirement in 2017. Yet, this requirement is applicable now.

Lastly, this General or Community Plan inconsistency for purposes of *CEQA* is distinct from the requirement of General Plan consistency under the State Planning and Zoning Law. Further, such consistency requirement cannot be met by amending the General Plan (or community plan) itself. *(Napa Citizens for Honest Government v. Napa County Bd. of Supervisors* (2001) 91 Cal.App.4th 342, 389 ["The Planning and Zoning Law does not contemplate that general plans will be amended to conform to zoning ordinances. The tail does not wag the dog. The general plan is the charter to which the ordinance must conform."])

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[29] See, various requirements, including but not limited to noise attenuation, special landscaping, buffers, etc., at http://zimas.lacity.org/documents/zoneinfo/zi2358.pdf

[30] *See also*, re importance of the LA River as a natural resource and the River's revitalization efforts: https://lariver.org/blog/about-la-river

[31] General Plan consistency requirement has become applicable to charter cities since 2018 pursuant to Senate Bill 1333. See https://legiscan.com/CA/text/SB1333/2017

In sum, the Project's inconsistencies with the applicable land use plans, General Plan, Community Plan, RIO, and development standards and regulations constitute substantial evidence to support a fair argument that the Project may have land use impacts and requires an EIR to provide the respective analysis and mitigation under CEQA. The Project's General Plan inconsistency also violates the State Planning and Zoning Law, distinct from CEQA.

E. There is a Fair Argument the Project May Have Significant and New *Biological* Impacts Than Discussed or Mitigated in the 2016 MND.

The Project may have significant impacts on biology resources for several reasons. First, as discussed above, in light of its proximity to the LA River and proposed mass/intensity of the original Approved Project, as well as the increased intensity of uses in the Modified Project – an 8-story commercial uses, including restaurants, clubs, offices, on what is presently a vacant two-story warehouse – the Project will attract significant traffic and the associated air quality, greenhouse gas emissions ("**GHG**"), noise and open space impacts and will thereby adversely affect the River, fish and wildlife. According to the California Department of Fish and Wildlife's ("**CDFW**") comment on an analogous development project near the Los Angeles River:

1) **Nesting Birds.** Figure 1 of the NOP shows the Project site directly adjacent to **Los Angeles River**. There are **many bird species** that utilize the Los Angeles River as **habitat** in this area. There have been numerous recent records on eBird, iNaturalist, and the California Natural Diversity Database (CNDDB) of birds in this vicinity. CDFW is concerned that an increase in human presence and noise both during and post construction may impact avian species in these areas. Project activities occurring during the breeding season of nesting birds could result in the incidental loss of fertile eggs, or nestlings, or otherwise lead to nest abandonment. The Project could also lead to the loss of foraging habitat for sensitive bird species due to secondary impacts such as noise.

   …..

2) **Bat Species.** A review of CNDDB indicates occurrences of **several bat** species within the Project vicinity. These species include western mastiff bat (Eumops perotis californicus), big free-tailed bat (Nyctinomops macrotis), and hoary bat (Lasiurus cinereus). The mastiff and free-tailed bats are designated California Species of Special Concern. Despite the

> high diversity and sensitivity of bats in Southern California, numerous bat species are known to roost in trees and structures throughout Los Angeles County (Remington and Cooper 2014). Project disturbance activities from construction may impact structures that might provide roosting or foraging habitat and therefore has the potential for the loss of bats. In addition, CDFW is concerned that an increase in human presence and noise post construction due to train station operations may also disturb foraging and roosting habitat for bats in the area.
>
> a) **Bats** are considered non-game mammals and are **afforded protection** by **state law** from take and/or harassment (Fish & G. Code, § 4150; Cal. Code of Regs., § 251.1). **Project construction** and **activities**, including (but not limited to) ground disturbance, vegetation removal, and any activities leading to **increased noise levels** may have **direct** and/or **indirect** impacts on bats and roosts.
>
> b) CDFW recommends a Project-level biological resources survey provide a **thorough discussion** and **adequate disclosure** of potential **impacts** to bats and roosts from Project construction and activities including (but not limited to) ground-disturbing activities (e.g., mobilizing, staging, drilling, and excavating) and vegetation removal. If necessary, to reduce impacts to less than significant, a Project-level environmental document should provide bat-specific avoidance and/or mitigation measures [CEQA Guidelines, § 15126.4(a)(1)].

(CDFW April 27, 2021 Letter, pp. 2-4, emph. added.)[32]

Second, based on the Applicant's representations in the 2021 Entitlement Application (**Exhibit G**, p. 3), the Project site has been *vacant* since 2018, i.e., for 4 years now. Vacant or abandoned buildings are especially known to have become habitats for roosting bats.[33] This is especially the case where bats are known to dwell underneath

[32] See, https://files.ceqanet.opr.ca.gov/268673-1/attachment/p3UvwNo4JJhyoApargV5SY3MXoanD96K9Zsz50CrCJvM0tHfXcsVbxp6lrsl30NgpxKzGB5or5iXpco_0

[33] See, https://www.batcon.org/article/bats-and-mines-abandoned-does-not-always-mean-empty/

bridges and overpasses, similar to the one for LA River.[34][35] As such, there is a fair argument that the Project area next to the LA River may have protected and/or declining bat species and the vacant buildings at the Project site itself may have become habitat for bats, which will be affected by the Project and require adequate thorough study, as well as mitigation measures in place. Bats are protected in California and are also on decline.[36]

Apart from being protected and on decline and therefore critical for CEQA's biological resource impact study, bats are also important as they help protect the environment. As the National History Museum reports:

> Bats play an **important role** in the **world's ecosystems** as seed dispersers, pollinators, and as efficient and successful insectivores, keeping insect numbers at sustainable levels. In Southern California, the majority of bat species are **insectivorous** and are **effective** in **pest control**. Bat colonies eat millions of insects a night, **keeping vectors** of **disease** (e.g., mosquitoes) **under control** and saving the **agricultural industry** billions of dollars a year in pesticide costs and **crop** damage. Bats also act as indicators of environmental health. For instance, species like the hoary bat only roost in foliage, allowing their presence or absence in an area to act as a sign of habitat quality. Most bat species are **intolerant** of **urbanization**, though 16 known bat species persist in the L.A. area, thanks to **special habitat modifications** that **allow roosting** and **foraging**. Previous local studies focused on large urban wilderness areas, and little is known about bat habitat use of the urban core. In addition to filling major data gaps for the L.A. area, the data collected in this project will be incorporated into the Bat Acoustic Monitoring Portal (BatAMP), providing insights for the broader bat research community to develop an

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[34] See, National Historical Museum Article re L.A. Bats Under the Overpass by Tyler Hayden https://nhm.org/stories/la-bats-under-overpass

[35] See, e.g., MND re La Subida Project in Hacienda Heights, pp. 21-22 https://files.ceqanet.opr.ca.gov/278998-1/attachment/gXIzGC29CO6EisUwrsxywvi4sc409NJkLcNXQfzsPIwNMa-iK3BD-iQAJ_L5_-HOetSOw-TIxIygz-tp0

[36] *See*, California Department of Fish and Wildlife's request to report bat colonies in view of the decline of these special status species. https://wildlife.ca.gov/Conservation/Mammals/Bats/Report-Colony

> improved understanding of seasonal and migratory patterns across North America.

(National History Museum Article re Backyard Bats, emph. added.)[37]

Thus, the loss of bats that may be reasonably caused by the Project will have direct and indirect biology impacts on the environment that need to be addressed and mitigated.

Third, the MND's mitigation measures for the admitted biological resource impacts are inadequate; they also do not cover impacts on bats. For example, the MND provides:

> **Biological Resources**
>
> **Mitigation Measure BIO-1a:** Any construction activities that occur during the nesting season (February 15 to August 31) shall require that all suitable habitat (i.e., street trees and shrubs) be surveyed for the presence of nesting birds by a qualified biologist, retained by the Applicant as approved by the City of Los Angeles Building and Safety, before commencement of clearing and prior to grading permit issuance. The survey shall be conducted within 72 hours prior to the start of construction. A copy of the pre-construction survey shall be submitted to the City of Los Angeles Building and Safety.
>
> **Mitigation Measure BIO-1b:** If the required pre-construction survey detects any active nests, an appropriate buffer as determined by the biological monitor, shall be delineated, flagged, and avoided until the qualified biological monitor has verified that the young have fledged or the nest has otherwise become inactive.

(MND, p. 2.)

The above-quoted mitigation measures do not address the Project's impact on bats or the LA River; they are solely focused on nesting birds. Further, the mitigation measures are triggered only if any "construction" activity begins in February 15 to August 3 and BIO-1a requires to survey the place for nesting birds just one time and only 72 hours ahead and to identify active nests. However, a survey by itself is not a

[37] See, https://nhm.org/community-science-nhm/backyard-bats

mitigation measure – it is only *reporting,* if at all, the information; plus, a study by itself is not appropriate in an MND setting. As explained by the court in an analogous case:

> Second, CCEC **objects** to mitigation measure 4.11–2(b) on grounds the **market studies** are to be completed by the **developer**. **The point is well taken.** Under CEQA, a public agency **cannot charge** a developer with the responsibility to **study** the impact of a proposed project. (*Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296 [248 Cal.Rptr. 352] (*Sundstrom*).) *Sundstrom* involved a county delegating the duty to conduct hydrology impact studies for construction of a sewage treatment plant to the applicant. (*Id.* at p. 307, 248 Cal.Rptr. 352.) The *Sundstrom* court held CEQA did not allow delegation of "the County's legal responsibility to assess environmental impact by directing the applicant himself to conduct the hydrological studies subject to the approval of the planning commission staff. Under CEQA, the EIR or negative declaration must be prepared 'directly by, or under contract to' the lead agency. (... § 21082.1.) The implementing regulations explicitly provide: 'The draft EIR which is sent out for public review must reflect the independent judgment of the lead agency.' ([Guidelines,] § 15084, subd. (e).)" (*Sundstrom, supra,* at p. 307, 248 Cal.Rptr. 352.) Here, mitigation measure 4.11–2(b) shifted the responsibility to Petrovich to produce the market studies in violation of CEQA. (202 Cal.App.3d at p. 307.) (*Ibid.*)

(*California Clean Energy Committee v. City of Woodland* (2014) 225 Cal.App.4th 173, 194, emph. added.)

Second, BIO-1b is vague and unenforceable. For example, it requires "an appropriate buffer as determined by the qualified monitor" and fails to define it; the MND should have specified the type and distance of the buffer, where that buffer should be and what activities it should protect from. Further, the BIO-1b vaguely suggests that the buffer should be avoided until the nest has become inactive, essentially relying on the opinion or observation of the Applicant's qualified monitor. The Mitigation Measure provides no requirement that the buffer and appropriate avoidance measures be reviewed and approved by the City. Also, generally, BIO-1a or BIO-1b mitigation measures are ambiguous and unclear as to whether the "construction" activity to trigger surveys includes site-clearing, demolition, and grading. The above-noted

omissions largely enhance the scope of the fair argument that the biology impacts of the Project will not be mitigated to the level of insignificance to warrant an MND.

In sum, there is a fair argument that the Project may have significant impacts on the biology resources in light of the omissions in the MND analysis, new impacts related to the vacant buildings, and the inadequate, vague and unenforceable mitigation measures, requiring an EIR.

F. There is a Fair Argument the Project May Have Significant and New *Geology/Soils* Impacts Than Discussed or Mitigated in the 2016 MND.

The Project may have significant impacts on soil/geology for several reasons. First, the fact that the Project's Applicant was unable to get the grading and building permits since 2018, was unable to clear numerous items for purposes of permits, and was even *denied* a grading permit in 2018 (see, **Exhibit F**) is substantial evidence that the Project as proposed and approved in 2017 with an MND (i.e., allegedly without significant impacts) may nonetheless have significant geology/soils impacts that have not been adequately addressed in the MND.

Second, the Modified Project proposes to move all parking from the *two* higher floors to the *underground* parking and use automated lifts to essentially accommodate all 241 cars – and four levels of automated lifts previously contemplated at grade – under the ground. There is further no discussion as to whether the addition of 19,000 sq. ft. commercial space and use changes from private to public will require additional parking than contemplated under the MND. The MND has not studied the feasibility of these shifts or changes and especially the impacts of putting so much activity, weight, pressure, and equipment under the ground. Yet, it is common sense that placing more stack parking equipment and more cars under the ground may need more changes and more reinforcement, and thereby have significant impacts on soils/geology than studied before.

The MND proposes only one mitigation measure for geology/soils impacts, heavily relying on obsolete and outdated Appendix D geotechnical report recommendations:

> ***Mitigation Measure:***
>
> **Mitigation Measure GEO-1:** All recommendations included in the Geotechnical Report prepared for the Project (provided in Appendix D of this MND) shall be followed. In regards to the foundation design, the **existing foundations will need to be enlarged or strengthened** as a

> result of the proposed **addition** and **renovation**. Where the existing footings will need to be enlarged, the new footings shall be designed to match the depth of the existing footings and shall bear into the underlying dense native soils. The proposed foundation plan shall be reviewed and approved by the geotechnical engineer and be in compliance with the City's Building Code. In regards to the slabs on grade, the concrete floor slabs should be a minimum of 5 inches in thickness. They should be cast over undisturbed natural geologic materials or property controlled fill materials. Any materials loosened or over-excavated should be wasted from the site or properly compacted to 95 percent of the maximum dry density.

(MND, p. B-48.)

And the MND erroneously concludes that no cumulative impacts will occur to require other mitigation measures:

> Because the Project Site contains favorable conditions for foundations and, as with related projects, would be required to comply with approved geotechnical recommendations, the Project's contribution to potential cumulative impacts from lateral spreading, subsidence, liquefaction, or collapse would also be less than significant. In addition, the Project and related project sites are located in a highly urbanized area and would connect to existing wastewater infrastructure. Because the Project would not contribute considerably to geology and soils impacts, the Project's cumulative geology and soil impacts would be less than significant.

(MND, p. B-49.)

However, the 2009 Approval of the 905-919 E. 2nd Street Project – just next to the Project here – specifically *disapproved* the requested FAR increase of 6:1 and acknowledged the geology and seismic issues on the site, proposing two mitigation measures for same:

> **6. Geology and Soils (Seismic Safety). GEO-I** The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety. (MM)

> **7. Geology and Soils (Liquefaction, Soil Stability, Expansive Soils).**
> **GEO-2** Prior to issuance of the building permit for this project, the Applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering…

(November 20, 2009 Planning Commission Letter of Determination re 905-919 E. 2nd Street Project, p. Q-5 (pdf p. 12).)

As such, the Project's 2016 MND disregards the potential of geology and soils issues that the City had acknowledged for the project on the adjacent site. Moreover, the Project's 2016 MND relies on outdated geotechnical examination that did not even consider the Modified Project or its changes and increased intensity, especially as to the underground parking, translating into more impacts on geology and soils.

Third, the Project may exacerbate the geology/soils conditions that are present at the site in view of its location in the methane zone and close to seven-eight oil wells. The MND acknowledges that the Project is located in a methane zone and ensures that methane testing should be conducted on the site, acknowledging the dangers of methane to cause explosions:

> Finally, according to the Los Angeles Department of Building and Safety (LADBS), the **Project** Site is located **within** a **Methane** Hazard Zone. [58], [59] The presence of subsurface methane gas is common within **former oil production areas** and other locations where organic material is present in the soil. Methane is generated by the biodegradation of organic matter in the absence of oxygen. **Methane** is not toxic; however, it is **combustible** and **potentially explosive** at concentrations above 50,000 parts per million (ppm) in the presence of oxygen.

(MND, p. B-65, emph. added.)

The MND also acknowledges that oil wells were drilled *near* the Project site:

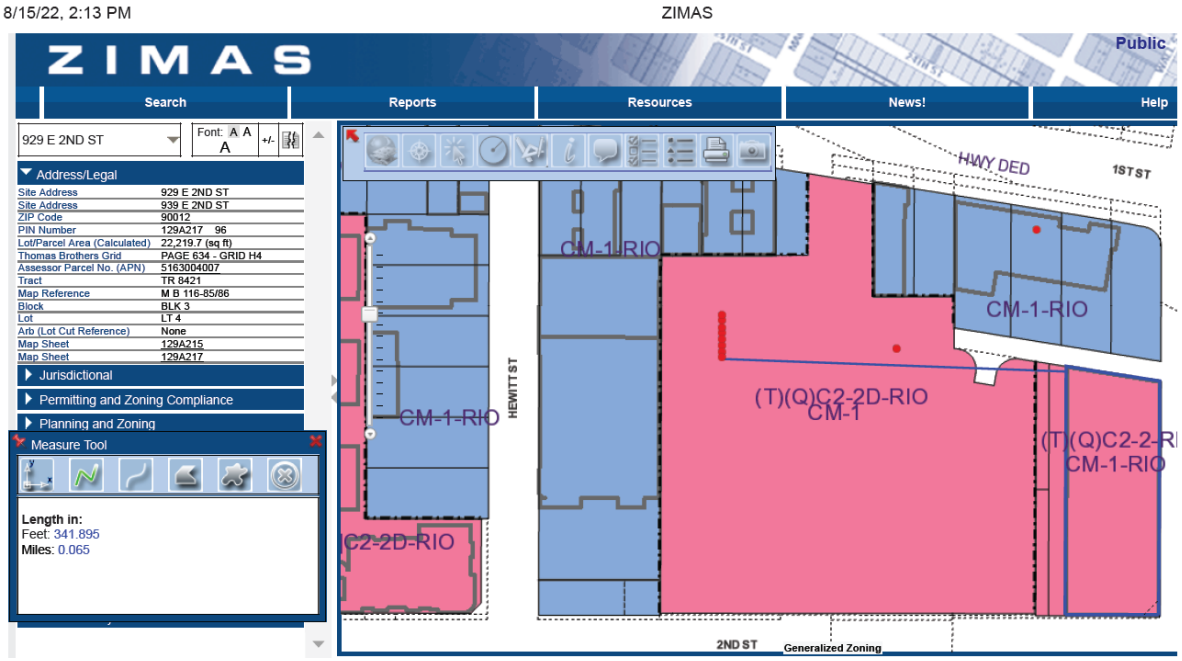
> The Project Site encompasses an approximately 0.68-acre (29,683-square-foot) parcel at the northwest intersection of 2nd Street and Vignes Street. The earliest recorded non-agricultural use of the Project Site occurred in 1906, when the Project Site was occupied by a **lumber storage yard**. The lumber yard was replaced in 1926 by the existing two-story utilitarian industrial building, when the **Challenge Cream and Butter Association** commissioned Los Angeles architect Charles F. Plummer to construct a

> new headquarters building. The existing two-story CCBA Building is a Class A reinforced concrete structure, with foundations and walls made to **support two[38] additional floors, if needed**. The CCBA Building rises to a height of approximately 32 feet above adjacent grade, excluding rooftop mechanical equipment and stairway/elevator enclosures.
>
> The CCBA Building contains approximately 66,663 sf of gross building area. The CCBA Building served as the main distributing plant and executive offices for the Challenge Cream and Butter Association for approximately 38 years. In **1967**, the property was purchased by **Standard Oil**, likely for oil rights only, since the building was left vacant during Standard Oil's ownership of the property. **Oil wells were drilled near** the property, but no oil extraction or development of wells occurred on the Project Site. The property changed owners in 1982, and the interior area was extensively renovated to accommodate **17 artist live/work lofts** of varying size under a Certificate of Occupancy issued in 1988.

(MND, p. A-6, emph. added.)

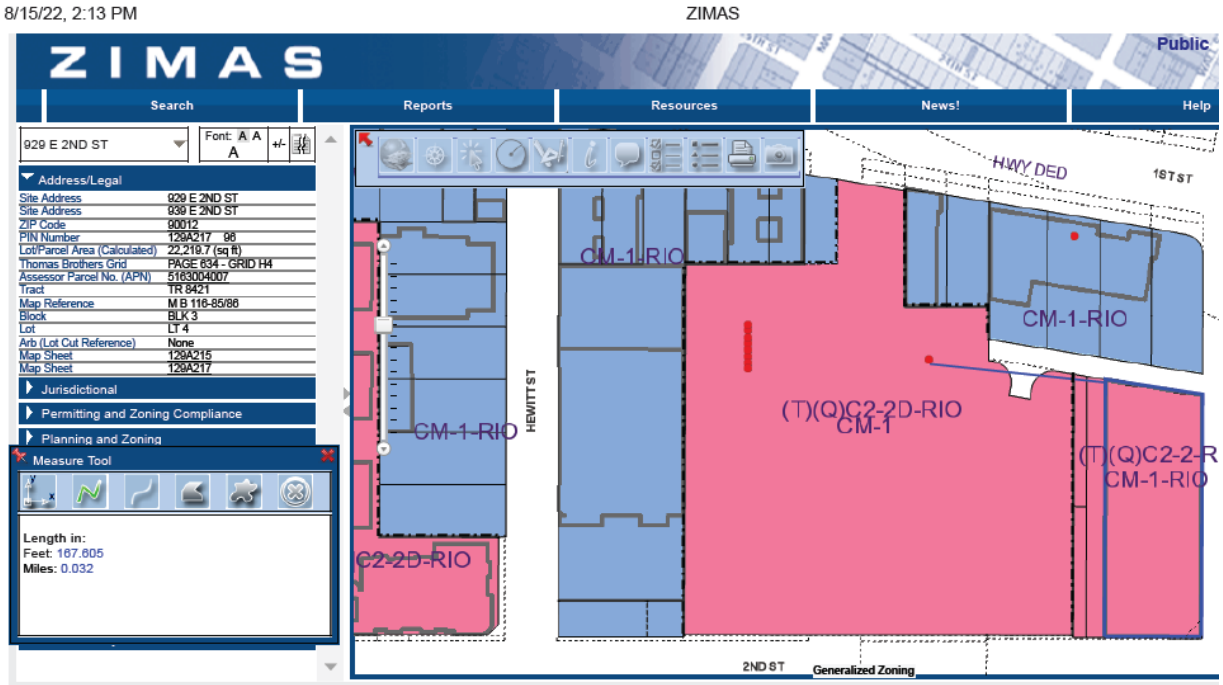
The MND does not clearly disclose that the Project is located within 165-341 feet of seven-eight oil wells at 905-919 E. 2nd Street, as shown on ZIMAS screenshots below:

Figure 1 (167 feet distance)



[38] The Project may have significant impacts since it proposes *more than two* additional floors.

Figure 2 (341 feet distance)



The MND's acknowledgement that there are oil wells "near" the Project site, as well as the facts that there are about seven-eight oil wells at the adjacent site, that the MND's geology/soils impact analysis was based on what is now an outdated geotechnical report, and the fact that neither the geotechnical report nor the MND that relies on it has studied the Modified Project's expansion and changes related to the subterranean parking – all create a fair argument that the Project may have significant geology/soils impacts that have not been studied and addressed in the MND.

Fourth, the fact that the Project is located in a methane zone and close to oil wells enlarges the scope of that fair argument that the Project site's soils are not stable and require a precise mapping of all oil wells at and near the Project site and an investigation as to how close those are to the proposed Project and whether it will be safe to allow the Project with the proposed increased FAR on the site under the more restrictive provisions of the building code.

Hazards and dangers of methane gas have been acknowledged by the City of Los Angeles,[39] including Division 71, Sec 91.7101 through 91.7109, as well as CA Building Code, both of which require specific mitigation measures. Further, the City's methane

[39] See, https://www.ladbs.org/docs/default-source/publications/ordinances/methane-code---ordinance-no-175790.pdf?sfvrsn=d8eeb53_10

ordinance provides *general* methane mitigation measures, and *specific* methane mitigation measures. Thus, under SEC. 91.7103. GENERAL METHANE MITIGATION REQUIREMENTS:

> All new buildings and paved areas located in a Methane Zone or Methane Buffer Zone shall comply with these requirements and the Methane Mitigation Standards established by the Superintendent of Building. The Methane Mitigation Standards provide information describing the installation procedures, design parameters and test protocols for the methane gas mitigation system, which are not set forth in the provisions of this division.

The City's methane ordinance then lists numerous mitigation standards, including methane testing at the project sites, that must be complied with.

In addition, the Methane Ordinance provides *additional* remedial measures:

> "SEC. 91.7109. ADDITIONAL REMEDIAL MEASURES. 91.7109.1.
>
> **General Remedial Measures.**
>
> In the event the concentration of methane gas in any building located in a Methane Zone or Methane Buffer Zone reaches or exceeds 25 percent of the minimum concentration of gas that will form an ignitable mixture with air at ambient temperature and pressure, the owner shall hire an engineer to investigate, recommend and implement mitigating measures. These measures shall be subject to approval of this Department and the Fire Department. 91.7109.2.
>
> **Abandoned Oil Well.**
>
> Any abandoned oil well encountered during construction shall be evaluated by the Fire Department and may be required to be re-abandoned in accordance with applicable rules and regulations of the Division of Oil, Gas and Geothermal Resources of the State of California. Buildings shall comply with these provisions and the requirements of **Section 91.6105 of this Code**, **whichever is more restrictive**."

(Emph. added.)

In addition, Section 91.6105 of the Building Code requires specific separation from oil wells and does not specify whether those are for active or abandoned wells, but only the center of the "drilled" oil casing:

> **SEC. 91.6105. SEPARATION FROM OIL WELLS.**
>
> **(Amended by Ord. No. 186,488, Eff. 12/27/19.)**
>
> No school, hospital, sanitarium or **assembly occupancy** shall be within **200 feet** from the center of the oil well casing.
>
> No public utility fuel manufacturing plant or public utility electrical generating, receiving or distribution plant shall be located within 200 feet from the center of the oil well casing.
>
> **No building more than 400 square feet** (37 m^2) in area **and taller than 36 feet in height** shall be erected **within 50 feet** from the center of an oil well casing.
>
> **A distance separation** between the exterior wall of the building and the **center of an oil well casing** shall be maintained with a horizontal distance equal to **1-1/2 times the building's height,** provided however, that that distance need not exceed 200 feet. The building height for this provision shall be measured vertically from the adjacent lowest ground elevation to the ceiling of the top story.
>
> **EXCEPTIONS:** The distance separation may be reduced to the following:
>
> 1. 35 feet separation if a solid 6 inches thick masonry wall and no shorter than 6 feet tall to be constructed within 50 feet from the building in between the oil well and all portions of the building.
>
> 2. 26 feet if any portion of the building exterior walls within 50 feet from the center of an oil well casing shall be constructed with no openings and one hour fire resistive construction with a 3 foot high fire rated parapet.
>
> 3. 15 feet if any portion of the building exterior walls within 50 feet from the center of an oil well casing shall be constructed with no openings and two-hour fire resistive construction with a 3 foot high fire rated parapet.

> The provisions specified within this section shall not apply to oil wells that have been abandoned per LAMC Section 57.5706.3.16 and in accordance with the applicable rules and regulations of the Division of Oil, Gas and Geothermal Resources of the State of California.

The original Project envisaged to "bring an estimated 392 employees and patrons to the Project Site" (MND, p. B-138); the Modified Project, adding two floors of office use and also shifting private gym and other private uses with public uses and events may reasonably double that number. As such, the Project is equivalent to an assembly place which, in addition, will not be limited in time but may even have 24-hour activity. As such, the Project and its proposed intensity in the Modified Project may not be acceptable, safe, or stable due to the oil well/methane combination at the Project site.

In sum, the Project may have geology/soils impacts making the MND inappropriate and requiring an EIR to adequately study all the impacts and propose alternatives to the Project which will reduce those impacts to the extent feasible as CEQA requires.

G. There is a Fair Argument the Project May Have Significant and New *Hazards* Impacts Than Discussed or Mitigated in the 2016 MND.

As stated above, the Project site is in the methane zone and the 2016 MND and 2017 Approvals included recommendations to conduct methane testing. It is unclear if those methane tests have been conducted to rule out the hazards on the Project site.

In addition, the MND discloses that the Project site has been used as a *lumber storage* yard in 1906-1926. (MND, A-6.) This suggests the Project site could have been using wood chemicals, which may have contaminated the soil and hazardous wastes of same may even be stored at the Project site. There are various chemicals that have historically been used to preserve or treat wood over the years, including arsenic.[40], [41]

Also, the MND reports that Standard Oil took ownership of the Project site from 1967-1984 (MND, A-6), suggesting that *oil-related* activity could have occurred at the Project site. Even if oil-wells were drilled but not operated at the Project site – a

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[40] See, EPA report re various chemicals used in treating and preserving wood: https://www.epa.gov/ingredients-used-pesticide-products/overview-wood-preservative-chemicals

[41] See, medical conditions and hazardous impacts associated with woodwork and arsenic at https://haz-map.com/JobTasks/179 ; https://www.epa.gov/ingredients-used-pesticide-products/chromated-arsenicals-cca

statement in the MND without any actual supporting evidence – the Project site may still have been affected and its soil may be contaminated. This is also the case in view of the actual seven-eight oil wells within 141-350 feet from the Project site.

The fact that the Project site may have hazard impacts and soil contamination due to oil wells is evidenced by the fact that the adjacent site at 905-919 E. 2nd Street required specific soil studies and remediation measures as conditions of approvals:

> **8. Hazards and Hazardous Materials (Hazardous Substances)**
>
> a. **HAZ-1** Prior to development of the site, the six abandoned oil and gas wells shall be exposed and leak tested. If leaks are revealed, the well shall be resealed in accordance with applicable Division of Oil, Gas and Geothermal Resources
>
> (DOGGR) requirements. (MM)
>
> b. **HAZ-2** Prior to development of the site, a gas collection system, venting and
>
> monitoring system shall be installed for the six abandoned wells. (MM)
>
> c. **HAZ-3** Development of site shall allow future access to the abandoned wells to allow inspection and resealing, if necessary. (MM)
>
> d. **HAZ-4** At the time of site development, contact by the Applicant shall be made with the Los Angeles Fire Department to determine current site specific requirements for Total Petroleum Hydrocarbons (TPH) in soils for residential site development, which currently require that TPHs left on site may not exceed 1000 mg/kg for residential site development. (MM)
>
> e. **HAZ-5** Prior to developing complete plans for site development, the Applicant shall contact the Los Angeles County Fire Department to obtain a No-Further Action letter or other such determination that no further soils testing or remediation is required on the site. (MM)

(November 20, 2009 PC Letter of Determination re 905-919 E. 2nd Street Project, p. Q-5).

Fifth, the 2016 MND cannot be relied upon since it did not and could not have studied the impacts of soil contamination under the more stringent requirements of ASTM and EPA in 2021-2022, which re-defined a recognized environmental condition

("**REC**") to capture and remedy more instances of soil contamination. Thus, the American Society for Testing and Materials ("**ASTM**") (based on which requirements the environmental site assessments ["**ESA**"] are conducted, ESA reports are prepared, and further soil testing and studies are recommended) has *revised* its standards in 2021, and as of 2022, the Environmental Protection Agency ("**EPA**")[42] adopted the ASTM's new and *more stringent* definition of REC. As described and compared in an article below:

- Under **ASTM E1527-13**, a REC is defined as the **presence** or **likely presence** of **any hazardous substances** or petroleum products in, on, or at a property: (1) due to **release** to the environment; (2) under **conditions indicative** of a release to the environment; or (3) under conditions that **pose** a **material threat** of a future release to the environment.
- Under **ASTM E1527-21**, a REC means (1) the **presence** of hazardous substances or petroleum due to a release to the environment; (2) the ***likely* presence** of hazardous substances or petroleum products due to a ***likely* release** to the environment; or (3) the presence of hazardous substances or petroleum products under conditions that pose a material threat of a future release to the environment. Further, the new standard provides clarifying discussion notes and examples to assist the environmental professional in applying the definition. Together, the new definition and interpretations direct a consultant to rely on the environmental professional's experience regarding the ***likelihood*** of certain conditions resulting in releases, such as the long term operation of a dry cleaner, instead of discounting that professional experience based on the lack of current "indications of a release."

("*EPA Approves ASTM E1527-21 Phase I ESA Standard for All Appropriate Inquiry,*" Lauren Harpke, Michael Mostow, George Marek, Jeremy Lite; 3/29/22 [Ital. original, bold emphasis added].)[43] The above-noted distinction between the ASTM's old and new standards is not without consequence and is in fact critical for this case. In light

[42] See, https://www.govinfo.gov/content/pkg/FR-2022-03-14/pdf/2022-05259.pdf
[43] See, https://www.quarles.com/publications/epa-approves-astm-e1527-21-phase-i-esa-standard-for-all-appropriate-inquiry/

of the fact that the Project site had a historical use involving hazardous materials (wood preservation chemicals, petroleum and oil), there is "the ***likely* presence** of hazardous substances or petroleum products due to a ***likely* release** to the environment" requiring soil testing and remediation in this case, before the Project approval.

The fact that the Project site may contain contaminated soils also requires remedial actions and may suggest more impacts related to those remedial measures, including but not limited to more traffic, air quality, GHG, noise, biological resources, and others. The prior 2016 MND and its appendices – by virtue of predating the ASTM and EPA changes in 2021-2022 – did not study such remedial measures and related impacts.

Lastly, the fact that the Project site may be more prone to methane explosion and soil contamination, including by arsenic and petroleum, is substantial evidence that to support a fair argument that the Project may have adverse impacts on human health, and thereby require mandatory findings of significance and an EIR. (CEQA Guidelines § 15065(a)(4).) Further, no regulatory compliance measures will be proper here, where the site has not been tested; stated otherwise, it is impossible to conclude (as the MND apparently does or suggests) that the regulatory compliance measures will necessarily remedy the hazards where those hazards are not even studied and assessed.

In sum, the Project may have significant hazards impacts that require an EIR to study and mitigate before any approval occurs, and the MND is legally improper here.

H. There is a Fair Argument the Project May Have Significant and New *Traffic* Impacts Than Discussed or Mitigated in the 2016 MND.

The Project may have more severe traffic impacts than studied in the MND. First, the MND's understated traffic impacts were noted by the public in the prior administrative process, including in the related appeal process and we incorporate all those objections by reference herein. The public particularly noted the fact that the Project and its proposed intense uses will heavily impact the narrow streets in the area. The City failed to adequately address this traffic and circulation impact.

Second, the Modified Project may have severe traffic impacts since – apart from moving the parking on two levels to the underground level – the Project is making two changes: (1) adding two levels and about 19,000 sf. of new office space; and (2) changing less intensive private gym membership and private uses to more intensive public commercial uses. The noted two changes will necessarily and reasonably attract

more traffic, require more parking space than before, and hence further impact the narrow streets and traffic in the area. Also, per the Applicant's Citywide Design Guidelines justifications, the "Modified Project adds only one narrow driveway on 2nd Street compared to the original". This driveway may further impede traffic circulation and exacerbate the traffic conditions in the Project area; it is also unclear what is the use of that narrow driveway and if it would support the additional flow of cars the Modified Project will have.

Third, although the Project appears to rely on its piecemealing and is seeking to use the *incremental* traffic changes of its proposed *modification* to the original project, such reliance is misplaced since the baseline of the Project's CEQA review now must revert back to 2016, rather than 2021 or 2022. (*See*, Subsection C, *supra*.)

Fourth, the Project may have significant *cumulative* traffic impacts, in view of many other projects proposed in the area. (See, **Exhibit J** [March 19, 2019 Article re *Mapping the Arts District's never-ending parade of development*], listing at least 23 projects going on in the area in 2019, postdating the Project's 2016 MND or its 2017 approvals.) Similarly, the Project's traffic impacts may indirectly affect the LA River and its revitalization efforts both individually and cumulatively. (See, **Exhibit K** [July 12, 2019 Article re *The New LA River*] about 21 projects proposed near the LA River.) Those numbers may be higher now in 2022 and need to be reassessed for purposes of cumulative impacts analysis. In addition, these cumulative traffic impacts require a mandatory finding of significance and an EIR. (Guidelines § 15065(a)(3).)

Fifth, the MND's analysis of traffic impacts is inadequate now as it was based on the 2016 studies and did not presume anything beyond the year of 2019 (MND, pp. B.148-158). Moreover, those studies did not and could not include the actual and reasonably foreseeable projects either in 2019 or more recently at this time of 2022; the 2016 MND simply *assumed* or *presumed* certain traffic conditions in 2019. As such, the conclusions in the MND that the Project's impacts on the environment – individually and cumulatively – will not be significant are clearly unsupported.

In sum, the Project may have significant individual and cumulative traffic impacts, requiring an EIR.

I. <u>There is a Fair Argument the Project May Have Significant and New *Air Quality* and *GHG* Impacts Than Discussed or Mitigated in the 2016 MND.</u>

The Project may have significant air quality and GHG impacts for several reasons. First, there is an undeniable directly proportional link between an increase in traffic and an increase in air quality[44] and GHG[45] impacts. In addition, in view of the Modified Project's potential to bring more traffic and yet being unable to provide additional parking for same, the Project may have *secondary* parking impacts, including but not limited to more air pollution from cars circling the area to find parking, cars needing to drive longer distances to find parking, or more traffic caused by ride-shares such as cab, Uber or Lyft, which require double trips to the Project site to drop off and to pick up Project patrons. Hence, for all the reasons noted in Subsection H, *supra*, the Project may have more air quality and GHG impacts than studied in the MND.

Second, the Project may have significant air quality impacts in light of the potential soil contamination and the need to take remedial actions, as discussed in Subsection G [Hazards Impacts], *supra*.

Third, the Project may have significant air quality impacts since its *single* air quality mitigation measure is inadequate, vague and unrelated to any of the above-noted traffic or hazards issues; it is also clearly based on the *smaller intensity* Project before and therefore inapplicable. The MND provides:

> **Air Quality**
>
> **Mitigation Measure AIR-1:** The Project shall limit daily application of architectural coatings applied on-site to 170 gallons per day with an average of 50 grams VOC per liter of coating, less water and less exempt compounds, or equivalent usage resulting in similar or less VOC emissions. For example, stains, specialty primers, and industrial maintenance coatings allowed by Rule 1113 that contain VOCs at a level of 100 grams per liter of coating, less water and less exempt compounds would be limited to 85 gallons per day on site. Compliance with this

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[44] See, EPA's report that transportation plays a large role in air pollution, including causing cancer and other health conditions: https://www.epa.gov/transportation-air-pollution-and-climate-change/smog-soot-and-other-air-pollution-transportation#:~:text=Air%20pollution%20emitted%20from%20transportation,volatile%20organic%20compounds%20(VOCs).

[45] See, EPA's report that transportation (27%) presents the largest share of sources of GHG: https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions#:~:text=Transportation%20(27%25%20of%202020%20greenhouse,ships%2C%20trains%2C%20and%20planes.

> measure would result in approximately 71 pounds of VOC emissions per day, which would be less than the threshold of 75 pounds per day.

(MND, p. 2 [Summary of PDFs and Mitigation Measures in the MND].)

As evident in the above-noted, the determination of less than significant air quality impacts was determined by the specific measurements of coating applicable to the Project's mass/scale, which may be different now and which did not consider any other factors, such as hazards or increased uses.

Fourth, the Project may have significant air quality and particularly GHG impacts since the Approved Project was analyzed under the 2017 LA Building Code ("**LABC**") and the Los Angeles Green Building Code ("**LAGBC**"), whereas the City is now required to use the more updated 2019 California Building Code, including its more stringent requirements and particularly the requirement to include electric vehicle ("**EV**") chargers.

Per LADBS, "Beginning on January 1, 2020, LADBS is required by State law to enforce the 2019 Edition of California Building Standards Codes (also known as Title 24 of the California Codes of Regulations)."[46]

As described by the California Department of General Services[47]:

> Some of the most significant changes include the following:
>
> **Part 1**:
>
> • Clarifies when an addition is required to have a dedicated egress system.
>
> • Revises project inspector certification examinee eligibility criteria to better recognize appropriate qualifying experience and/or education.
>
> **Part 2:**
>
> • Aligns engineering requirements in the building code with major revisions to national standards for structural steel and masonry construction, minor revisions to standards for wood construction, and support and anchorage requirements of solar panels in accordance with

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[46] See, https://www.aialosangeles.org/event/la-amendments-to-the-2019-california-building-code/

[47] See, https://www.dgs.ca.gov/-/media/Divisions/DSA/Publications/other/2019-CBC-CodeChangeSummary.pdf?la=en&hash=879348CB72A9191F7590BC56B53ED3ED6F78EE9A

industry standards.

• Clarifies requirements for testing and special inspection of selected building materials during construction.

• Recognizes and clarifies design requirements for buildings within tsunami inundation zones.

Part 4:

• Increases MERV (Minimum Efficiency Reporting Value) for air filters from 8 to 13.

Part 11:

• Requires electric vehicle charging infrastructure for new parking areas and additions to existing parking.

• Sets minimum requirements for use of shade trees to provide shade to surface parking areas as well as landscape and hardscape areas.

Similarly, per the 2019 updates, the **California Green Building Code** now includes the following requirements:[48]

Part 11 – California Green Building Standards Code (CALGreen, Effective Jan. 2020)		
5.106	5.106.5.3	Requires electric vehicle charging infrastructure for new parking areas and additions to existing parking.
5.106	5.106.12	Requires shade trees to provide shade to 50% of new surface parking areas and additions to surface parking areas within 15 years, and shade to 20% of landscape areas and hardscape areas within 15 years.

[48] *Id.*

Tellingly, as part of the 2022 approval of the Modified Project, the Applicant requested the City to *disregard* the statewide changes in the Building Code and Green Builidng Code and to process the Modified Project under the *older* 2017 LABC and LAGBC. The Project Applicant requested an extension of its approvals, which, per the City's records, included the following:

> **Comments:** TO ALLOW AN EXTENSION OF TIME UNTIL 11/27/2020 IN WHICH TO OBTAIN A BUILDIGN PERMIT FOR PLANS FILED FOR CHECKING ON B18LA25126 UNDER PLANC CHECK NUMBER 2. TO ALLOW THE PERMIT TO BE ISSUED USING **THE 2017 LABC**, **LAGBC** IN LIEU OF 2929 [sic] LABC, AND LAGBC.

(**Exhibit L,** emph. added [7/16/2020 Administrative Approval of Extension].)

Further, this request of the Applicant was administratively and yet erroneously approved by the City. Yet, the fact that the Applicant seeks to use the prior 2017 LABC and LAGBC is further evidence that the Project may have significant air quality and GHG impacts and may not be approved as such, including in piecemeal fashion as allowed by the City.

In sum, the Project may have significant air quality and GHG impacts, which were not and could not have been studied in the MND, including because of the changes of the Project, changes in the circumstances, as well as changes in the applicable legal requirements requiring more mitigation than before.

J. There is a Fair Argument the Project May Have New *Noise, Utility, Public Services, Energy* Impacts than Studied in the 2016 MND.

For all the reasons stated above, the Project may have individual and cumulative *construction* and *operation* noise impacts in light of the *added* and *replaced new* uses, which may attract new and more traffic, may have new and longer hours of operation, may provide more space for various events and more public uses as compared to private uses before, as well as more and longer *construction* activity required for both remedial actions (for potential soil contamination), as well as building of two additional floors of office space under the Modified Project and potentially requiring more changes to accommodate subterranean parking.

Similarly, the Project's adding of new and more intensive uses may have more impacts on utilities, water use, wastewater, public services, and energy than before.

The MND provides no such analysis and an addendum cannot cure that omission.

K. <u>There is a Fair Argument the Project May Have Cultural/Historical Impacts Than Studied or Contemplated in the 2016 MND.</u>

The Project may have individual and cumulative cultural/historical impacts. As noted above, the Project is proposed on a previously industrial site, historically known as the Artists District. Per the applicable Community Plan (as quoted above), there was a concern that the commercial/residential developments encroach upon industrial areas and push out artists and their live/work lots, as happened here. Per the Applicant's own EAF application, the Project site's 17 artist live/work lots have been vacated since 2018, due to the Project.

As further evidenced by the prior administrative process, the Project site is a contributor to the eligible historical industrial district and therefore impacts on such contributor and historical district are considered significant under CEQA. As also evidenced by the prior administrative process, the 2016 MND has not adequately addressed the Project's cultural/historical impacts. Thus, struggling with the historical impacts' issue in 2017, the Applicant's legal representative offered the following *argument*:

> Courtney,
>
> Please note the following language from the HRA, which seems to resolve the issue raised today.
>
> At page 78 (emphasis added):
>
> Although the Project would alter a contributor to the potential District, changes to the district and setting caused by the Project would not have a significant adverse effect on the eligibility of the potential District nor would it affect the eligibility of individual resources in the area. **Upon Project completion, the Los Angeles Industrial Historic District would essentially still contain the same percentage of contributing buildings. The immediate area surrounding the Project Site has already been affected by infill development and contains a low concentration of District contributors (5 out of 84). The Project Site**

> **is located on the outer edge of the district, directly adjacent to a recently completed mixed-use project.**
>
> **Furthermore, the primary character defining features of the potential District, including improvements such as street grid, curb and gutter, any remaining historic streetlights, sidewalks, parkways and street trees, and uniform setbacks would be retained under the Project. The alteration and rehabilitation of the Building under the Project would not be a significant impact under CEQA because it would not materially impair the significance of the historical setting such that the District and potentially eligible individual resources in the District would be rendered ineligible for individual listing the National Register, California Register, or as a City Monument.** Furthermore, the Building would remain eligible as a district contributor. **Although the addition to the Building would constitute a potential adverse impact to the District, with implementation of MM-CULT-1 requiring recordation of the Building, implementation of PDF-CULT-1, and the Project's limited effect on the potential District (with 83 other contributing properties), the potential impact would be less than significant**.

(**Exhibit M,** emph. orig. [5/4/2017 Email from Liner LLP to the City].)

As such, the Applicant in 2017 admitted the Project is one of the contributors to the eligible Historical District and yet argued there are *other* contributors in the area and therefore the impacts of the Project alone will be insignificant. Short of substantial evidence to support a finding of *clearly* no significant impacts under CEQA to warrant an MND (substantial evidence is not argument or speculation but a fact or reasonable inference based on fact [CEQA Guidelines § 15384]), the statement here *confirms* the Project would have significant impacts on the *significance* of the historical district. The Project will *eliminate* (as it did) the live/work lots of the warehouse – the contributing feature of the historical district, including in the applicable community plan – and instead bring purely commercial uses, such as restaurants, retail, unrelated to artists.

Moreover, the proposed changes in the Modified Project will cause more and new adverse impacts on the historical significance of the Project's contributing historical site that were not known and could not have been known before. The Modified Project will add more commercial uses on top of the two-story warehouse building

(instead of the stacked parking) and thereby overpower the historical significance of the historical warehouse itself. The Modified Project also seeks to underground the parking (instead of the previously contemplated basement and upper level parking) and to accommodate the four stacked levels of parking (previously at grade and on the fourth floor) into the underground parking. It is reasonably foreseeable that the additional uses and the undergrounding of parking – which may require more reinforcement, grading, excavation and foundational work – may affect the historical contributor warehouse's seismic stability and alter it even more than studied or contemplated in the prior approved project and its MND.

Lastly, the MND's proposed mitigation measures, such as recordation (also noted in the quoted passage above) cannot reasonably mitigate the historical impacts the Approved or Modified Project may have. In addition, the MND's analysis and mitigation measures do not consider the cumulative impacts of the Project on historical resources and historical district, along with the related projects in 2022 – it exclusively based on the projects known in 2017.

Thus, the Project may have significant historical and cultural resources, requiring an EIR.

L. There is a Fair Argument the Project May Have New *Cumulative* Impacts In Light of Other Projects Proposed In the Area, than Studied in the 2016 MND.

For all the reasons and all impacts specified above, the Project may have cumulative impacts along with other projects in the Project area and near the LA River. These impacts require mandatory findings of significance under Guidelines § 15065(a)(3).

M. There Is a Fair Argument that the Project May Have Significant Impacts in Light of Improperly Deferred Mitigation and Reliance on Regulatory Compliance Measures.

To the extent the MND (or its addendum) relies on regulatory compliance and deferred mitigation measures to control various impacts, such reliance is misplaced. First, it is well established that "[c]ompliance with the law is not enough to support a finding of no significant impact under . . . CEQA." (*Californians for Alternatives to Toxics v. Department of Food & Agriculture* (2005) 136 Cal. App. 4th 1, 15 – 17 [finding that a lead agency "abused its discretion by relying on DPR's regulatory scheme as a substitute for performing its own evaluation of the environmental impacts of using

pesticides."]) Bare conclusions or opinions of the agency are not sufficient to satisfy an agency's obligation under CEQA to adequately support the propriety of an MND or dispose of an EIR. (*Laurel Heights Improvement Assn, supra,* 47 Cal. 3d at 403 – 404.) "To facilitate CEQA's informational role, the EIR must contain facts and analysis, not just the agency's bare conclusions or opinions. . . . [to] enable[] the decision-makers and the public to make an 'independent, reasoned judgment' about a proposed project." (*Concerned Citizens of Costa Mesa, Inc. v. 32nd Dist. Agricultural Assn.* (1986) 42 Cal.3d 929, 935, quoting *Santiago County Water Dist. v. County of Orange* (1981) 118 Cal.App.3d 818, 831.)

Second, a determination that regulatory compliance will be sufficient to prevent significant adverse impacts must be based on a project-specific analysis of potential impacts and the effect of regulatory compliance. In *Californians for Alternatives to Toxics v. Department of Food & Agric.* (2005) 136 Cal.App.4th 1, the court set aside an EIR for a statewide crop disease control plan because it did not include an evaluation of the risks to the environment and human health from the proposed program but simply presumed that no adverse impacts would occur from use of pesticides in accordance with the registration and labeling program of the California Department of Pesticide Regulation. (*See also Ebbetts Pass Forest Watch v Department of Forestry & Fire Protection* (2008) 43 Cal.App.4th 936, 956 (fact that Department of Pesticide Regulation had assessed environmental effects of certain herbicides in general did not excuse failure to assess effects of their use for specific timber harvesting project). Here, there is no such Project-specific analysis in the MND, especially as to the Modified Project.

Third and finally, CEQA prohibits *deferred mitigation*, such as here with regulatory compliance measures, where the timing of all regulatory compliance and mitigation is identified before the issuance of permits, i.e., *after* Project approval. Neither does the Project or MND meet the conditions and prerequisites for such deferred mitigation, including providing specific performance standards, conducting an actual geotechnical investigation and making site-specific recommendations for mitigation. Thus, Guidelines § 15126.4(a)(1)(B)[49] provides:

[49] We also note that CEQA Guidelines § 15126.4(a)(1)(B) allowing deferred mitigation is expressly applicable to EIRs and is hence inapplicable to the MND here. This is also the case because an MND requires a finding that the impacts would be limited to the level of insignificance, as compared with an EIR which only requires to mitigate the impact to the extent feasible.

> **(B)** Where several measures are available to mitigate an impact, each should be discussed and the basis for selecting a particular measure should be identified. Formulation of mitigation measures **shall not be deferred** until some future time. The specific details of a mitigation measure, however, may be developed after project approval when it is impractical or infeasible to include those details during the project's environmental review provided that the agency (1) commits itself to the mitigation, (2) adopts specific performance standards the mitigation will achieve, and (3) identifies the type(s) of potential action(s) that can feasibly achieve that performance standard and that will considered, analyzed, and potentially incorporated in the mitigation measure. **Compliance** with a **regulatory permit** or **other similar** process may be identified as mitigation **if compliance** would result in implementation of measures that would be **reasonably expected**, based on **substantial evidence** in the record, to **reduce** the significant impact to the specified performance standards.

(Guideline § 15126.4(a)(1)(B), emph. added.)

Here, the MND's reliance on non-Project specific regulatory measures does not support a conclusion that impacts will be *clearly* reduced to the level of insignificance.

Fourth, regulatory compliance measures are not proper mitigation for issues such as geology/soils, traffic, air quality, biology and other impacts, since they are limited to the "envelope" of the project and do not address the issue of whether the project should be built at all and what the Project's mass and scale should be. As a rule, regulatory compliance measures target **only the envelope of the building** of the Project and do not concern themselves with the surrounding environment: the LA River, residents or sensitive receptors nearby or at the Project site. In particular, the building codes and regulatory measures do not address the question of whether the Project is *safe* to build, "whether a building should be constructed at all, how large it should be, where it should be located, whether it should incorporate certain resources, or anything else external to the building's envelope." (*California Clean Energy Committee v. City of Woodland* (2014) 225 Cal.App.4th 173, 210.)

Thus, to the extent the prior 2016 MND or its contemplated addendum now rely on regulatory compliance measures or deferred mitigation (methane study, geotechnical study, biology study, etc.), such reliance is misplaced and improper in the MND

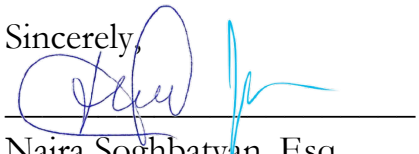
context and cannot constitute substantial evidence that the Project's impacts will be reduced to the level of insignificance to warrant an MND under CEQA.

II. CONCLUSION.

In view of the above-noted concerns, we respectfully request that the City deny the approval of the Project, its MND and addendum, and order the Applicant to revise the Project to ensure its consistency with all applicable laws and regulations as detailed above, as well as to study the "whole of the action" and use the accurate *bona fide* project description and baseline for purposes of CEQA review. "CEQA contemplates *serious* and not superficial or pro forma consideration of the potential environmental consequences of a project." (*Leonoff v. Monterey County Bd. of Supervisors* (1990) 222 Cal.App.3d 1337, 1347, 272 Cal.Rptr. 372; emphasis added; *Burbank-Glendale-Pasadena Airport Authority v. Hensler* (1991) 233 Cal.App.3d 577, 593, fn. 3.)

If the City has any questions or concerns, please feel free to contact my Office.

Sincerely,



Naira Soghbatyan, Esq.
Jason A. Cohen, Esq.
Attorneys for Southwest Regional
Council of Carpenters

Attached:

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling (**Exhibit A**);

Air Quality and GHG Expert Paul Rosenfeld CV (**Exhibit B**);

Air Quality and GHG Expert Matt Hagemann CV (**Exhibit C**);

8/16/2022 Printout of City's Planning Records re Project Case No. APCC-2021-10197-ZC showing No Related Cases (**Exhibit D**);

01/26/2022 Expedited Permit Fee Agreement **(Exhibit E);**

12/11/2018 Grading Permit Denied (**Exhibit F**);

9/15/2021 Environmental Site Assessment Form **(Exhibit G);**

Attachment A (**Exhibit H**);

Statements of Art District E4 LLC & 929 E4 LLC filed with the Secretary of State (**Exhibit I**);

3/19/2019 Article re *Mapping the Arts District's never-ending parade of development* (**Exhibit J**);

7/12/2019 Article re *The New LA River* (**Exhibit K**);

7/16/2020 Administrative Approval of Extension for the Project (**Exhibit L**); and

5/4/2017 Email from Liner LLP to the City (**Exhibit M**).

EXHIBIT A

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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Paul E. Rosenfeld, PhD
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March 8, 2021

Mitchell M. Tsai
155 South El Molino, Suite 104
Pasadena, CA 91101

Subject: Local Hire Requirements and Considerations for Greenhouse Gas Modeling

Dear Mr. Tsai,

Soil Water Air Protection Enterprise ("SWAPE") is pleased to provide the following draft technical report explaining the significance of worker trips required for construction of land use development projects with respect to the estimation of greenhouse gas ("GHG") emissions. The report will also discuss the potential for local hire requirements to reduce the length of worker trips, and consequently, reduced or mitigate the potential GHG impacts.

Worker Trips and Greenhouse Gas Calculations

The California Emissions Estimator Model ("CalEEMod") is a "statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects."[1] CalEEMod quantifies construction-related emissions associated with land use projects resulting from off-road construction equipment; on-road mobile equipment associated with workers, vendors, and hauling; fugitive dust associated with grading, demolition, truck loading, and on-road vehicles traveling along paved and unpaved roads; and architectural coating activities; and paving.[2]

The number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[3]

[1] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[2] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[3] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

Specifically, the number and length of vehicle trips is utilized to estimate the vehicle miles travelled ("VMT") associated with construction. Then, utilizing vehicle-class specific EMFAC 2014 emission factors, CalEEMod calculates the vehicle exhaust, evaporative, and dust emissions resulting from construction-related VMT, including personal vehicles for worker commuting.[4]

Specifically, in order to calculate VMT, CalEEMod multiplies the average daily trip rate by the average overall trip length (see excerpt below):

> "$VMT_d = \Sigma(\text{Average Daily Trip Rate}_i * \text{Average Overall Trip Length}_i)_n$
>
> Where:
>
> n = Number of land uses being modeled."[5]

Furthermore, to calculate the on-road emissions associated with worker trips, CalEEMod utilizes the following equation (see excerpt below):

> "$\text{Emissions}_{pollutant} = VMT * EF_{running,pollutant}$
>
> Where:
>
> $\text{Emissions}_{pollutant}$ = emissions from vehicle running for each pollutant
>
> VMT = vehicle miles traveled
>
> $EF_{running,pollutant}$ = emission factor for running emissions."[6]

Thus, there is a direct relationship between trip length and VMT, as well as a direct relationship between VMT and vehicle running emissions. In other words, when the trip length is increased, the VMT and vehicle running emissions increase as a result. Thus, vehicle running emissions can be reduced by decreasing the average overall trip length, by way of a local hire requirement or otherwise.

Default Worker Trip Parameters and Potential Local Hire Requirements

As previously discussed, the number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[7] In order to understand how local hire requirements and associated worker trip length reductions impact GHG emissions calculations, it is important to consider the CalEEMod default worker trip parameters. CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental Quality Act ("CEQA") requires that such changes be justified by substantial evidence.[8] The default number of construction-related worker trips is calculated by multiplying the

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[4] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14-15.
[5] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 23.
[6] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[7] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[8] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 1, 9.

number of pieces of equipment for all phases by 1.25, with the exception of worker trips required for the building construction and architectural coating phases.[9] Furthermore, the worker trip vehicle class is a 50/25/25 percent mix of light duty autos, light duty truck class 1 and light duty truck class 2, respectively."[10] Finally, the default worker trip length is consistent with the length of the operational home-to-work vehicle trips.[11] The operational home-to-work vehicle trip lengths are:

> "[B]ased on the *location* and *urbanization* selected on the project characteristic screen. These values were *supplied by the air districts or use a default average for the state*. Each district (or county) also assigns trip lengths for urban and rural settings" (emphasis added). [12]

Thus, the default worker trip length is based on the location and urbanization level selected by the User when modeling emissions. The below table shows the CalEEMod default rural and urban worker trip lengths by air basin (see excerpt below and Attachment A).[13]

Worker Trip Length by Air Basin		
Air Basin	**Rural (miles)**	**Urban (miles)**
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Minimum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

[9] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[10] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[11] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14.
[12] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 21.
[13] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-84 – D-86.

As demonstrated above, default rural worker trip lengths for air basins in California vary from 10.8- to 19.8-miles, with an average of 16.47 miles. Furthermore, default urban worker trip lengths vary from 10.8- to 14.7-miles, with an average of 11.17 miles. Thus, while default worker trip lengths vary by location, default urban worker trip lengths tend to be shorter in length. Based on these trends evident in the CalEEMod default worker trip lengths, we can reasonably assume that the efficacy of a local hire requirement is especially dependent upon the urbanization of the project site, as well as the project location.

Practical Application of a Local Hire Requirement and Associated Impact

To provide an example of the potential impact of a local hire provision on construction-related GHG emissions, we estimated the significance of a local hire provision for the Village South Specific Plan ("Project") located in the City of Claremont ("City"). The Project proposed to construct 1,000 residential units, 100,000-SF of retail space, 45,000-SF of office space, as well as a 50-room hotel, on the 24-acre site. The Project location is classified as Urban and lies within the Los Angeles-South Coast County. As a result, the Project has a default worker trip length of 14.7 miles.[14] In an effort to evaluate the potential for a local hire provision to reduce the Project's construction-related GHG emissions, we prepared an updated model, reducing all worker trip lengths to 10 miles (see Attachment B). Our analysis estimates that if a local hire provision with a 10-mile radius were to be implemented, the GHG emissions associated with Project construction would decrease by approximately 17% (see table below and Attachment C).

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO_2e)	3,623
Amortized Construction GHG Emissions (MT CO_2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized Construction GHG Emissions (MT CO_2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

As demonstrated above, by implementing a local hire provision requiring 10 mile worker trip lengths, the Project could reduce potential GHG emissions associated with construction worker trips. More broadly, any local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

This serves as an example of the potential impacts of local hire requirements on estimated project-level GHG emissions, though it does not indicate that local hire requirements would result in reduced construction-related GHG emission for all projects. As previously described, the significance of a local hire requirement depends on the worker trip length enforced and the default worker trip length for the project's urbanization level and location.

[14] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-85.

Disclaimer

SWAPE has received limited discovery. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,

Matt Hagemann, P.G., C.Hg.

Paul E. Rosenfeld, Ph.D.

Attachment A

Location Type	Location Name	Rural H-W (miles)	Urban H-W (miles)
Air Basin	Great Basin	16.8	10.8
Air Basin	Lake County	16.8	10.8
Air Basin	Lake Tahoe	16.8	10.8
Air Basin	Mojave Desert	16.8	10.8
Air Basin	Mountain	16.8	10.8
Air Basin	North Central	17.1	12.3
Air Basin	North Coast	16.8	10.8
Air Basin	Northeast	16.8	10.8
Air Basin	Sacramento	16.8	10.8
Air Basin	Salton Sea	14.6	11
Air Basin	San Diego	16.8	10.8
Air Basin	San Francisco	10.8	10.8
Air Basin	San Joaquin	16.8	10.8
Air Basin	South Central	16.8	10.8
Air Basin	South Coast	19.8	14.7
Air District	Amador County	16.8	10.8
Air District	Antelope Valley	16.8	10.8
Air District	Bay Area AQMD	10.8	10.8
Air District	Butte County	12.54	12.54
Air District	Calaveras	16.8	10.8
Air District	Colusa County	16.8	10.8
Air District	El Dorado	16.8	10.8
Air District	Feather River	16.8	10.8
Air District	Glenn County	16.8	10.8
Air District	Great Basin	16.8	10.8
Air District	Imperial County	10.2	7.3
Air District	Kern County	16.8	10.8
Air District	Lake County	16.8	10.8
Air District	Lassen County	16.8	10.8
Air District	Mariposa	16.8	10.8
Air District	Mendocino	16.8	10.8
Air District	Modoc County	16.8	10.8
Air District	Mojave Desert	16.8	10.8
Air District	Monterey Bay	16.8	10.8
Air District	North Coast	16.8	10.8
Air District	Northern Sierra	16.8	10.8
Air District	Northern	16.8	10.8
Air District	Placer County	16.8	10.8
Air District	Sacramento	15	10

Air District	San Diego	16.8	10.8
Air District	San Joaquin	16.8	10.8
Air District	San Luis Obispo	13	13
Air District	Santa Barbara	8.3	8.3
Air District	Shasta County	16.8	10.8
Air District	Siskiyou County	16.8	10.8
Air District	South Coast	19.8	14.7
Air District	Tehama County	16.8	10.8
Air District	Tuolumne	16.8	10.8
Air District	Ventura County	16.8	10.8
Air District	Yolo/Solano	15	10
County	Alameda	10.8	10.8
County	Alpine	16.8	10.8
County	Amador	16.8	10.8
County	Butte	12.54	12.54
County	Calaveras	16.8	10.8
County	Colusa	16.8	10.8
County	Contra Costa	10.8	10.8
County	Del Norte	16.8	10.8
County	El Dorado-Lake	16.8	10.8
County	El Dorado-	16.8	10.8
County	Fresno	16.8	10.8
County	Glenn	16.8	10.8
County	Humboldt	16.8	10.8
County	Imperial	10.2	7.3
County	Inyo	16.8	10.8
County	Kern-Mojave	16.8	10.8
County	Kern-San	16.8	10.8
County	Kings	16.8	10.8
County	Lake	16.8	10.8
County	Lassen	16.8	10.8
County	Los Angeles-	16.8	10.8
County	Los Angeles-	19.8	14.7
County	Madera	16.8	10.8
County	Marin	10.8	10.8
County	Mariposa	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Merced	16.8	10.8
County	Modoc	16.8	10.8
County	Mono	16.8	10.8
County	Monterey	16.8	10.8
County	Napa	10.8	10.8

County	Nevada	16.8	10.8
County	Orange	19.8	14.7
County	Placer-Lake	16.8	10.8
County	Placer-Mountain	16.8	10.8
County	Placer-	16.8	10.8
County	Plumas	16.8	10.8
County	Riverside-	16.8	10.8
County	Riverside-	19.8	14.7
County	Riverside-Salton	14.6	11
County	Riverside-South	19.8	14.7
County	Sacramento	15	10
County	San Benito	16.8	10.8
County	San Bernardino-	16.8	10.8
County	San Bernardino-	19.8	14.7
County	San Diego	16.8	10.8
County	San Francisco	10.8	10.8
County	San Joaquin	16.8	10.8
County	San Luis Obispo	13	13
County	San Mateo	10.8	10.8
County	Santa Barbara-	8.3	8.3
County	Santa Barbara-	8.3	8.3
County	Santa Clara	10.8	10.8
County	Santa Cruz	16.8	10.8
County	Shasta	16.8	10.8
County	Sierra	16.8	10.8
County	Siskiyou	16.8	10.8
County	Solano-	15	10
County	Solano-San	16.8	10.8
County	Sonoma-North	16.8	10.8
County	Sonoma-San	10.8	10.8
County	Stanislaus	16.8	10.8
County	Sutter	16.8	10.8
County	Tehama	16.8	10.8
County	Trinity	16.8	10.8
County	Tulare	16.8	10.8
County	Tuolumne	16.8	10.8
County	Ventura	16.8	10.8
County	Yolo	15	10
County	Yuba	16.8	10.8
Statewide	Statewide	16.8	10.8

Worker Trip Length by Air Basin		
Air Basin	**Rural (miles)**	**Urban (miles)**
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
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Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Mininum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1969	213.1969	0.0601	0.0000	214.6993
2022	0.6904	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6826	1,721.6826	0.1294	0.0000	1,724.9187
2023	0.6148	3.3649	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.5295	1,627.5295	0.1185	0.0000	1,630.4925
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9078	52.9078	8.0200e-003	0.0000	53.1082
Maximum	**4.1619**	**4.1142**	**6.1625**	**0.0189**	**1.3058**	**0.1201**	**1.4259**	**0.3460**	**0.1128**	**0.4588**	**0.0000**	**1,721.6826**	**1,721.6826**	**0.1294**	**0.0000**	**1,724.9187**

2.1 Overall Construction

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	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1967	213.1967	0.0601	0.0000	214.6991
2022	0.6904	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6823	1,721.6823	0.1294	0.0000	1,724.9183
2023	0.6148	3.3648	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.5291	1,627.5291	0.1185	0.0000	1,630.4921
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9077	52.9077	8.0200e-003	0.0000	53.1082
Maximum	**4.1619**	**4.1142**	**6.1625**	**0.0189**	**1.3058**	**0.1201**	**1.4259**	**0.3460**	**0.1128**	**0.4588**	**0.0000**	**1,721.6823**	**1,721.6823**	**0.1294**	**0.0000**	**1,724.9183**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**9-1-2021**	**11-30-2021**	1.4103	1.4103
2	**12-1-2021**	**2-28-2022**	1.3613	1.3613
3	**3-1-2022**	**5-31-2022**	1.1985	1.1985
4	**6-1-2022**	**8-31-2022**	1.1921	1.1921
5	**9-1-2022**	**11-30-2022**	1.1918	1.1918
6	**12-1-2022**	**2-28-2023**	1.0774	1.0774
7	**3-1-2023**	**5-31-2023**	1.0320	1.0320
8	**6-1-2023**	**8-31-2023**	1.0260	1.0260

9	**9-1-2023**	**11-30-2023**	1.0265	1.0265
10	**12-1-2023**	**2-29-2024**	2.8857	2.8857
11	**3-1-2024**	**5-31-2024**	1.6207	1.6207
		Highest	2.8857	2.8857

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	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

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	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

<u>OffRoad Equipment</u>

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0012**	**51.0012**	**0.0144**	**0.0000**	**51.3601**

3.2 Demolition - 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	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	**2.9000e-003**	**0.0641**	**0.0233**	**2.0000e-004**	**6.4100e-003**	**2.1000e-004**	**6.6200e-003**	**1.7300e-003**	**2.0000e-004**	**1.9300e-003**	**0.0000**	**19.6816**	**19.6816**	**1.2800e-003**	**0.0000**	**19.7136**

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					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0011**	**51.0011**	**0.0144**	**0.0000**	**51.3600**

3.2 Demolition - 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	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	**2.9000e-003**	**0.0641**	**0.0233**	**2.0000e-004**	**6.4100e-003**	**2.1000e-004**	**6.6200e-003**	**1.7300e-003**	**2.0000e-004**	**1.9300e-003**	**0.0000**	**19.6816**	**19.6816**	**1.2800e-003**	**0.0000**	**19.7136**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7061**

3.3 Site Preparation - 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	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	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	**7.7000e-004**	**6.0000e-004**	**6.8100e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.7801**	**1.7801**	**5.0000e-005**	**0.0000**	**1.7814**

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					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7060**

3.3 Site Preparation - 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	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	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	**7.7000e-004**	**6.0000e-004**	**6.8100e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.7801**	**1.7801**	**5.0000e-005**	**0.0000**	**1.7814**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5405**	**103.5405**	**0.0335**	**0.0000**	**104.3776**

3.4 Grading - 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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	**1.6400e-003**	**1.2700e-003**	**0.0144**	**4.0000e-005**	**4.1600e-003**	**3.0000e-005**	**4.2000e-003**	**1.1100e-003**	**3.0000e-005**	**1.1400e-003**	**0.0000**	**3.7579**	**3.7579**	**1.1000e-004**	**0.0000**	**3.7607**

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					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5403**	**103.5403**	**0.0335**	**0.0000**	**104.3775**

3.4 Grading - 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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	**1.6400e-003**	**1.2700e-003**	**0.0144**	**4.0000e-005**	**4.1600e-003**	**3.0000e-005**	**4.2000e-003**	**1.1100e-003**	**3.0000e-005**	**1.1400e-003**	**0.0000**	**3.7579**	**3.7579**	**1.1000e-004**	**0.0000**	**3.7607**

3.4 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					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 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	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	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	**2.8000e-004**	**2.1000e-004**	**2.4400e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**0.6679**	**0.6679**	**2.0000e-005**	**0.0000**	**0.6684**

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					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 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	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	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	**2.8000e-004**	**2.1000e-004**	**2.4400e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**0.6679**	**0.6679**	**2.0000e-005**	**0.0000**	**0.6684**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1324**	**293.1324**	**0.0702**	**0.0000**	**294.8881**

3.5 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	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	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	**0.4616**	**2.0027**	**3.9885**	**0.0152**	**1.2243**	**0.0121**	**1.2363**	**0.3278**	**0.0112**	**0.3390**	**0.0000**	**1,408.7952**	**1,408.7952**	**0.0530**	**0.0000**	**1,410.1208**

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	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1321**	**293.1321**	**0.0702**	**0.0000**	**294.8877**

3.5 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	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	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	**0.4616**	**2.0027**	**3.9885**	**0.0152**	**1.2243**	**0.0121**	**1.2363**	**0.3278**	**0.0112**	**0.3390**	**0.0000**	**1,408.7952**	**1,408.7952**	**0.0530**	**0.0000**	**1,410.1208**

3.5 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	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2789**	**286.2789**	**0.0681**	**0.0000**	**287.9814**

3.5 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	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	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	**0.4135**	**1.5218**	**3.5707**	**0.0144**	**1.1953**	**9.8700e-003**	**1.2051**	**0.3200**	**9.1400e-003**	**0.3292**	**0.0000**	**1,327.3369**	**1,327.3369**	**0.0462**	**0.0000**	**1,328.4916**

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	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2785**	**286.2785**	**0.0681**	**0.0000**	**287.9811**

3.5 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	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	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	**0.4135**	**1.5218**	**3.5707**	**0.0144**	**1.1953**	**9.8700e-003**	**1.2051**	**0.3200**	**9.1400e-003**	**0.3292**	**0.0000**	**1,327.3369**	**1,327.3369**	**0.0462**	**0.0000**	**1,328.4916**

3.6 Paving - 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	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	**3.7000e-004**	**2.7000e-004**	**3.1200e-003**	**1.0000e-005**	**1.0700e-003**	**1.0000e-005**	**1.0800e-003**	**2.8000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**0.8963**	**0.8963**	**2.0000e-005**	**0.0000**	**0.8968**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	**3.7000e-004**	**2.7000e-004**	**3.1200e-003**	**1.0000e-005**	**1.0700e-003**	**1.0000e-005**	**1.0800e-003**	**2.8000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**0.8963**	**0.8963**	**2.0000e-005**	**0.0000**	**0.8968**

3.6 Paving - 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	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 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	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	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	**5.9000e-004**	**4.1000e-004**	**4.9200e-003**	**2.0000e-005**	**1.8100e-003**	**1.0000e-005**	**1.8200e-003**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**1.4697**	**1.4697**	**4.0000e-005**	**0.0000**	**1.4706**

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	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 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	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	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	**5.9000e-004**	**4.1000e-004**	**4.9200e-003**	**2.0000e-005**	**1.8100e-003**	**1.0000e-005**	**1.8200e-003**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**1.4697**	**1.4697**	**4.0000e-005**	**0.0000**	**1.4706**

3.7 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	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	**0.0101**	**6.9900e-003**	**0.0835**	**2.8000e-004**	**0.0307**	**2.3000e-004**	**0.0309**	**8.1500e-003**	**2.2000e-004**	**8.3700e-003**	**0.0000**	**24.9407**	**24.9407**	**6.1000e-004**	**0.0000**	**24.9558**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	**0.0101**	**6.9900e-003**	**0.0835**	**2.8000e-004**	**0.0307**	**2.3000e-004**	**0.0309**	**8.1500e-003**	**2.2000e-004**	**8.3700e-003**	**0.0000**	**24.9407**	**24.9407**	**6.1000e-004**	**0.0000**	**24.9558**

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	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive 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	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

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 Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

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 Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

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	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

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	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.7974	6,234.7974	1.9495	0.0000	6,283.5352
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.5269	14,807.5269	1.0250	0.0000	14,833.1521
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,361.3989	2,361.3989	0.7177	0.0000	2,379.3421
Maximum	**237.1630**	**46.4588**	**49.5629**	**0.1517**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**15,251.5674**	**15,251.5674**	**1.9503**	**0.0000**	**15,278.5288**

2.1 Overall Construction (Maximum Daily Emission)

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	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.7974	6,234.7974	1.9495	0.0000	6,283.5352
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.5269	14,807.5269	1.0250	0.0000	14,833.1520
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,361.3989	2,361.3989	0.7177	0.0000	2,379.3421
Maximum	**237.1630**	**46.4588**	**49.5629**	**0.1517**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**15,251.5674**	**15,251.5674**	**1.9503**	**0.0000**	**15,278.5288**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

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	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 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	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.1916**	**4.1394**	**1.5644**	**0.0136**	**0.4346**	**0.0139**	**0.4485**	**0.1176**	**0.0133**	**0.1309**		**1,463.0568**	**1,463.0568**	**0.0927**		**1,465.3750**

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					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 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	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.1916**	**4.1394**	**1.5644**	**0.0136**	**0.4346**	**0.0139**	**0.4485**	**0.1176**	**0.0133**	**0.1309**		**1,463.0568**	**1,463.0568**	**0.0927**		**1,465.3750**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9786**	**204.9786**	**6.0400e-003**		**205.1296**

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9786**	**204.9786**	**6.0400e-003**		**205.1296**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	**0.0857**	**0.0589**	**0.8056**	**2.2900e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**227.7540**	**227.7540**	**6.7100e-003**		**227.9217**

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	**0.0857**	**0.0589**	**0.8056**	**2.2900e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**227.7540**	**227.7540**	**6.7100e-003**		**227.9217**

3.4 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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	**0.0803**	**0.0532**	**0.7432**	**2.2100e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**219.7425**	**219.7425**	**6.0600e-003**		**219.8941**

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	**0.0803**	**0.0532**	**0.7432**	**2.2100e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**219.7425**	**219.7425**	**6.0600e-003**		**219.8941**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 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
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.6857	8,800.6857	0.2429		8,806.7582
Total	**3.6242**	**15.3350**	**33.1995**	**0.1247**	**9.8688**	**0.0949**	**9.9637**	**2.6381**	**0.0883**	**2.7263**		**12,697.2339**	**12,697.2339**	**0.4665**		**12,708.8966**

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 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
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.6857	8,800.6857	0.2429		8,806.7582
Total	**3.6242**	**15.3350**	**33.1995**	**0.1247**	**9.8688**	**0.0949**	**9.9637**	**2.6381**	**0.0883**	**2.7263**		**12,697.2339**	**12,697.2339**	**0.4665**		**12,708.8966**

3.5 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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 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
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.4408	8,478.4408	0.2190		8,483.9160
Total	**3.3229**	**11.9468**	**30.5127**	**0.1203**	**9.8688**	**0.0797**	**9.9485**	**2.6381**	**0.0738**	**2.7118**		**12,252.3170**	**12,252.3170**	**0.4172**		**12,262.7460**

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 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
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.4408	8,478.4408	0.2190		8,483.9160
Total	**3.3229**	**11.9468**	**30.5127**	**0.1203**	**9.8688**	**0.0797**	**9.9485**	**2.6381**	**0.0738**	**2.7118**		**12,252.3170**	**12,252.3170**	**0.4172**		**12,262.7460**

3.6 Paving - 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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	**0.0566**	**0.0361**	**0.5133**	**1.5900e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**158.7723**	**158.7723**	**4.1000e-003**		**158.8748**

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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	**0.0566**	**0.0361**	**0.5133**	**1.5900e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**158.7723**	**158.7723**	**4.1000e-003**		**158.8748**

3.6 Paving - 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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	**0.0535**	**0.0329**	**0.4785**	**1.5400e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**153.8517**	**153.8517**	**3.7600e-003**		**153.9458**

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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	**0.0535**	**0.0329**	**0.4785**	**1.5400e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**153.8517**	**153.8517**	**3.7600e-003**		**153.9458**

3.7 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	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.0852	1,641.0852	0.0401		1,642.0886
Total	**0.5707**	**0.3513**	**5.1044**	**0.0165**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,641.0852**	**1,641.0852**	**0.0401**		**1,642.0886**

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	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.0852	1,641.0852	0.0401		1,642.0886
Total	**0.5707**	**0.3513**	**5.1044**	**0.0165**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,641.0852**	**1,641.0852**	**0.0401**		**1,642.0886**

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	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

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 Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

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 Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

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	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

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	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.4937	6,221.4937	1.9491	0.0000	6,270.2214
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.3424	14,210.3424	1.0230	0.0000	14,235.9160
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,352.4178	2,352.4178	0.7175	0.0000	2,370.3550
Maximum	**237.2328**	**46.4651**	**47.3319**	**0.1455**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**14,630.3099**	**14,630.3099**	**1.9499**	**0.0000**	**14,657.2663**

2.1 Overall Construction (Maximum Daily Emission)

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	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.4937	6,221.4937	1.9491	0.0000	6,270.2214
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.3424	14,210.3424	1.0230	0.0000	14,235.9160
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,352.4178	2,352.4178	0.7175	0.0000	2,370.3550
Maximum	**237.2328**	**46.4651**	**47.3319**	**0.1455**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**14,630.3099**	**14,630.3099**	**1.9499**	**0.0000**	**14,657.2663**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

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	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 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	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.2019**	**4.1943**	**1.5706**	**0.0133**	**0.4346**	**0.0141**	**0.4487**	**0.1176**	**0.0135**	**0.1311**		**1,430.6932**	**1,430.6932**	**0.0955**		**1,433.0812**

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					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 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	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.2019**	**4.1943**	**1.5706**	**0.0133**	**0.4346**	**0.0141**	**0.4487**	**0.1176**	**0.0135**	**0.1311**		**1,430.6932**	**1,430.6932**	**0.0955**		**1,433.0812**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	**0.0954**	**0.0652**	**0.7365**	**2.1500e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.4502**	**214.4502**	**6.3100e-003**		**214.6080**

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	**0.0954**	**0.0652**	**0.7365**	**2.1500e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.4502**	**214.4502**	**6.3100e-003**		**214.6080**

3.4 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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	**0.0896**	**0.0589**	**0.6784**	**2.0800e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**206.9139**	**206.9139**	**5.7000e-003**		**207.0563**

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	**0.0896**	**0.0589**	**0.6784**	**2.0800e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**206.9139**	**206.9139**	**5.7000e-003**		**207.0563**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 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
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.9013	8,286.9013	0.2282		8,292.6058
Total	**4.0156**	**15.5266**	**30.9685**	**0.1186**	**9.8688**	**0.0957**	**9.9645**	**2.6381**	**0.0891**	**2.7271**		**12,075.9763**	**12,075.9763**	**0.4663**		**12,087.6341**

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 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
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.9013	8,286.9013	0.2282		8,292.6058
Total	**4.0156**	**15.5266**	**30.9685**	**0.1186**	**9.8688**	**0.0957**	**9.9645**	**2.6381**	**0.0891**	**2.7271**		**12,075.9763**	**12,075.9763**	**0.4663**		**12,087.6341**

3.5 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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 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
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8683
Total	**3.6978**	**12.1065**	**28.3496**	**0.1144**	**9.8688**	**0.0803**	**9.9491**	**2.6381**	**0.0743**	**2.7124**		**11,655.1325**	**11,655.1325**	**0.4151**		**11,665.5099**

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 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
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8683
Total	**3.6978**	**12.1065**	**28.3496**	**0.1144**	**9.8688**	**0.0803**	**9.9491**	**2.6381**	**0.0743**	**2.7124**		**11,655.1325**	**11,655.1325**	**0.4151**		**11,665.5099**

3.6 Paving - 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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	**0.0633**	**0.0400**	**0.4677**	**1.5000e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**149.5081**	**149.5081**	**3.8500e-003**		**149.6043**

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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	**0.0633**	**0.0400**	**0.4677**	**1.5000e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**149.5081**	**149.5081**	**3.8500e-003**		**149.6043**

3.6 Paving - 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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	**0.0601**	**0.0364**	**0.4354**	**1.4500e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**144.8706**	**144.8706**	**3.5300e-003**		**144.9587**

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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	**0.0601**	**0.0364**	**0.4354**	**1.4500e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**144.8706**	**144.8706**	**3.5300e-003**		**144.9587**

3.7 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	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262
Total	**0.6406**	**0.3886**	**4.6439**	**0.0155**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,545.2860**	**1,545.2860**	**0.0376**		**1,546.2262**

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	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262
Total	**0.6406**	**0.3886**	**4.6439**	**0.0155**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,545.2860**	**1,545.2860**	**0.0376**		**1,546.2262**

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	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

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 Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

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 Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

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	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

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	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8234	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7654	210.7654	0.0600	0.0000	212.2661
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6554	1,418.6554	0.1215	0.0000	1,421.6925
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.4412	1,342.4412	0.1115	0.0000	1,345.2291
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6355	44.6355	7.8300e-003	0.0000	44.8311
Maximum	**4.1592**	**4.0240**	**5.1546**	**0.0155**	**0.9509**	**0.1175**	**1.0683**	**0.2518**	**0.1103**	**0.3621**	**0.0000**	**1,418.6554**	**1,418.6554**	**0.1215**	**0.0000**	**1,421.6925**

2.1 Overall Construction

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	0.1704	1.8234	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7651	210.7651	0.0600	0.0000	212.2658
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6550	1,418.6550	0.1215	0.0000	1,421.6921
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.4409	1,342.4409	0.1115	0.0000	1,345.2287
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6354	44.6354	7.8300e-003	0.0000	44.8311
Maximum	**4.1592**	**4.0240**	**5.1546**	**0.0155**	**0.9509**	**0.1175**	**1.0683**	**0.2518**	**0.1103**	**0.3621**	**0.0000**	**1,418.6550**	**1,418.6550**	**0.1215**	**0.0000**	**1,421.6921**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**9-1-2021**	**11-30-2021**	1.4091	1.4091
2	**12-1-2021**	**2-28-2022**	1.3329	1.3329
3	**3-1-2022**	**5-31-2022**	1.1499	1.1499
4	**6-1-2022**	**8-31-2022**	1.1457	1.1457
5	**9-1-2022**	**11-30-2022**	1.1415	1.1415
6	**12-1-2022**	**2-28-2023**	1.0278	1.0278
7	**3-1-2023**	**5-31-2023**	0.9868	0.9868
8	**6-1-2023**	**8-31-2023**	0.9831	0.9831

9	**9-1-2023**	**11-30-2023**	0.9798	0.9798
10	**12-1-2023**	**2-29-2024**	2.8757	2.8757
11	**3-1-2024**	**5-31-2024**	1.6188	1.6188
		Highest	2.8757	2.8757

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	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

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	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

<u>OffRoad Equipment</u>

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0012**	**51.0012**	**0.0144**	**0.0000**	**51.3601**

3.2 Demolition - 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	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	**2.6500e-003**	**0.0639**	**0.0209**	**2.0000e-004**	**5.6200e-003**	**2.0000e-004**	**5.8200e-003**	**1.5300e-003**	**1.9000e-004**	**1.7200e-003**	**0.0000**	**18.9847**	**18.9847**	**1.2600e-003**	**0.0000**	**19.0161**

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					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0011**	**51.0011**	**0.0144**	**0.0000**	**51.3600**

3.2 Demolition - 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	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	**2.6500e-003**	**0.0639**	**0.0209**	**2.0000e-004**	**5.6200e-003**	**2.0000e-004**	**5.8200e-003**	**1.5300e-003**	**1.9000e-004**	**1.7200e-003**	**0.0000**	**18.9847**	**18.9847**	**1.2600e-003**	**0.0000**	**19.0161**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7061**

3.3 Site Preparation - 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	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	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	**5.8000e-004**	**4.3000e-004**	**4.8700e-003**	**1.0000e-005**	**1.3400e-003**	**1.0000e-005**	**1.3500e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**1.2225**	**1.2225**	**4.0000e-005**	**0.0000**	**1.2234**

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					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7060**

3.3 Site Preparation - 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	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	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	**5.8000e-004**	**4.3000e-004**	**4.8700e-003**	**1.0000e-005**	**1.3400e-003**	**1.0000e-005**	**1.3500e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**1.2225**	**1.2225**	**4.0000e-005**	**0.0000**	**1.2234**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5405**	**103.5405**	**0.0335**	**0.0000**	**104.3776**

3.4 Grading - 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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	**1.2200e-003**	**9.0000e-004**	**0.0103**	**3.0000e-005**	**2.8300e-003**	**2.0000e-005**	**2.8600e-003**	**7.5000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.5808**	**2.5808**	**8.0000e-005**	**0.0000**	**2.5828**

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					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5403**	**103.5403**	**0.0335**	**0.0000**	**104.3775**

3.4 Grading - 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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	**1.2200e-003**	**9.0000e-004**	**0.0103**	**3.0000e-005**	**2.8300e-003**	**2.0000e-005**	**2.8600e-003**	**7.5000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.5808**	**2.5808**	**8.0000e-005**	**0.0000**	**2.5828**

3.4 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					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 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	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	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	**2.1000e-004**	**1.5000e-004**	**1.7400e-003**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**5.3000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4587**	**0.4587**	**1.0000e-005**	**0.0000**	**0.4590**

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					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 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	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	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	**2.1000e-004**	**1.5000e-004**	**1.7400e-003**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**5.3000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4587**	**0.4587**	**1.0000e-005**	**0.0000**	**0.4590**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1324**	**293.1324**	**0.0702**	**0.0000**	**294.8881**

3.5 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	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	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	**0.3578**	**1.9125**	**2.9812**	**0.0119**	**0.8696**	**9.4100e-003**	**0.8790**	**0.2336**	**8.7800e-003**	**0.2424**	**0.0000**	**1,105.9771**	**1,105.9771**	**0.0451**	**0.0000**	**1,107.1039**

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	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1321**	**293.1321**	**0.0702**	**0.0000**	**294.8877**

3.5 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	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	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	**0.3578**	**1.9125**	**2.9812**	**0.0119**	**0.8696**	**9.4100e-003**	**0.8790**	**0.2336**	**8.7800e-003**	**0.2424**	**0.0000**	**1,105.9771**	**1,105.9771**	**0.0451**	**0.0000**	**1,107.1039**

3.5 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	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2789**	**286.2789**	**0.0681**	**0.0000**	**287.9814**

3.5 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	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	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	**0.3177**	**1.4420**	**2.6646**	**0.0112**	**0.8490**	**7.3700e-003**	**0.8564**	**0.2281**	**6.8500e-003**	**0.2349**	**0.0000**	**1,042.5294**	**1,042.5294**	**0.0392**	**0.0000**	**1,043.5090**

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	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2785**	**286.2785**	**0.0681**	**0.0000**	**287.9811**

3.5 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	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	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	**0.3177**	**1.4420**	**2.6646**	**0.0112**	**0.8490**	**7.3700e-003**	**0.8564**	**0.2281**	**6.8500e-003**	**0.2349**	**0.0000**	**1,042.5294**	**1,042.5294**	**0.0392**	**0.0000**	**1,043.5090**

3.6 Paving - 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	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 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	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	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**7.3000e-004**	**1.0000e-005**	**7.3000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6156**	**0.6156**	**2.0000e-005**	**0.0000**	**0.6160**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 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	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	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**7.3000e-004**	**1.0000e-005**	**7.3000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6156**	**0.6156**	**2.0000e-005**	**0.0000**	**0.6160**

3.6 Paving - 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	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	**4.4000e-004**	**2.9000e-004**	**3.5100e-003**	**1.0000e-005**	**1.2300e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0094**	**1.0094**	**3.0000e-005**	**0.0000**	**1.0100**

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	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	**4.4000e-004**	**2.9000e-004**	**3.5100e-003**	**1.0000e-005**	**1.2300e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0094**	**1.0094**	**3.0000e-005**	**0.0000**	**1.0100**

3.7 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	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 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	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	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	**7.4800e-003**	**4.9300e-003**	**0.0596**	**1.9000e-004**	**0.0209**	**1.6000e-004**	**0.0211**	**5.5500e-003**	**1.5000e-004**	**5.7000e-003**	**0.0000**	**17.1287**	**17.1287**	**4.3000e-004**	**0.0000**	**17.1394**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 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	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	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	**7.4800e-003**	**4.9300e-003**	**0.0596**	**1.9000e-004**	**0.0209**	**1.6000e-004**	**0.0211**	**5.5500e-003**	**1.5000e-004**	**5.7000e-003**	**0.0000**	**17.1287**	**17.1287**	**4.3000e-004**	**0.0000**	**17.1394**

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	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive 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	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

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 Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

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 Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

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	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

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	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2561	46.4415	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.4166	6,163.4166	1.9475	0.0000	6,212.1039
2022	4.5441	38.8811	40.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707
2023	4.1534	25.7658	38.7457	0.1206	7.0088	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.4890	12,150.4890	0.9589	0.0000	12,174.4615
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,313.1808	2,313.1808	0.7166	0.0000	2,331.0956
Maximum	**237.0219**	**46.4415**	**40.8776**	**0.1240**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,493.4403**	**12,493.4403**	**1.9485**	**0.0000**	**12,518.5707**

2.1 Overall Construction (Maximum Daily Emission)

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	4.2561	46.4415	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.4166	6,163.4166	1.9475	0.0000	6,212.1039
2022	4.5441	38.8811	40.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707
2023	4.1534	25.7658	38.7457	0.1206	7.0088	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.4890	12,150.4890	0.9589	0.0000	12,174.4615
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,313.1808	2,313.1808	0.7166	0.0000	2,331.0955
Maximum	**237.0219**	**46.4415**	**40.8776**	**0.1240**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,493.4403**	**12,493.4403**	**1.9485**	**0.0000**	**12,518.5707**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

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	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 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	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	**0.1760**	**4.1265**	**1.3884**	**0.0131**	**0.3810**	**0.0135**	**0.3946**	**0.1034**	**0.0129**	**0.1163**		**1,409.5212**	**1,409.5212**	**0.0912**		**1,411.8015**

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					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 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	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	**0.1760**	**4.1265**	**1.3884**	**0.0131**	**0.3810**	**0.0135**	**0.3946**	**0.1034**	**0.0129**	**0.1163**		**1,409.5212**	**1,409.5212**	**0.0912**		**1,411.8015**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	**0.0584**	**0.0375**	**0.5139**	**1.4100e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**140.7359**	**140.7359**	**4.2200e-003**		**140.8414**

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	**0.0584**	**0.0375**	**0.5139**	**1.4100e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**140.7359**	**140.7359**	**4.2200e-003**		**140.8414**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	**0.0649**	**0.0417**	**0.5710**	**1.5700e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**156.3732**	**156.3732**	**4.6900e-003**		**156.4904**

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	**0.0649**	**0.0417**	**0.5710**	**1.5700e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**156.3732**	**156.3732**	**4.6900e-003**		**156.4904**

3.4 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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	**0.0607**	**0.0376**	**0.5263**	**1.5100e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**150.8754**	**150.8754**	**4.2400e-003**		**150.9813**

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	**0.0607**	**0.0376**	**0.5263**	**1.5100e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**150.8754**	**150.8754**	**4.2400e-003**		**150.9813**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 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
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.5585	6,042.5585	0.1697		6,046.8000
Total	**2.8378**	**14.7106**	**24.5142**	**0.0971**	**7.0087**	**0.0741**	**7.0828**	**1.8799**	**0.0691**	**1.9490**		**9,939.1067**	**9,939.1067**	**0.3933**		**9,948.9384**

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 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
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.5585	6,042.5585	0.1697		6,046.8000
Total	**2.8378**	**14.7106**	**24.5142**	**0.0971**	**7.0087**	**0.0741**	**7.0828**	**1.8799**	**0.0691**	**1.9490**		**9,939.1067**	**9,939.1067**	**0.3933**		**9,948.9384**

3.5 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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 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
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.4028	5,821.4028	0.1529		5,825.2254
Total	**2.5807**	**11.3809**	**22.5017**	**0.0936**	**7.0088**	**0.0595**	**7.0682**	**1.8799**	**0.0552**	**1.9350**		**9,595.2790**	**9,595.2790**	**0.3511**		**9,604.0554**

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 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
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.4028	5,821.4028	0.1529		5,825.2254
Total	**2.5807**	**11.3809**	**22.5017**	**0.0936**	**7.0088**	**0.0595**	**7.0682**	**1.8799**	**0.0552**	**1.9350**		**9,595.2790**	**9,595.2790**	**0.3511**		**9,604.0554**

3.6 Paving - 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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	**0.0427**	**0.0255**	**0.3633**	**1.0900e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**109.0150**	**109.0150**	**2.8600e-003**		**109.0866**

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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	**0.0427**	**0.0255**	**0.3633**	**1.0900e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**109.0150**	**109.0150**	**2.8600e-003**		**109.0866**

3.6 Paving - 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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	**0.0403**	**0.0233**	**0.3384**	**1.0600e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**105.6336**	**105.6336**	**2.6300e-003**		**105.6992**

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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	**0.0403**	**0.0233**	**0.3384**	**1.0600e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**105.6336**	**105.6336**	**2.6300e-003**		**105.6992**

3.7 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	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	**0.4296**	**0.2481**	**3.6098**	**0.0113**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,126.7583**	**1,126.7583**	**0.0280**		**1,127.4583**

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	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	**0.4296**	**0.2481**	**3.6098**	**0.0113**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,126.7583**	**1,126.7583**	**0.0280**		**1,127.4583**

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	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

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 Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

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 Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

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	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

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	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.3377	6,154.3377	1.9472	0.0000	6,203.0186
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013
2023	4.3939	25.8648	37.5031	0.1162	7.0088	0.7598	7.7685	1.8799	0.7142	2.5940	0.0000	11,710.4080	11,710.4080	0.9617	0.0000	11,734.4497
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,307.0517	2,307.0517	0.7164	0.0000	2,324.9627
Maximum	**237.0656**	**46.4460**	**39.6338**	**0.1195**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,035.3440**	**12,035.3440**	**1.9482**	**0.0000**	**12,060.6013**

2.1 Overall Construction (Maximum Daily Emission)

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	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.3377	6,154.3377	1.9472	0.0000	6,203.0186
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013
2023	4.3939	25.8648	37.5031	0.1162	7.0088	0.7598	7.7685	1.8799	0.7142	2.5940	0.0000	11,710.4080	11,710.4080	0.9617	0.0000	11,734.4497
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,307.0517	2,307.0517	0.7164	0.0000	2,324.9627
Maximum	**237.0656**	**46.4460**	**39.6338**	**0.1195**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,035.3440**	**12,035.3440**	**1.9482**	**0.0000**	**12,060.6013**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

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	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 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	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	**0.1835**	**4.1800**	**1.4144**	**0.0128**	**0.3810**	**0.0137**	**0.3948**	**0.1034**	**0.0131**	**0.1165**		**1,380.3262**	**1,380.3262**	**0.0941**		**1,382.6791**

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					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 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	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	**0.1835**	**4.1800**	**1.4144**	**0.0128**	**0.3810**	**0.0137**	**0.3948**	**0.1034**	**0.0131**	**0.1165**		**1,380.3262**	**1,380.3262**	**0.0941**		**1,382.6791**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
Total	**0.0638**	**0.0415**	**0.4755**	**1.3300e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**132.5649**	**132.5649**	**3.9900e-003**		**132.6646**

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
Total	**0.0638**	**0.0415**	**0.4755**	**1.3300e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**132.5649**	**132.5649**	**3.9900e-003**		**132.6646**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	**0.0709**	**0.0462**	**0.5284**	**1.4800e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**147.2943**	**147.2943**	**4.4300e-003**		**147.4051**

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	**0.0709**	**0.0462**	**0.5284**	**1.4800e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**147.2943**	**147.2943**	**4.4300e-003**		**147.4051**

3.4 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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	**0.0665**	**0.0416**	**0.4861**	**1.4300e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**142.1207**	**142.1207**	**4.0000e-003**		**142.2207**

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	**0.0665**	**0.0416**	**0.4861**	**1.4300e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**142.1207**	**142.1207**	**4.0000e-003**		**142.2207**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 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
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.9354	5,691.9354	0.1602		5,695.9408
Total	**3.0904**	**14.8350**	**23.2704**	**0.0926**	**7.0087**	**0.0749**	**7.0836**	**1.8799**	**0.0699**	**1.9498**		**9,481.0104**	**9,481.0104**	**0.3984**		**9,490.9691**

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 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
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.9354	5,691.9354	0.1602		5,695.9408
Total	**3.0904**	**14.8350**	**23.2704**	**0.0926**	**7.0087**	**0.0749**	**7.0836**	**1.8799**	**0.0699**	**1.9498**		**9,481.0104**	**9,481.0104**	**0.3984**		**9,490.9691**

3.5 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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 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
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
Total	**2.8211**	**11.4799**	**21.2591**	**0.0893**	**7.0088**	**0.0601**	**7.0688**	**1.8799**	**0.0557**	**1.9356**		**9,155.1981**	**9,155.1981**	**0.3538**		**9,164.0437**

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 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
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
Total	**2.8211**	**11.4799**	**21.2591**	**0.0893**	**7.0088**	**0.0601**	**7.0688**	**1.8799**	**0.0557**	**1.9356**		**9,155.1981**	**9,155.1981**	**0.3538**		**9,164.0437**

3.6 Paving - 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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	**0.0469**	**0.0282**	**0.3349**	**1.0300e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**102.6928**	**102.6928**	**2.7000e-003**		**102.7603**

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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	**0.0469**	**0.0282**	**0.3349**	**1.0300e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**102.6928**	**102.6928**	**2.7000e-003**		**102.7603**

3.6 Paving - 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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	**0.0444**	**0.0257**	**0.3114**	**1.0000e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**99.5045**	**99.5045**	**2.4700e-003**		**99.5663**

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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	**0.0444**	**0.0257**	**0.3114**	**1.0000e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**99.5045**	**99.5045**	**2.4700e-003**		**99.5663**

3.7 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	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	**0.4734**	**0.2743**	**3.3220**	**0.0107**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,061.3818**	**1,061.3818**	**0.0264**		**1,062.0410**

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	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	**0.4734**	**0.2743**	**3.3220**	**0.0107**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,061.3818**	**1,061.3818**	**0.0264**		**1,062.0410**

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	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

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 Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

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 Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

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	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

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	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Attachment C

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,623
Amortized (MT CO2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized (MT CO2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

EXHIBIT B

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

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Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting.* Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition.* Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference.* Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

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Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference.* Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

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Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference.* Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

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Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*.. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

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Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conferenc*e. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation.* Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest.* Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell.* Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest.* Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E, C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the United States District Court For The District of New Jersey
Duarte et al, *Plaintiffs,* vs. United States Metals Refining Company et. al. *Defendant.*
Case No.: 2:17-cv-01624-ES-SCM
Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk, *Plaintiffs,* vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" *Defendant.*
Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No.: No. BC615636
Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No.: No. BC646857
Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiff vs. The 3M Company et al., Defendants
Case: No 1:16-cv-02531-RBJ
Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No 1923
Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
Cause No C12-01481
Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition, 8-23-2017

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No.: LC102019 (c/w BC582154)
Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., *Plaintiffs,* vs. Meritor Inc., et al., *Defendants*
Case Number: 4:16-cv-52-DMB-JVM
Rosenfeld Deposition: July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No.: No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial, March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No.: RG14711115
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No.: LALA002187
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Doug Pauls, et al.,, et al., Plaintiffs vs. Richard Warren, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action N0. 14-C-30000
Rosenfeld Deposition, June 2015

In The Third Judicial District County of Dona Ana, New Mexico
Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward DeRuyter, Defendants
Rosenfeld Deposition: July 2015

In The Iowa District Court For Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No 4980
Rosenfeld Deposition: May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
Case Number CACE07030358 (26)
Rosenfeld Deposition: December 2014

In the United States District Court Western District of Oklahoma
Tommy McCarty, et al., Plaintiffs, v. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City Landfill, et al. Defendants.
Case No. 5:12-cv-01152-C
Rosenfeld Deposition: July 2014

In the County Court of Dallas County Texas
Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant.*
Case Number cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., *Plaintiffs,* vs. Republic Services, Inc., et al., *Defendants*
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition: October 2012

In the United States District Court of Southern District of Texas Galveston Division
Kyle Cannon, Eugene Donovan, Genaro Ramirez, Carol Sassler, and Harvey Walton, each Individually and on behalf of those similarly situated, *Plaintiffs,* vs. BP Products North America, Inc., *Defendant.*
Case 3:10-cv-00622
Rosenfeld Deposition: February 2012
Rosenfeld Trial: April 2013

In the Circuit Court of Baltimore County Maryland
Philip E. Cvach, II et al., *Plaintiffs* vs. Two Farms, Inc. d/b/a Royal Farms, Defendants
Case Number: 03-C-12-012487 OT
Rosenfeld Deposition: September 2013

EXHIBIT C

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

1640 5th St.., Suite 204 Santa
Santa Monica, California 90401
Tel: (949) 887-9013
Email: mhagemann@swape.com

Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

Geologic and Hydrogeologic Characterization
Industrial Stormwater Compliance
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
CEQA Review

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 25 years of experience in environmental policy, assessment and remediation. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) while also working with permit holders to improve hydrogeologic characterization and water quality monitoring.

Matt has worked closely with U.S. EPA legal counsel and the technical staff of several states in the application and enforcement of RCRA, Safe Drinking Water Act and Clean Water Act regulations. Matt has trained the technical staff in the States of California, Hawaii, Nevada, Arizona and the Territory of Guam in the conduct of investigations, groundwater fundamentals, and sampling techniques.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 100 environmental impact reports since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, Valley Fever, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at industrial facilities.
- Manager of a project to provide technical assistance to a community adjacent to a former Naval shipyard under a grant from the U.S. EPA.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.
- Expert witness on two cases involving MTBE litigation.
- Expert witness and litigation support on the impact of air toxins and hazards at a school.
- Expert witness in litigation at a former plywood plant.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.

- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt taught physical geology (lecture and lab and introductory geology at Golden West College in Huntington Beach, California from 2010 to 2014.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal repesentatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F**. 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examination, 2009-2011.

EXHIBIT D

Case Summary & Documents

Case Number Ordinance Zoning Information CP

Case Number:

APCC-2021-10197-ZC

Search

Approved Documents Initial Submittal Documents

0 Approved Documents found f

Type

No Approve

Case Number: APCC-2021-10197-ZC

Case Filed On: 12/14/2021

Accepted For Review On:

Assigned Date: 07/05/2022

Staff Assigned: STEPHANIE ESCOBAR

Hearing Waived / Date Waived : No

Hearing Location:

Hearing Date : 12:00 AM

APCC Action:

APCC Action Date:

End of Appeal Period:

Appealed: No

BOE Reference Number: 0

Case on Hold?: Yes

Primary Address

Address	CNC	CD
929 E 2ND ST 90012	Los Angeles Historic Cultural	14

View All Addresses

Project Description: ADDING COMMERCIAL FLOOR AREA OF 120,410 SF TO AN EXISTING 102,679 SF COMMERCIAL FLOOR AREA AND 131 FEET IN HEIGHT.

Applicant: JONATHAN ZALOMEK [Company: 929 E4 LLC]

Representative: JERRY HERNADEZ [Company: DLA PIPER]

View Related Cases

Related Cases

Case Number

No additional cases were found

Permanent Link: https://planning.lacity.org/pdiscaseinfo/caseid/MjUzMjk30

311 | City of LA | Privacy Policy | Disclaimer

HELPFUL LINKS

- City of Los Angeles
- City Departments and Bureaus
- Department of City Planning
- Zoning/Property Info (ZIMAS)

PLANNING TOOLKIT

GET IT ON Google Play

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Related Cases

Case Number
No additional cases were found

EXHIBIT E

EXPEDITED PERMIT FEE AGREEMENT

Section 19.01-W LAMC

City of Los Angeles - Department of City Planning

ENTITLEMENT
REQUEST(S): ZONE CHANGE

Project Address: 929 E 2nd Street

I hereby promise to pay all expenses for additional cost and physical resources necessary to expedite the permit process for the above development project. I understand that the expedited service charges are in addition to and separate from the fees charged elsewhere in the L.A. Municipal Code. **I also understand that the initial fee of $8,500 is a deposit, and I agree to pay any additional costs that exceed this deposit to the City of Los Angeles** for Planning Department Staff as well as other City Departments for time used to expedite the subject case(s), including any costs accrued during any appeal(s) of the subject case(s). I am well informed that the processing of the case may be placed on hold if an invoice billing for the excessive costs becomes past due. In the event that the property is sold, I understand that I am still responsible for any costs accrued until such time as the new property owners accept responsibility of fees in writing by filing a new Expedited Permit Fee Form with the Planning Department.

Initial Deposit: $15,000

COMPANY/OWNER/APPLICANTS AFFIDAVIT

Under penalty of perjury the following declarations are made:

a. The undersigned is the owner or lessee, or authorized agent of the owner or lessee with power of attorney or officers of a corporation (submit proof). (NOTE: for zone changes, lessee may not sign).
b. The information presented is true and correct to the best of my knowledge.
c. The undersigned has read and accepted the above statement.

Owner/Applicant: 929 E4 LLC

Print Address: 9800 Wilshire Boulevard

Beverly Hills, CA 90212

Telephone No.: (310) 299-7020

Authorized Signature:

Print Name: 929 E4 LLC, By: 929 E4 Inc., Its Manager, Jonathan Zalomek, the Managing Agent

Email Address: JZ@ESTATE4.co.uk

Date: 01/26/2022

*Please note that the information listed above will be used for billing purposes. Please do not use a P.O. Box as the address.

Representative: DLA Piper LLP

Contact: Jerry Neuman / Sara Hernandez

Print Address: 550 S Hope Street, Suite 2400

Los Angeles, CA 90071

Telephone No.: (213) 694-3143

For Owner/Applicant Authorized Signature Only:
Subscribed and sworn before me this (date):

, in the County of _____, State of

California

Notary Public

Stamp:

SEE ATTACHED CERTIFICATE

Accepted By Expedited Processing Section

Signature:

Date: January 24, 2022

(The application must be filed within 180 days of the date referenced above.)

See the reverse for additional requirements.

CALIFORNIA JURAT **GOVERNMENT CODE § 8202**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of LOS ANGELES

Subscribed and sworn to (or affirmed) before me on

this 26TH day of JANUARY, 20 22, by
Date *Month* *Year*

(1) JONATHAN ZALOMEK

(and (2) _____),
Name(s) of Signer(s)

proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.

LISA PILLSBURY LORD
Notary Public - California
Los Angeles County
Commission # 2242620
My Comm. Expires Jun 10, 2022

Signature _____
Signature of Notary Public

Place Notary Seal and/or Stamp Above

OPTIONAL

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: EXPEDITED PERMIT FEE AGMT

Document Date: JANUARY 26, 2022 Number of Pages: _____

Signer(s) Other Than Named Above: _____

All public noticing materials (e.g., mailing labels, notification map, BTC invoice) shall be provided upon filing. See here for Mailing Procedures.

Additionally, the following items shall be submitted at the time of filing:

Environmental Clearance:

☐ Ministerial Action (Exempt from CEQA)

☐ Categorical Exemption

☒ Environmental Assessment Form (ND/MND, Class 32 CE, SCEA, SCPE)

☒ Addendum to Environmental Case No. ENV-2016-1081-MND

☐ Expanded Initial Study

Additional Forms/Documents Required (at filing):

☐ Preliminary Zoning Assessment Referral Form – Sections I & II

☐ Affordable Housing Referral Form / TOC Referral Form

☐ HCIDLA Housing Replacement Determination Letter

☐ Redevelopment Project Area Administrative Review and Referral Form

☐ Geographic Project Planning Referral Form

Additional Studies Required (Submitted w/in 30 days of filing):

☐ Written responses to CEQA Guidelines Section 15300.2

☐ A copy of completed Air Quality Study

☐ CalEEMod calculations for the Project

☐ A copy of completed Tree Report

☐ A copy of a Historic Report on the Property

☐ A copy of completed Geologic and/or Soils Report

☐ A copy of completed Noise Study

☒ A copy of completed Transportation Study Assessment (LADOT Referral Form)

☐ A copy of a completed Traffic Study

Additional:

☐ Copy of Bureau of Engineering Receipt or R3 Letter

☐ Copy of Bureau of Engineering Planning Case Referral Form (PCRF)

EXHIBIT F

Print

August 10, 2022

Document Report

Documents

Document Number(s)

Record Description
Record ID: 72916052
Doc Type: GRADING
Sub Type: SOILS & GEOLOGY FILE
Doc Date: 12/11/2018
Status: DENIED
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: 1051214201868330
Dwelling Units: None
Comments: RPT 11/16/2018

Property Address(es)
929 E 2ND ST 90012-0000

Legal Description(s)
Tract: TR 8421
Block: BLK 3 **Lot:** LT 4 **Arb:**
Map Reference:M B 116-85/86 **Modifier:**

****

Note: If you have any questions, please visit one of our Records Counter Section open Monday thru Fridays from 7:30 AM to 4:30 PM, EXCEPT on Wednesdays which opens from 9:00 AM to 4:30 PM.

Locations: Metro - 201 N. Figueroa St., 1st Floor Rm. 110, Los Angeles CA 90012
Van Nuys - 6262 Van Nuys Blvd, 2nd Floor Van Nuys CA 91401

EXHIBIT G

APPLICATIONS:

ENVIRONMENTAL ASSESSMENT FORM

THIS BOX FOR CITY PLANNING STAFF USE ONLY

Environmental Case Number: _____

Related Case Numbers: _____

Case Filed With (Print Name): _____ Date Filed: _____

EAF Accepted By (Print Name): _____ Date Accepted: _____

All terms in this document are applicable to the singular as well as the plural forms of such terms.

Project Address[1]: 929-939 East 2nd Street, Los Angeles CA 90012

Assessor's Parcel Number: 5163-004-007 and -011

Major Cross Streets: 1st Street; Alameda Street, Santa Fe Avenue

Community Plan Area: Central City North Council District: 14

APPLICANT (if not Property Owner)	**PROPERTY OWNER**
Name: same as Owner	Name:
Company:	Company: 929 E4 LLC
Address:	Address: 9800 Wilshire Boulevard
City: State: Zip Code:	City: Beverly Hills State: CA Zip Code: 90212
E-Mail:	E-Mail: j.zalomek@estate4.co.uk
Telephone No.:	Telephone No.:

APPLICANT'S REPRESENTATIVE	**ENVIRONMENTAL REVIEW CONSULTANT**
Name: Sara Hernendaz	Name:
Company: DLA Piper	Company:
Address: 550 S. Hope Street, 24th Floor	Address:
City: Los Angeles State: CA Zip Code: 90071	City: State: Zip Code:
E-Mail: sara.hernadez@us.dlapiper.com	E-Mail:
Telephone No.: 2136943143	Telephone No.:

[1] Project address must include all addresses on the subject site (as identified in ZIMAS; http://zimas.lacity.org)

OVERVIEW

CEQA, or the California Environmental Quality Act, is a statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible. CEQA requires public agencies to conduct environmental review before making a determination on a project. The environmental review process examines the potential impacts your project will have on the property and its surroundings and makes recommendations (mitigation measures) on how to minimize or reduce those impacts that are found to be significant. The purpose of this application is to assist staff in determining the appropriate environmental clearance for your project. Please fill out this form completely. Missing, incomplete or inconsistent information will cause delays in the processing of your application.

1. PROJECT DESCRIPTION

A. Briefly describe the entire project and any related entitlements (e.g., Tentative Tract, Conditional Use, Zone Change, etc.). The description must include all phases and plans for future expansion.

Zone Change to modify Q Condition to permit a total of 120,410 sf of floor area at site in lieu of the originally approved 102,679 sf of commercial floor area. The project would remain approximately 131 feet in height.

Additional information or Expanded Initial Study attached: ☐ YES ☑ NO

B. Will the project require certification, authorization, clearance or issuance of a permit by any federal, state, county, or environmental control agency, such as Environmental Protection Agency, Air Quality Management District, Water Resources Board, Environmental Affairs, etc.? ☐ YES ☑ NO

If YES, please specify:

2. EXISTING CONDITIONS

A. Project Site.

Lot Area: 29,798 square feet

Net Acres: 0.68 Gross Acres: 0.68

B. Zoning/Land Use.

	Existing	Proposed
Zoning	(T)(Q)C2-2-RIO	(T)(Q)C2-2-RIO
Use of Land	Commercial	Commercial
General Plan Designation	Regional Commercial	Regional Commercial

C. Structures.

1. Does the property contain any vacant structures? ☑ YES ☐ NO

If YES, describe and state how long it has been vacant: two-story concerte industrial building constructed in 1926 and pre-dates City's zoning system. Has been vacant since at least 2018.

2. Will any structures be removed/demolished as a result of the project? ☐ YES ☑ NO

If YES, provide the number: _____, type: _____ _____, total square footage: _____ and age: _____ of structures to be removed.

If residential dwellings (apartments, single-family, condominiums, etc.) are being removed indicate the number of units: _____

D. Trees.

Are there any trees on the property, and/or within the public right-of-way next to the property, that will be removed or impacted***** as a result of the project? ☑ YES ☐ NO

If YES, complete the following:

Tree Status	Quantity Existing	Tree Types	Quantity Removed	Quantity Relocated	Quantity Replaced	Quantity Impacted*
Non-Protected Trees (8" trunk diameter and greater)	2	Ginko bioloba		2		
Protected Trees (4" trunk diameter and greater)		Oak Tree (excluding Scrub Oak)				
		Southern California Black Walnut				
		Western Sycamore				
		California Bay				
Protected Shrubs (4" trunk diameter and greater		Toyon				
		Mexican Elderberry				

***** Impacted means that grading or construction activity will be conducted within five (5) feet of, or underneath, the tree's canopy.

Additional information attached: ☐ YES ☑ NO

*If a protected tree (as defined in Section 17.02 of the LAMC) will be removed, replaced, relocated, or impacted, a **Tree Report** is required.*

E. Slope. State the percent of property which is:

Less than 10% slope: 100% 10-15% slope: _____ over 15% slope: _____

*If slopes over 10% exist, a **Topographic Map** will be required.*

F. Grading. Specify the total amount of dirt being moved:

☐ 0-500 cubic yards ☐ More than 500 cubic yards

If more than 500 cubic yards (indicate amount): No change from approved project cubic yards

G. Import/Export. Indicate the amount of dirt to be imported or exported:

Imported: _____ cubic yards Exported: _____ cubic yards

Location of disposal site: No change from approved project

Location of borrow site: _____

Is the Project Site located within a Bureau of Engineering (BOE) Special Grading Area? ☐ YES ☐ NO

*If YES, a **Haul Route** is required.*

H. Hazardous Materials and Substances. Is the project proposed on land that is or was developed with a dry cleaning, automobile repair, gasoline station, or industrial/manufacturing use, or other similar type of use that may have resulted in site contamination? ☐ YES ☑ NO

If YES, describe: _____

*If YES, a **Phase I Environmental Site Assessment (ESA)** is required.*

I. Historic, Cultural and/or Architecturally Significant Site or Structure. Does the project involve any structures, buildings, street lighting systems, spaces, sites or components thereof which are designated or may be eligible for designation in any of the following? If YES, please check and describe:

☐ National Register of Historic Places: _____

☐ California Register of Historic Resources: _____

☐ City of Los Angeles Cultural Historic Monument: _____

☐ Located within a City of Los Angeles Historic Preservation Overlay Zone (HPOZ): _____

☐ Identified on SurveyLA: _____

☐ Identified in HistoricPlacesLA: _____

Does the Project affect <u>any</u> structure 45 or more years old that does not have a local, state, or federal designation for cultural or historic preservation? ☐ YES ☐ NO

J. Miscellaneous. Does the property contain any easements, rights-of-way, Covenant & Agreements, contracts, underground storage tanks or pipelines which restrict full use of the property? ☐ YES ☑ NO
If YES, describe: _____
_____ and indicate the sheet number on your plans showing the condition: _____.

3. PROPOSED DEVELOPMENT

In the sections below, describe the entire project, not just the area in need of the entitlement request. If the project involves more than one phase or substantial expansion or changes of existing uses, please document each portion separately, with the total or project details written below. Attach additional sheets as necessary to fully describe the project.

A. ALL PROJECTS

i. Parking.

Vehicular Parking

Required: 205 + Guest: _____

Proposed: 241 + Guest: _____

Bicycle Parking:

Required Long-Term: 19 Required Short-Term: 15

Proposed Long-Term: 20 Proposed Short-Term: 20

ii. Height.

Number of stories (not including mezzanine levels): 8 Maximum height: 131 ft

Are Mezzanine levels proposed? ☑ YES ☐ NO

If YES, indicate on which floor: 6

If YES, indicate the total square feet of each mezzanine: 3,891 square feet

*New construction resulting in a height in excess of 60 feet may require a **Shade/Shadow Analysis**. This does not apply to projects that are located within a Transit Priority Area (TPA) as defined by ZI-2452 (check the Planning and Zoning tab in ZIMAS for this information http://ZIMAS.lacity.org).*

iii. Project Size.

What is the total floor area of the project? 120,410 gross square feet

iv. Lot Coverage. Indicate the percent of the total project that is proposed for:

Building footprint: 97%

Paving/hardscape: _____%

Landscaping: _____%

v. **Lighting.** Describe night lighting of project: No change from approved project

_____.

B. RESIDENTIAL PROJECT

If no portion of the project is residential, check ☑-N/A and continue to next section

i. **Number of Dwelling Units.**

Single Family: _____, Apartment: _____, Condominium: _____

ii. **Recreational Facilities.** List recreational facilities for project: _____

_____

_____

iii. **Open Space.**

Does the project involve new construction resulting in additional floor area and units? ☐ YES ☑ NO

Does the project involve six or more residential units? ☐ YES ☑ NO

If YES to both, complete the following

Pursuant to LAMC 12.21.G	Required	Proposed
Common Open Space (Square Feet)		
Private Open Space (Square Feet)		
Landscaped Open Space Area (Square Feet)		
Number of trees (24-inch box or greater)		

iv. **Utilities.** Describe the types of appliances and heating (gas, electric, gas/electric, solar): _____

_____

v. **Accessory Uses.** Describe new accessory structures (detached garage, guest house, swimming pool, fence, stable, etc.) and/or additions: n/a

_____

_____

C. COMMERCIAL, INDUSTRIAL OR OTHER PROJECT

If the project is residential only, check ☐-N/A and continue to next section

i. **Type of Use.** office, restuarant

_____

ii. **Project Size.** Does the project only involve the remodel or change of use of an existing interior space or leasehold? ☐ YES ☑ NO

If YES, indicate the total size of the interior space or leasehold: _____ square feet

iii. **Hotel/Motel.** Identify the number of guest rooms: 0 guest rooms

iv. **Days of operation.** N/A

Hours of operation. N/A

v. **Special Events.** Will there be special events not normally associated with a day-to-day operation (e.g., fundraisers, pay-for-view events, parent-teacher nights, athletic events, graduations)? ☐ YES ☑ NO

If YES, describe events and how often they are proposed _____

vi. **Occupancy Limit.** Total Fire Department occupancy limit: No change from approved pr

a. Number of fixed seats or beds N/A

b. Total number of patrons/students N/A

c. Number of employees per shift N/A, number of shifts N/A

d. Size of largest assembly area N/A square feet

v. **Security.** Describe security provisions for the project N/A

4. SELECTED INFORMATION

A. **Circulation.** Identify by name all arterial road types (i.e., Boulevard I, II, Avenue I, II, III) and freeways within 1,000 feet of the proposed Project; give the approximate distances (check http://navigatela.lacity.org for this information). 1st Street (Avenue II, 202 feet); Santa Fe Avenue (Modified Avenue III, 411 feet); Alameda Street (Avenue I, 1,100 feet)

B. **Green building certification.** Will the project be LEED-certified or equivalent? ☐ YES ☑ NO

If YES, check appropriate box:

☐ Certified ☐ Equivalent ☐ Silver ☐ Gold ☐ Platinum ☐ Other _____

C. **Fire sprinklers.** Will the Project include fire sprinklers? ☑ YES ☐ NO

5. CLASS 32 URBAN INFILL CATEGORICAL EXEMPTION (CE) REQUEST

The Class 32 "Urban Infill" Categorical Exemption (Section 15332 of the State CEQA Guidelines), is available for development within urbanized areas. This class is not intended to be applied to projects that would result in any significant traffic, noise, air quality, or water quality impacts.

☐ **Check this box if you are requesting a Class 32 Exemption, and:**

- ☐ You have read DCP's Specialized Instructions for the Class 32 Categorical Exemption (CP-7828) and,
- ☐ You have submitted the written justifications identified in the Specialized Instructions, and any supporting documents and/or technical studies to support your position that the proposed Project is eligible for the Class 32 Exemption and the project does not fall under any of the Exceptions pursuant to CEQA Section 15300.2.

Note that requesting the Urban Infill CE does not guarantee that the request will be accepted. The City may require additional studies and information, if necessary, to process the CE. The City reserves all rights to determine the appropriate CEQA clearance, including using multiple clearances and requiring an EIR if necessary.

APPLICANT/CONSULTANT'S AFFIDAVIT

OWNER MUST SIGN AND BE NOTARIZED,

IF THERE IS AN AGENT, THE AGENT MUST ALSO SIGN AND BE NOTARIZED

PROPERTY OWNER	CONSULTANT/AGENT
I, (print name) 929 E4 LLC, By: 929 E4 Inc., Its Manager, Jonathan Zalomek, the Managing Agent	I, (print name) Sara Hernandez, DLA Piper LLP
Signature	Signature

being duly sworn, state that the statements and information, including plans and other attachments, contained in this Environmental Assessment Form are in all respects true and correct to the best of my knowledge and belief. I hereby certify that I have fully informed the City of the nature of the Project for purposes of the California Environmental Quality Act (CEQA) and have not submitted this application with the intention of segmenting a larger Project in violation of CEQA. I understand that should the City determine that the Project is part of a larger Project for purposes of CEQA; the City may revoke any approvals and/or stay any subsequent entitlements or permits (including certificates of occupancy) until a full and complete CEQA analysis is reviewed and appropriate CEQA clearance is adopted or certified.

Space Below for Notary's Use

California All-Purpose Acknowledgement **Civil Code Section 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document, to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of LOS ANGELES

On SEPTEMBER 15 2021 before me, LISA PILLSBURY LORD, NOTARY PUBLIC
(Insert Name of Notary Public and Title)

personally appeared JONATHAN ZALOMEK, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf on which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature (Seal)

LISA PILLSBURY LORD
Notary Public - California
Los Angeles County
Commission # 2242620
My Comm. Expires Jun 10, 2022

APPLICANT/CONSULTANT'S AFFIDAVIT

OWNER MUST SIGN AND BE NOTARIZED,

IF THERE IS AN AGENT, THE AGENT MUST ALSO SIGN AND BE NOTARIZED

PROPERTY OWNER	CONSULTANT/AGENT
I, (print name) Paolo Carini, Authorized Signatory of Art District E4 LLC	I, (print name) Sara Hernandez, DLA Piper LLP
Signature _____	Signature _____

being duly sworn, state that the statements and information, including plans and other attachments, contained in this Environmental Assessment Form are in all respects true and correct to the best of my knowledge and belief. I hereby certify that I have fully informed the City of the nature of the Project for purposes of the California Environmental Quality Act (CEQA) and have not submitted this application with the intention of segmenting a larger Project in violation of CEQA. I understand that should the City determine that the Project is part of a larger Project for purposes of CEQA; the City may revoke any approvals and/or stay any subsequent entitlements or permits (including certificates of occupancy) until a full and complete CEQA analysis is reviewed and appropriate CEQA clearance is adopted or certified.

Space Below for Notary's Use

California All-Purpose Acknowledgement **Civil Code Section 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document, to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Los Angeles

On September 15, 2021 before me, Gerardo Martinez, Notary Public
(Insert Name of Notary Public and Title)

personally appeared Sara Hernandez, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf on which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

GERARDO MARTINEZ
Notary Public - California
Los Angeles County
Commission # 2249061
My Comm. Expires Jul 6, 2022

INSTRUCTIONS: Environmental Assessment Form

REQUIRED SUBMITTAL MATERIALS:

The following materials are required when submitting an Environmental Assessment Form (EAF); materials must be consistent with the application. All materials should reflect the entire Project, not just the area in need of a zone change, variance, or other entitlement.

The submittal materials are IN ADDITION TO those required for any case/application for which the Environmental Assessment Form is being filed.

Exhibits Required: ***Please note that based on the circumstances of a particular project proposal, in order to adequately analyze the environmental impacts of the project, assigned staff may require any of the following reports even if the project does not meet the indicated threshold.***

A. **Plot Plans and/or Subdivision Map and/or Haul Route Map:** One full size plot plan, subdivision map or haul route map and two 11" x 17" copies; material must show the location and layout of proposed development, including dimensions. Include topographic lines where grade is over 10%, and the location and diameter of all existing trees and shrubs with a trunk diameter greater than four inches on the project site and the adjacent public right-of-way.

B. **Vicinity Maps:** Two copies (8½" x 11") showing an area larger than the Radius/Land Use Map and depicting nearby street system, public facilities and other significant physical features with project area highlighted (similar to road maps, etc.).

C. **Color Pictures:** Two or more color pictures of the project site (taken within the last 30 days) showing existing improvements, walls, trees, shrubs and other structures on the property. Black and white or gray scale copies of color photos are not acceptable; internet "street view" images are not acceptable.

D. **Notice of Intent Fee:** An UNDATED check in the amount of $75 made out to the **Los Angeles County Clerk** for the purpose of filing a Notice of Intent to Adopt a Negative Declaration as required by Section 15072 of the State CEQA Guidelines.

E. **Payment Receipt:** Fees must be paid at the time of filing the Environmental Assessment per Article 9, Section 19.05 of the LAMC for the purpose of processing the initial study and for the publication of the Negative Declaration or Mitigated Negative Declaration; provide one copy of the payment receipt.

F. **Associated Application:** A duplicate copy of the application for the associated entitlement (e.g. zone change, general plan amendment, variance, conditional use, subdivider's statement) including entitlement justification and/or findings, if available.

G. **Project Planning Referral Form:** A copy of signed Project Planning Referral form (CP-7812) if the proposed project is located in a specific plan area, Community Design Overlay (CDO), Neighborhood Oriented District (NOD), Sign District (SN), Pedestrian Oriented District (POD), Community Plan Implementation Ordinance area and/or involves a small lot subdivision or affordable housing (e.g. Density Bonus, Conditional Use >35% increase, Public Benefit) type of project.

H. **Radius/Land Use Maps:** Two full size and two 8½" x 11" reduced size radius maps, if required for discretionary filing. Maps shall be prepared in compliance with the *Radius Map Requirements & Guidelines* (CP-7826); 300' radius line is okay for site plan review applications.

I. **Elevation Plans:** One full size and two 11" x 17" size plans. See DCP's *Elevation Instructions* form (CP-7817) for technical requirements and a listing of types of cases where elevations are always required. Exterior elevations can be required by planning staff as needed to illustrate and communicate the details of any case. Elevation plans must always show legible height dimensions.

J. **Floor Plans:** One full size and two 11" x 17 size. Floor plans should include patios, balconies and, if proposed for use, portions of the right-of-way. Floor plans are always required for hillside projects, CUB's (seats must be numbered), projects where the City Planning Commission (CPC) or the Area Planning Commission (APC) is the decision maker and other cases when the request involves the interior lay-out of a project. Refer to the Floor Plan Instructions (CP-7751) for detailed information about technical requirements.

K. **Tree Report:** Two copies of a tree report if the project involves removal, relocation, or replacement of any protected trees and shrubs on the project site or in the right-of way adjacent to the site, per Ordinance No. 186,873.

L. **Geology/Soils Approval Letter:** A copy of letter from Department of Building and Safety and copy of referenced geotechnical report, if located in hillside area and only if new construction is proposed.

M. **Haul Route Approval:** Projects within a Hillside Grading Area involving import/export of 1,000 cubic yards or more shall submit a Soils and/or Geotechnical Report reviewed & approved by LADBS.

N. **Topographic Map:** If slopes over 10% exist. If site is over 50 acres, 1" = 200' scale is acceptable.

O. **Cultural/Historic Impact Report:** If the project involves a designated Cultural/Historic property or a historic/cultural resource deemed eligible as historic resources through SurveyLA.

P. **Cultural/Historic Assessment:** If the project involves an undesignated structure, 45 years or older, provide clear unobstructed color photographs of all building facades, including accessory structures and a copy of the original (oldest) building permit, with plan sketch, if available.

Q. **Traffic Assessment:** If the project approaches or exceeds the following thresholds a Traffic Assessment review by the Department of Transportation (DOT) may be required (this list is not exhaustive, and unlisted uses may also require assessment).

Use	Threshold
Apartments	40 units
Condominiums (incl. live/work)	48 units
Convenience store (24-hr)	340 sf.
Convenience store (<24-hr)	720 sf.
Shopping center	6,700 sf.
Supermarket	2,600 sf.

Use	Threshold
General office	16,000 sf.
Fast food w/no drive-thru	570 sf.
Fast food w/drive thru	550 sf.
Restaurant – high turn over	2,300 sf.
Restaurant (including bars)	3,300 sf.

Please note that a Traffic Assessment does not necessarily result in a Traffic Study. However, an additional fee, pursuant to Section 19.15 will be required by the DOT for review of the assessment

R. **Duplicate Files:** An additional copy of the EAF and each exhibit is necessary for projects which are located in:

- ☐ The Coastal Zone
- ☐ The Santa Monica Mountains area

EXHIBIT H

Attachment A
Project Description and Actions Requested

Address: 929-939 E. 2nd Street, Los Angeles, CA 90012
APN: 5163-004-007, 5163-004-011

I. Actions Requested

A. **Zone Change** pursuant to Los Angeles Municipal Code ("LAMC") Section 12.32 to modify the Qualified Classification ("Q Classification") at the Site to allow an increase in floor area from 102,679 square feet ("sf") to 120,410 sf.

II. Project Description

929 E4 LLC ("Applicant") previously obtained entitlements for a mixed-use commercial project ("Approved Project" or "Project") which consists of a renovation to the existing building and an addition of five new levels on top to create a seven-story, 131-foot high, 102,679 square-foot, mixed use commercial development. The Applicant now proposes a modified project that would maintain the Approved Project's building height and design, but move the proposed parking spaces within the basement level, to create additional office space ("Modified Project"). In addition to the relocation of the parking in the building, the Modified Project would add approximately 19,900 square feet of additional floor area for a resulting total floor area of 120,410 sf.

A. Project Site Location and Existing Improvements

The irregularly shaped Site is comprised of two parcels located at the northwest corner of 2nd Street and Vignes Street and has an address of 929-939 East 2nd Street (the "Site") in the City of Los Angeles (the "City"). The combined lot area totals approximately 22,221 sf (0.51 acres). The Site is bounded by 2nd Street to the south, Vignes Street to the east, 1st Street to the north and Hewitt Street to the east. The Site is currently improved with an existing two-story concrete industrial building originally constructed in 1926 and includes a vacant railroad spur.

The Modified Project, similar to the Approved Project proposes to renovate the existing building and add five new levels on top as well as underground parking to create a seven-story mixed use development.

B. General Plan and Zoning

The Site is located within the Central City North Community Plan (the "General Plan") and the River Improvement Overlay District (the "RIO District"). The General Plan designates the Site as Regional Commercial, which corresponds to the Site's current zoning designation of (T)(Q)C2-2-RIO. The Site is located in the Arts District, which was historically a center of industrial, commercial industrial, and warehousing activity on the eastern edge of downtown Los Angeles, but has since evolved to contain a more eclectic mix of uses including light industrial, commercial industrial, residential, warehouse, retail, live/work lofts, creative office, artist galleries, boutique retail stores, and restaurant/café uses. The Modified Project would maintain the current land use designation and zoning and would simply change the Q Classification to allow an increase in floor area from 102,679 square feet to 120,410 square feet.

C. Proposed Development

The Approved Project for the Site consists of a renovation to the existing building and an addition of five new levels above the existing building to create a seven-story, 131-foot tall, 102,679 square-foot, mixed use commercial development with a food market/restaurant, café, coffee bar, retail space, artist studios, and a private membership club providing spaces for offices, a screening room, retail, a gym, a pool, photo studios, events and a restaurant/lounge dispersed throughout the ground floor, second, third, fifth, sixth and seventh levels. The Approved Project's uses generally fall within two categories: a private membership club and general commercial uses that are open to the public. Parking for 241 vehicles was to be provided in the basement level and floor 4, which consists of two levels, of the renovated existing building through the use of an automated lift and shuttle-carriage system accessed from an internal motorcourt along Vignes Street. The Approved Project would also provide 40 bicycle parking spaces.

Due to changing economic conditions amid global pandemic occurring post-entitlement of the Approved Project as well as advancements in automated parking design technology, some aspects of the Approved Project are proposed to be reconfigured to adequately address market demand, or lack thereof, for certain uses like a private club space, gym, spa and retail and to add to the neighborhood aesthetic by fully undergrounding parking for the development at the Site. Accordingly, the Applicant proposes a Modified Project that would maintain the Approved Project's building height and design, but move the proposed parking spaces within the basement level, to create additional office space. The Modified Project would more efficiently and more attractively locate parking in the basement of the property (shifting parking from level 4 where it was previously located). The fourth level (which would now become two floors) would be used as office space. In addition to the relocation of the parking in the building, the Modified Project would add approximately 19,900 square feet of additional floor area for a resulting total floor area of 120,410 sf. The Project would shift and change many of the specific private club, gym, spa and retail uses that had been approved with a greater emphasis on office space.

D. Site Vicinity

- **North:** The lots directly to the north of the Site are zoned CM-1-RIO and are improved with a one story 16,552 square foot commercial office building with adjoining surface parking lot.
- **West:** The lots directly to west of the Site are zoned (T)(Q)C2-2D-RIO and CM-1 and are improved with a new residential mixed-use development.
- **South:** The lots to the south of the site across 2nd Street are zoned M3-1-RIO and are improved with an old industrial one-story Artist in Residence building built in 1910. Current uses appear to be commercial retail, restaurant and office space.
- **East:** The lots directly to the east of the Site across Vignes Street are zoned M3-1-RIO and improved with 24,300 square foot Industrial and Light Manufacturing building built in 1907 and currently being used for commercial retail purposes on the ground floor.

III. Zone/Height District Change Findings

A. General Plan/Charter Findings

Charter Section 556 requires that Projects seeking a zone change and height district change approval to be in substantial conformances with the purposes, intent and provisions of the General Plan:

1. General Plan and Land Use Designation

The City's General Plan ("General Plan") is a comprehensive policy document that informs future land use decisions. The City's General Plan is comprised of 11 elements. Each of the General Plan's elements establishes land use designations and policies that apply to properties in the City. These policies assist decision makers as they review planning approvals for a new project or consider a proposed ordinance or policy. The majority of policies derived from these elements are implemented through the Los Angeles Municipal Code. The Land Use Element of the City's General Plan divides the City into 35 Community Plan areas. As previously mentioned, the Site is located within the Hollywood Community Plan area.

Under the applicable Community Plan, the land use designation for the Site is Regional Commercial. The Regional Commercial land use designation is consistent with the C2 zone of the Site. The Project proposes to maintain the C2-2 zoning designation but to changed the existing Q Classification to allow an increase in floor area from 102,679 square feet to 120,410 sf. The Site's C2-2 zoning does not establish any restriction on height for the Project, and the Site would be limited to a 6:1 FAR. Therefore, change would be in substantial conformance with the purposes, intent and provisions of the General Plan.

2. Central City North Community Plan Land Use Element

The Modified Project complies with the applicable provisions of the Los Angeles Municipal Code and the Central City North Community Plan ("Community Plan"), which became effective in the City on December 15, 2000 (City Council File 97-0282). The Project as a commercial development with a combination of offices and commercial (retail/restaurant) spaces, advances a number of specific goals, objectives and policies of the Community Plan, including:

Objective 2-1: *"To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services."*

Objective 2-2: *"To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses."*

The Modified Project, just like the Approved Project for the Site consists of a renovation to the existing building and an addition of five new levels above the existing building to create a seven-story, mixed use commercial development with a food market/restaurant, café, retail space, and office dispersed throughout the ground floor, second, third, fifth, sixth and seventh levels. In addition, the Modified Project provides on-site parking for approximately 270 vehicles in the basement of the Project through the use of an automated lift and shuttle-carriage system, exceeding the requirement of 240 on-site vehicle spaces. This updated mixed-use development strengthens viable commercial development in the community and provides additional opportunities for new commercial services.

Objective 2-3: *"To enhance the identity of distinctive commercial districts and to identify pedestrian oriented districts."*

Objective 2-4: *"To enhance the appearance of commercial districts."*

The Modified Project, just like the Approved Project for the Site maintains and improves the existing building, thereby preserving the distinctive architectural identity of the Arts District while

at the same time maximizing the efficient use of the site and updating the façade enhance the overall appearance and attractiveness of the Arts District. The Modified Project will be designed with high-quality architectural elements and will maintain and improve the façade with modern designs to create a distinctive commercial building that will enhance the architectural diversity of this burgeoning commercial area.

The proposed commercial areas open to the public include retail, a restaurant with market, and a coffee shop will support the needs of local residents and strengthen the economic vitality of the area. The Modified Project is designed to maximize the ground floor of the building with the aforementioned commercial uses as well as a ground floor courtyard and improved streetscape adding to and enhancing the pedestrian experience of the neighborhood. The entrance to the automated parking lot is accessed through an interior driveway creating an openness of the frontage along Vignes Street and allowing for street trees to be planted along the sidewalk. Though the Modified Project seeks a zone change of the existing Q Classification in order to permit a total floor area of 120,410 sf, the uses proposed are consistent with the policies to reinforce commercial development, grow the economic base, and improve aesthetics, and the Modified Project would retain the Approved Project's building envelope and façade.

Goal 5 : *A community with sufficient open space in balance with development.*

Objective 5-1: *To preserve existing open space resources and where possible develop new open space.*

The Modified Project provides for approximately 16,613 sf of open space when currently the Site provides for none. Of the new open space, approximately 9,594 sf will be open to the public and 65% will be landscaped. The retail pedestrian entry will be comprised of a landscaped open courtyard. The landscaped courtyard on 2nd Street has been designed to act as an extension of the right of way and will be amenity to the area.

Policy 13.1.4: *Encourage bicycle storage at new and existing non-residential developments and public places.*

The Modified Project includes 40 bicycle spaces, when only 37 are required. Of the bicycle parking 20 are long term and 20 are short term. This combined with the proximity to public transit options will create a bicycle and pedestrian friendly commercial environment.

3. Framework Element

The Framework Element of the General Plan ("Framework Element") was adopted by the City of Los Angeles in December 1996 and readopted in August of 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following goals, objectives and policies relevant to the instant request.

Goal 3A: *A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas,*

conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of vision for a more livable city.

Objective 3.1: *Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*

Policy 3.1.4: *Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram and Table 3-1 (Land Use Standards and Typical Development Characteristics)*

Objective 3.4: *Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.*

Policy 3.4.1: *Conserve existing stable residential neighborhoods and lower intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.*

Goal 3F: *Mixed-use centers that provide jobs, entertainment, culture and serve the region.*

Objective 3.10: *Reinforce existing and encourage the development of new regional centers that accommodate for a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.*

The Modified Project is located 0.3 miles from the exiting Little Tokyo/Arts District station of the Metro Gold Line and 0.6 miles from Union Station, in an area served by public transit options. Therefore, the Modified Project is located in an area suitable for commercial development at a higher scale. The Modified Project will contribute toward and facilitate the City's long-term fiscal and economic viability by renovating an existing building and transforming it into a mixed-use commercial project that includes offices and commercial (retail and restaurant) spaces, and related accessory uses. The zone change of the existing Q Classification to allow an increase in floor area will allow the Project to facilitate the development of new users, which will bring new and needed services and office to the Arts District community.

Objective 7.2: *"Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality."*

Objective 7.6: *"Maintain a viable retail base in the city to address changing resident and business shopping needs."*

The Modified Project proposes the construction of approximately 16,809 sf of public retail space, and an additional 10,010 sf of dining/lounge/bar area and 6,054 sf of restaurant or food market space. This balance of uses is designed to meet the needs of local residents and sustain the economic growth of the area. Specifically, the Modified Project advances the above objectives by concentrating commercial uses in an existing transit and commercial corridor and in an area that has recently added a large supply of residential units that would be served by increased job opportunities, retail and amenities. The variety of commercial uses of the Project, including restaurant, café, retail will create job opportunities for local residents. The members of the private club will also take advantage of neighboring commercial spaces, providing more business opportunities for existing businesses in the area.

The Modified Project also encourages the development of general commercial uses in the area, by increasing pedestrian activity in the vicinity and activating the Site to provide retail uses and services, which will support community needs. Finally, in addition to the inherent environmental advantages of locating new pedestrian oriented development near transit, the Project will incorporate sustainable development design principles consistent with the above objectives.

Policy 2.1.4: *"Enhance livability of neighborhoods by upgrading the quality of development and improving the quality of the public realm, including streets, streetscape and landscaping to provide shade and scale."*

The Project does not include housing, however, it improves the quality of the public realm by adding commercial amenities such as restaurant, retail and café to a neighborhood that has seen a rapid increase in residential development.

Objective 2.3: *"Encourage the location of housing, jobs, and services in mutual proximity. Accommodate a diversity of uses that support the needs of the City's existing and future residents."*

The Project is directly adjacent to a new five-story housing development and is located in an area that has seen a rapid increase in the housing supply. The addition of the restaurant, coffee shop, retail, office and other labor intensive commercial activities will provide employment opportunities for the local residents.

4. Mobility Plan 2025

The mobility Plan 2035, one of the elements of the City's General Plan, lays out the policy foundation for achieving a transportation systems that balances the needs of all road users. The Mobility Plan 2035 was adopted by the City Council on August 11, 2015, and last amended on September 7, 2016.

The Project is consistent with Mobility Plan 2035, and would further multiple policies set forth in Mobility Plan 2035, including:

Policy 2.3: ***Pedestrian Infrastructure.*** *Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

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

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

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

The Project would provide access for all modes of travel, including for pedestrians and cyclists. The Approved and Modified Project primarily consists of the adaptive reuse of an existing building. Much care has been put into ensuring that the Building can house necessary infrastructure. The Project employs an automated parking system whereby valet drivers load cars into lifts that bring the cars into the basement and fourth level with alley loading that seamlessly brings vehicles into and out of their parking spaces without human intervention and without disturbing the flow of pedestrians or visitors to the Project. The vehicular entry has been designed to accommodate the existing loading bays from the prior use of the Site.

Further, the Project is designed to place an emphasis on the quality of the public realm including the experience of pedestrian access by creating a vastly improved ground floor experience of areas that allow for pedestrian access. The Project will also promote a pedestrian-friendly environment with active commercial uses of a restaurant and market, coffee shop at street level as well as the proposed open space. The commercial spaces and open space available to the public are designed to ensure that ground floor commercial uses will benefit from additional connectivity between the Project and the neighboring areas and that neighborhood-serving retail will bring convenience to Project residents and the community.

Lastly, The Modified Project includes 40 bicycle spaces, when only 37 are required. Of the bicycle parking 20 are long term and 20 are short term. This combined with the proximity to public transit options will create a bicycle and pedestrian friendly commercial environment. Due to the Project's location in a transit-rich area with numerous Metro transit and LADOT transit bus lines that run and stop in the greater vicinity of the Project, the Project would also help connect Project employees and visitors to the surrounding neighborhood and transit amenities, thereby encouraging the pedestrian experience and convenient access to transit.

5. Sewerage Facilities Element

The Sewerage Facilities Element of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the Modified

Project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity, then the Applicant would build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

B. Charter Finding- City Charter Finding 558. Pursuant to LAMC Section 12.32-C, the Zone Change Is In Conformance with the Public Necessity, Convenience, General Welfare And Good Zoning Practice;

1. Public Necessity

The requested zone change to amend the Q Classification to allow an increase in floor area from 102,679 square feet to 120,410 square feet is in conformance with the public necessity in that it will allow the Site to better serve the needs of the community by allowing its redevelopment as a development that is consistent with the goals and objectives of the Framework Element and the Community Plan as outlined above. The Modified Project, which proposes a renovation to the existing building and an addition of five new levels above the existing building to create a seven-story, mixed use commercial development, would provide office, restaurant and retail uses within a commercially zoned area.

The Modified Project will enhance the neighborhood and contribute to the revitalization of this portion of the Arts District, introduce new employment opportunities, and generate increased tax revenues from an underutilized site designated for commercial use.

The Modified Project, with the proposed zone change, would optimize the commercial opportunities in the Community Plan area, thus providing a public necessity.

2. Convenience

Currently, the Site houses an underutilized two-story warehouse building. The Modified Project would renovate the existing building and add new levels above as the Approved Project allows. The additional requested floor area would be within the previously approved building envelope. This new design not only better utilizes the Site, it would underground most the on-site parking spaces, improving the aesthetics of the building by minimizing above ground parking.

The Modified Project's ability to increase commercial activity in the area will allow more employment opportunities, incentivize local spending and activity, stimulate economic growth, create a pedestrian-friendly shopping area and community, and increase convenience for local residents and workers of the neighborhood.

3. General Welfare

The Modified Project is in conformity with the general welfare in that it, like the Approved Project, includes substantial infrastructure improvements and public and common open space. For example, the Modified Project will invest in the public realm by including new pedestrian amenities, improved streetscapes, and public open space. The Modified Project would convert the existing warehouse building and former railroad spur, into additional five stories above ground and a basement level, while providing adequate parking spaces to serve the proposed

uses. These investments in the ground floor experience will promote pedestrian and bicycle linkages between the Modified Project, the regional transit system, and the greater community.

4. Good Zoning Practices

The Modified Project's proposed zone change of the approved entitlement and Q Classifications will add approximately 19,900 square feet of additional floor area for a resulting total floor area of 120,410 sf. This is considered good zoning practice as the Modified Project maintains and works within the building envelope of the Approved Project. The exterior building envelope would not change and the additional floor area is created within the Approved Project's building envelope while at the same time allowing for better utilization of the commercial space. This change would not result in any visual impact upon the surrounding neighborhood.

C. Amendment of the Q Classification Findings

1. The request is consistent with the City Planning Commission guidelines; and

The Modified Project is consistent with the General Plan as it is reflected in the Community Plan described above. The Modified Project with additional square footage has been designed to include amenities appropriate for an urban infill project in a high-density area in close proximity to transit. For example, the Modified Project employs attractive urban design at the pedestrian scale allowing easy access to the surrounding neighborhood and transit in the vicinity of the project. Thus, the Modified Project is consistent with the City Planning Commission guidelines.

2. The amendment or clarification is necessary in order to carry out the intent of the City Council in adopting the T or Q Classification or D Limitation; and

The Q Classification within Ordinance 185,180 states "the total floor area shall not exceed 102,649 square feet (approximately 3.47 to 1 floor area ration) of commercial development, as shown on Exhibit A". The intent of the adopted Q Classification was to limit the entitlement to the Approved Project Plans.

Here, the Modified Project would maintain the Approved Project's building height and design, but move the proposed parking spaces within the basement level in order to fully underground the parking and create additional office space. The Modified Project would more efficiently and more attractively locate parking in the basement of the property (shifting parking from level 4 where it was previously located). The fourth level (which would now become two floors) would be used as office space. In addition to the relocation of the parking in the building, the Modified Project would add approximately 19,900 square feet of additional floor area for a resulting total floor area of 120,410 sf. The Modified Project as a result is more economically feasible in light of changing economic conditions due to the global pandemic as well as accommodating for advancements in automated parking design technology while at the same time till maintains the spirit of the Q Classification to limit the entitlement to the envelope of the Project.

3. The amendment or clarification would have only a minimal effect on adjacent property and would not result in a significant or substantial deprivation of the property rights of other property owners.

The Site characteristics and existing improvements comply with all zoning regulations, except for the Q Classification within Ordinance 185,180, adopted on September 28, 2017 as a part of the approval of the Approved Project. The Q Classification No. 3 states: “the total floor area shall not exceed 102,679 square feet (approximately 3.47 to 1 floor area ratio) of commercial development, as shown on Exhibit “A”, stamped-dated May 19, 2017.”

The applicant wishes to maintain and work within the building envelope approved in Exhibit A, but modify it so that the parking spaces would be moved from level 4 per Exhibit A, to the basement level. In this modified project scenario, level 4 would be divided horizontally into two floors and be repurposed as office space. This would create additional floor area within the approved building envelope and add approximately 19,900 sf to the Approved Project.

The applicant therefore seeks this minor zone change to modify the Q Classification to allow a total floor area of 120,410 sf. As discussed above, the exterior building envelope would not change and the additional floor area is created within the approved building envelope. This change would not result in any visual impact upon the surrounding neighborhood, and would create only a small increase in usable area. The Modified Project conforms to the intent of the original Q Classification, which is to allow for the development of a building that is in harmony with the surrounding existing development.

EXHIBIT I

BA20220515113

B0907-4433 07/14/2022 7:36 AM Received by California Secretary of State

STATE OF CALIFORNIA
Office of the Secretary of State
STATEMENT OF INFORMATION
CORPORATION

California Secretary of State
1500 11th Street
Sacramento, California 95814
(916) 653-3516

For Office Use Only

-FILED-

File No.: BA20220515113
Date Filed: 7/14/2022

Entity Details

Corporation Name	ART DISTRICT E4 INC.
Entity No.	3833870
Formed In	DELAWARE

Street Address of Principal Office of Corporation

Principal Address	350 FIFTH AVENUE 41ST FLOOR NEW YORK, NY 10118

Mailing Address of Corporation

Mailing Address	350 FIFTH AVENUE 41ST FLOOR NEW YORK, NY 10118
Attention	Funaro & Co., P.C.

Street Address of California Office of Corporation

Street Address of California Office	None

Officers

Officer Name	Officer Address	Position(s)
ALESSANDRO CAJRATI CRIVELLI	9800 WILSHIRE BLVD. BEVERLY HILLS, CA 90212	Chief Executive Officer, Chief Financial Officer
PAOLO CARINI	9800 WILSHIRE BLVD. BEVERLY HILLS, CA 90212	Secretary

Additional Officers

Officer Name	Officer Address	Position	Stated Position
None Entered			

Agent for Service of Process

Agent Name	JOHN D. ZEMANEK
Agent Address	11845 W. OLYMPIC BLVD. SUITE 625 LOS ANGELES, CA 90064

Type of Business

Type of Business	REAL ESTATE INVESTMENT

Email Notifications

Opt-in Email Notifications	Yes, I opt-in to receive entity notifications via email.

Labor Judgment

No Officer or Director of this Corporation has an outstanding final judgment issued by the Division of Labor Standards Enforcement or a court of law, for which no appeal therefrom is pending, for the violation of any wage order or provision of the Labor Code.

Electronic Signature

☒ By signing, I affirm that the information herein is true and correct and that I am authorized by California law to sign.

Catherine Kastning	*07/14/2022*
Signature	Date

3833870

S&DC-S/N	Statement and Designation by Foreign Corporation

To qualify a corporation from another state or country to transact intrastate business in California, fill out this form, and submit for filing along with:

- A **$100** filing fee (for a foreign stock corporation) or **$30** filing fee (for a foreign nonprofit corporation), and
- A certificate of good standing, issued within the last six (6) months by the agency where the corporation was formed. **Note:** If the corporation is a nonprofit, the certificate of good standing also must indicate the corporation is a nonprofit or nonstock corporation.
- A separate, non-refundable **$15** service fee also must be included, if you **drop off** the completed form.

Important! Corporations in California may have to pay a minimum $800 yearly tax to the California Franchise Tax Board. For more information, go to https://www.ftb.ca.gov.

FILED
Secretary of State
State of California
OCT 15 2015

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For questions about this form, go to *www.sos.ca.gov/business/be/filing-tips.htm.*

Corporate Name (List the exact name of the corporation, as shown in the certificate of good standing. If the name of the corporation is not available for use in the State of California, the corporation must qualify under an assumed name. E.g., "[list the exact name] which will do business in California as [list the proposed assumed name]." For general corporate name requirements and restrictions in California, go to *www.sos.ca.gov/business/be/name-availability.htm.*)

① Art District E4 Inc.

Corporate History

② State or foreign country where this corporation was formed: Delaware

Service of Process (List a California resident or a California registered corporate agent that agrees to be your agent to accept service of process in case your corporation is sued. You may list any adult who lives in California. You may **not** list your own corporation as the agent. **Do not** list an address if the agent is a California registered corporate agent as the address for service of process is already on file.)

③ a. John D. Zemanek
Agent's Name

b. 11845 W. Olympic Blvd., Suite 625 | Los Angeles | CA | 90064
*Agent's Street Address (if agent is **not** a corporation) - Do not list a P.O. Box* | *City (no abbreviations)* | *State* | *Zip*

The corporation named in Item 1 above irrevocably consents to service of process directed to it upon the agent designated above, and to service of process on the California Secretary of State if that agent or that agent's successor is no longer authorized to act or cannot be found at the address given.

Corporate Addresses

④ a. 350 5th Avenue, 41st Floor | New York | NY | 10118
Street Address of Principal Executive Office - Do not list a P.O. Box | *City (no abbreviations)* | *State* | *Zip*

b. | | CA |
Street Address of Principal Office in California, if any - Do not list a P.O. Box | *City (no abbreviations)* | *State* | *Zip*

c. |
Mailing Address of Principal Executive Office, if different from 4a or 4b | *City (no abbreviations)* | *State* | *Zip*

Read and sign below: This form must be signed **by an officer** of the foreign corporation.

Sign here | Alessandro Cajrati Crivelli (Print your name here) | President (Your officer title)

Make check/money order payable to: **Secretary of State**

Upon filing, we will return one (1) uncertified copy of your filed document for free, and will certify the copy upon request and payment of a $5 certification fee.

By Mail
Secretary of State
Business Entities, P.O. Box 944260
Sacramento, CA 94244-2600

Drop-Off
Secretary of State
1500 11th Street, 3rd Floor
Sacramento, CA 95814

3833870

Delaware

The First State

I, JEFFREY W. BULLOCK, SECRETARY OF STATE OF THE STATE OF DELAWARE, DO HEREBY CERTIFY "ART DISTRICT E4 INC." IS DULY INCORPORATED UNDER THE LAWS OF THE STATE OF DELAWARE AND IS IN GOOD STANDING AND HAS A LEGAL CORPORATE EXISTENCE SO FAR AS THE RECORDS OF THIS OFFICE SHOW, AS OF THE THIRTEENTH DAY OF OCTOBER, A.D. 2015.

AND I DO HEREBY FURTHER CERTIFY THAT THE ANNUAL REPORTS HAVE BEEN FILED TO DATE.

AND I DO HEREBY FURTHER CERTIFY THAT THE FRANCHISE TAXES HAVE BEEN PAID TO DATE.

Jeffrey W. Bullock, Secretary of State

5356438 8300

SR# 20150490361

Authentication: 10230872

Date: 10-13-15

Secretary of State
Statement of Information
(Limited Liability Company)

LLC-12

20-E49899

FILED

In the office of the Secretary of State
of the State of California

NOV 06, 2020

This Space For Office Use Only

IMPORTANT — Read instructions **before completing this form.**

Filing Fee – $20.00

Copy Fees – First page $1.00; each attachment page $0.50;
Certification Fee - $5.00 plus copy fees

1. Limited Liability Company Name (Enter the exact name of the LLC. If you registered in California using an alternate name, see instructions.)

929 E4 LLC

2. 12-Digit Secretary of State File Number	**3. State, Foreign Country or Place of Organization** (only if formed outside of California)
201700610128	DELAWARE

4. Business Addresses

a. Street Address of Principal Office - Do not list a P.O. Box 350 Fifth Avenue, 41st Floor	City (no abbreviations) New York	State NY	Zip Code 10118
b. Mailing Address of LLC, **if different than item 4a** 350 Fifth Avenue, 41st Floor	City (no abbreviations) New York	State NY	Zip Code 10118
c. Street Address of **California** Office, if Item 4a is not in California - Do not list a P.O. Box 9800 Wilshire Boulevard	City (no abbreviations) Beverly Hills	State **CA**	Zip Code 90212

5. Manager(s) or Member(s)

If no **managers** have been appointed or elected, provide the name and address of each **member**. At least one name **and** address must be listed. If the manager/member is an individual, complete Items 5a and 5c (leave Item 5b blank). If the manager/member is an entity, complete Items 5b and 5c (leave Item 5a blank). Note: The LLC cannot serve as its own manager or member. If the LLC has additional managers/members, enter the name(s) and addresses on Form LLC-12A (see instructions).

a. First Name, if an individual - Do not complete Item 5b	Middle Name	Last Name	Suffix
b. Entity Name - Do not complete Item 5a 929 E4 Inc.			
c. Address 350 Fifth Avenue, 41st Floor	City (no abbreviations) New York	State NY	Zip Code 10118

6. Service of Process (Must provide either Individual **OR** Corporation.)

INDIVIDUAL – Complete Items 6a and 6b only. Must include agent's full name and California street address.

a. California Agent's First Name (if agent is **not** a corporation) Alessandro	Middle Name	Last Name Cajrati Crivelli	Suffix
b. Street Address (if agent is **not** a corporation) - **Do not enter a P.O. Box** 9800 Wilshire Boulevard	City (no abbreviations) Beverly Hills	State **CA**	Zip Code 90212

CORPORATION – Complete Item 6c only. Only include the name of the registered agent Corporation.

c. California Registered Corporate Agent's Name (if agent is a corporation) – Do not complete Item 6a or 6b

7. Type of Business

a. Describe the type of business or services of the Limited Liability Company
Real Estate Investment

8. Chief Executive Officer, if elected or appointed

a. First Name Alessandro	Middle Name	Last Name Cajrati Crivelli	Suffix
b. Address 9800 Wilshire Boulevard	City (no abbreviations) Beverly Hills	State CA	Zip Code 90212

9. The Information contained herein, including any attachments, is true and correct.

Date	Type or Print Name of Person Completing the Form	Title	Signature
11/06/2020	Catherine Kastning	Authorized Representative	

Return Address (Optional) (For communication from the Secretary of State related to this document, or if purchasing a copy of the filed document enter the name of a person or company and the mailing address. This information will become public when filed. SEE INSTRUCTIONS BEFORE COMPLETING.)

Name:

Company:

Address:

City/State/Zip:

LLC-5	Application to Register a Foreign Limited Liability Company (LLC)

201700610128

To register in California an LLC from another state, country or other place, fill out this form, and submit for filing along with:

- A **$70** filing fee, and
- A certificate of good standing, issued within the last six (6) months by the agency where the LLC was formed.
- A separate, non-refundable **$15** service fee also must be included, if you **drop off** the completed form.

Important! LLCs in California may have to pay a minimum $800 yearly tax to the California Franchise Tax Board. For more information, go to https://www.ftb.ca.gov.

Registered LLCs cannot provide in California "professional services," as defined by California Corporations Code sections 13401(a) and 13401.3.

FILED
Secretary of State
State of California
JAN 05 2017

1cc

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For questions about this form, go to *www.sos.ca.gov/business/be/filing-tips.htm*

LLC Name to be used for this LLC in California

① a. 929 E4 LLC
LLC Name — List the LLC name you use **now** (exactly as listed on your certificate of good standing)

b. _____
Alternate Name — If the LLC name in Item 1a does not comply with California Corporations Code section 17701.08; list an alternate name to be used in California exactly as it is to appear on the records of the California Secretary of State. The alternate name **must** include: LLC, L.L.C., Limited Liability Company, Limited Liability Co., Ltd. Liability Co. or Ltd. Liability Company; and **may not** include: bank, trust, trustee, incorporated, inc., corporation, or corp., insurer, or insurance company. For general entity name requirements and restrictions, go to www.sos.ca.gov/business/be/name-availability.htm.

LLC History

② a. Date your LLC was formed *(MM, DD, YYYY)*: January 3, 2017

b. State, country or other place where your LLC was formed: Delaware

c. Your LLC currently has powers and privileges to conduct business in the state, country or other place listed above.

Service of Process (List a California resident or a California registered corporate agent that agrees to be your initial agent to accept service of process in case your LLC is sued. You may list any adult who lives in California. You may **not** list an LLC as the agent. Do not list an address if the agent is a California registered corporate agent as the agent's address for service of process is already on file.)

③ a. Alessandro Cajrati Crivelli
Agent's Name

b. 9200 Sunset Blvd., Suite 1110 | West Hollywood | CA | 90069
Agent's Street Address (if agent is not a corporation) - Do not list a P.O. Box | *City (no abbreviations)* | *State* | *Zip*

If the agent listed above has resigned or cannot be found or served after reasonable attempts, the California Secretary of State will be appointed the agent for service of process for your LLC.

LLC Addresses

④ a. 350 Fifth Avenue, 41st Floor | New York | NY | 10118
Street Address of Principal Executive Office - Do not list a P.O. Box | *City (no abbreviations)* | *State* | *Zip*

b. 9200 Sunset Blvd., Suite 1110 | West Hollywood | CA | 90069
Street Address of Principal Office in California, if any - Do not list a P.O. Box | *City (no abbreviations)* | *State* | *Zip*

c. _____
Mailing Address of Principal Executive Office, if different from 4a or 4b | *City (no abbreviations)* | *State* | *Zip*

Read and sign below:

I am authorized to sign this document under the laws of the state, country or other place where this LLC was formed.

▶ _____ | John D. Zemanek | Organizer
Sign here | *Print your name here* | *Your business title*

Make check/money order payable to: **Secretary of State**	***By Mail***	***Drop-Off***
Upon filing, we will return one (1) uncertified copy of your filed document for free, and will certify the copy upon request and payment of a $5 certification fee.	Secretary of State Business Entities, P.O. Box 944228 Sacramento, CA 94244-2280	Secretary of State 1500 11th Street., 3rd Floor Sacramento, CA 95814

Delaware

The First State

I, JEFFREY W. BULLOCK, SECRETARY OF STATE OF THE STATE OF DELAWARE, DO HEREBY CERTIFY "929 E4 LLC" IS DULY FORMED UNDER THE LAWS OF THE STATE OF DELAWARE AND IS IN GOOD STANDING AND HAS A LEGAL EXISTENCE SO FAR AS THE RECORDS OF THIS OFFICE SHOW, AS OF THE FIFTH DAY OF JANUARY, A.D. 2017.

AND I DO HEREBY FURTHER CERTIFY THAT THE SAID "929 E4 LLC" WAS FORMED ON THE THIRD DAY OF JANUARY, A.D. 2017.

AND I DO HEREBY FURTHER CERTIFY THAT THE ANNUAL FRANCHISE TAXES HAVE BEEN ASSESSED TO DATE.

Jeffrey W. Bullock, Secretary of State

6270254 8300

SR# 20170075419

You may verify this certificate online at corp.delaware.gov/authver.shtml

Authentication: 201824358

Date: 01-05-17

20170061012 8

This page is part of your document - DO NOT DISCARD

20170102658

Pages:
0004

Recorded/Filed in Official Records
Recorder's Office, Los Angeles County,
California

01/25/17 AT 08:00AM

FEES:	28.00
TAXES:	0.00
OTHER:	0.00
PAID:	28.00

LEADSHEET

201701250120013

00013283601

008104749

SEQ:
06

DAR - Title Company (Hard Copy)

THIS FORM IS NOT TO BE DUPLICATED

E442318

T94

2

Commonwealth Land Title Company

RECORDING REQUESTED BY

John D. Zemanek, Esq.

AND WHEN RECORDED MAIL TO

John D. Zemanek, Esq.
Zemanek & Mills
11845 W. Olympic Blvd.
Suite 625
Los Angeles, CA 90064

01/25/2017

20170102658

9192129-27

GRANT DEED

The undersigned declares that the DOCUMENTARY TRANSFER TAX is
$ 0**_____and is
** Exempt: R&T 11925 (Grantor and grantee comprised of same parties; proportional interests the same immediately following transfer)

_____computed on the full value of the interest or property conveyed; OR IS

_____computed on the full value less value of liens or encumbrances remaining thereon at the time of sale.

Signature of Declarant

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,

Art District E4 LLC, a California limited liability company, Grantor, grants to

929 E4 LLC, a Delaware limited liability company, Grantee, the real property located in the city of Los Angeles and Los Angeles County, California, described as follows:

See attached Exhibit A, incorporated by reference to this document.

The grantors and the grantees in this conveyance are comprised of the same parties who continue to hold the same proportionate in the property, R & T 11923(d).

ART DISTRICT E4 LLC,
a California limited liability company

By: Est4te FOUR Capital LLC,
a California limited liability, Manager

By: _____
Alessandro Cajrati Crivelli,
Chief Executive Manager

613

3

CERTIFICATE OF ACKNOWLEDGEMENT OF NOTARY PUBLIC

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of

STATE OF ~~CALIFORNIA~~ NEW YORK)
COUNTY OF Manhattan)

On January 18, 2017 before me, Bonnie Boydston, Notary Public (here insert name and title of the officer), personally appeared Alessandro Cajrati Corvelli, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of ~~California~~ NEW YORK that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Bonnie Boydston (Seal)

BONNIE BOYDSTON
Notary Public - State of New York
NO. 01BO6189281
Qualified in Nassau County
My Commission Expires 6/23/20

4

EXHIBIT A

LEGAL DESCRIPTION

All that certain real property situated in the County of Los Angeles, State of California, described as

follows: PARCEL 1:

LOT 4 IN BLOCK 3 OF TRACT NO. 8421, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 116, PAGES 85 AND 86 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL OIL, GAS AND OTHER HYDROCARBONS, GEOTHERMAL RESOURCES AS DEFINED IN SECTION 6903 OF THE CALIFORNIA PUBLIC RESOURCES CODE, AND ALL OTHER MINERALS WHETHER SIMILAR TO THOSE HEREIN SPECIFIED OR NOT, WITHIN OR THAT MAY BE PRODUCED FROM SAID PROPERTY, PROVIDED, HOWEVER, THAT THE SURFACE OF SAID PROPERTY SHALL NEVER BE USED FOR THE EXPLORATION, DEVELOPMENT, EXTRACTION, REMOVAL OR STORAGE OF ANY THEREOF, AS RESERVED BY STANDARD OIL COMPANY OF CALIFORNIA, A DELAWARE CORPORATION, IN THE DEED RECORDED APRIL 1, 1974, AS INSTRUMENT NO. 548, IN BOOK D5218, PAGE 554, OFFICIAL RECORDS.

PARCEL 2:

THE EASTERLY 13 FEET OF LOTS 1 AND 2 AND ALL OF LOT 3, IN BLOCK 3 OF TRACT NO. 8421, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 116, PAGES 85 AND 86 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTS THEREFROM ALL MINERALS CONTAINED IN THE ABOVE-DESCRIBED LAND BELOW A DEPTH OF 500 FEET FROM THE SURFACE OF SAID LAND, AND GENERALITY THEREOF, OIL, GAS, AND OTHER HYDROCARBON SUBSTANCES, AS WELL AS METALLIC OR OTHER SOLID MINERALS, PROVIDED THAT SANTA FE SHALL NOT HAVE THE RIGHT TO GO UPON OR USE THE SURFACE, OR ANY PORTION OF SAID LAND ABOVE A DEPTH OF 500 FEET BELOW THE SURFACE OF SAID LAND, OR ANY PART THEREOF, FOR THE PURPOSE OF DRILLING FOR, MINING, OR OTHERWISE REMOVING, ANY OF SAID MINERALS. SUBJECT TO THE PRECEDING SENTENCE SANTA FE MAY HOWEVER, AND HEREBY RESERVES THE RIGHT TO, REMOVE ANY OF SAID MINERALS FROM SAID LAND BY MEANS OF WELLS, SHAFTS, TUNNELS, OR OTHER MEANS OF ACCESS TO SAID MINERALS WHICH MAY BE CONSTRUCTED, DRILLED, OR DUG FROM OTHER LAND, PROVIDED THAT THE EXERCISE OF SUCH RIGHTS BY SANTA FE SHALL IN NO WAY INTERFERE WITH OR IMPAIR THE USE OF THE SURFACE OF THE LAND HEREBY CONVEYED OR OF ANY IMPROVEMENTS THEREON, AS RESERVED BY THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY BY DEED RECORDED JULY 2, 1991, AS INSTRUMENT NO. 91-1007045, OFFICIAL RECORDS.

APN: 5163-004-007, 011

BA20220515113

B0907-4433 07/14/2022 7:36 AM Received by California Secretary of State

STATE OF CALIFORNIA
Office of the Secretary of State
STATEMENT OF INFORMATION
CORPORATION

California Secretary of State
1500 11th Street
Sacramento, California 95814
(916) 653-3516

For Office Use Only

-FILED-

File No.: BA20220515113
Date Filed: 7/14/2022

Entity Details

Corporation Name	ART DISTRICT E4 INC.
Entity No.	3833870
Formed In	DELAWARE

Street Address of Principal Office of Corporation

Principal Address	350 FIFTH AVENUE 41ST FLOOR NEW YORK, NY 10118

Mailing Address of Corporation

Mailing Address	350 FIFTH AVENUE 41ST FLOOR NEW YORK, NY 10118
Attention	Funaro & Co., P.C.

Street Address of California Office of Corporation

Street Address of California Office	None

Officers

Officer Name	Officer Address	Position(s)
ALESSANDRO CAJRATI CRIVELLI	9800 WILSHIRE BLVD. BEVERLY HILLS, CA 90212	Chief Executive Officer, Chief Financial Officer
PAOLO CARINI	9800 WILSHIRE BLVD. BEVERLY HILLS, CA 90212	Secretary

Additional Officers

Officer Name	Officer Address	Position	Stated Position
None Entered			

Agent for Service of Process

Agent Name	JOHN D. ZEMANEK
Agent Address	11845 W. OLYMPIC BLVD. SUITE 625 LOS ANGELES, CA 90064

Type of Business

Type of Business	REAL ESTATE INVESTMENT

Email Notifications

Opt-in Email Notifications	Yes, I opt-in to receive entity notifications via email.

Labor Judgment

No Officer or Director of this Corporation has an outstanding final judgment issued by the Division of Labor Standards Enforcement or a court of law, for which no appeal therefrom is pending, for the violation of any wage order or provision of the Labor Code.

Electronic Signature

☒ By signing, I affirm that the information herein is true and correct and that I am authorized by California law to sign.

Catherine Kastning	*07/14/2022*
Signature	Date

3833870

S&DC-S/N	Statement and Designation by Foreign Corporation

To qualify a corporation from another state or country to transact intrastate business in California, fill out this form, and submit for filing along with:

- A **$100** filing fee (for a foreign stock corporation) or **$30** filing fee (for a foreign nonprofit corporation), and
- A certificate of good standing, issued within the last six (6) months by the agency where the corporation was formed. **Note:** If the corporation is a nonprofit, the certificate of good standing also must indicate the corporation is a nonprofit or nonstock corporation.
- A separate, non-refundable **$15** service fee also must be included, if you **drop off** the completed form.

Important! Corporations in California may have to pay a minimum $800 yearly tax to the California Franchise Tax Board. For more information, go to https://www.ftb.ca.gov.

FILED
Secretary of State
State of California
OCT 15 2015

This Space For Office Use Only

For questions about this form, go to *www.sos.ca.gov/business/be/filing-tips.htm.*

Corporate Name (List the exact name of the corporation, as shown in the certificate of good standing. If the name of the corporation is not available for use in the State of California, the corporation must qualify under an assumed name. E.g., "[list the exact name] which will do business in California as [list the proposed assumed name]." For general corporate name requirements and restrictions in California, go to *www.sos.ca.gov/business/be/name-availability.htm.*)

① Art District E4 Inc.

Corporate History

② State or foreign country where this corporation was formed: Delaware

Service of Process (List a California resident or a California registered corporate agent that agrees to be your agent to accept service of process in case your corporation is sued. You may list any adult who lives in California. You may **not** list your own corporation as the agent. **Do not** list an address if the agent is a California registered corporate agent as the address for service of process is already on file.)

③ a. John D. Zemanek
Agent's Name

b. 11845 W. Olympic Blvd., Suite 625 | Los Angeles | CA | 90064
*Agent's Street Address (if agent is **not** a corporation) - Do not list a P.O. Box* | *City (no abbreviations)* | *State* | *Zip*

The corporation named in Item 1 above irrevocably consents to service of process directed to it upon the agent designated above, and to service of process on the California Secretary of State if that agent or that agent's successor is no longer authorized to act or cannot be found at the address given.

Corporate Addresses

④ a. 350 5th Avenue, 41st Floor | New York | NY | 10118
Street Address of Principal Executive Office - Do not list a P.O. Box | *City (no abbreviations)* | *State* | *Zip*

b. | | CA |
Street Address of Principal Office in California, if any - Do not list a P.O. Box | *City (no abbreviations)* | *State* | *Zip*

c. |
Mailing Address of Principal Executive Office, if different from 4a or 4b | *City (no abbreviations)* | *State* | *Zip*

Read and sign below: This form must be signed **by an officer** of the foreign corporation.

Sign here | Alessandro Cajrati Crivelli (Print your name here) | President (Your officer title)

Make check/money order payable to: **Secretary of State**

Upon filing, we will return one (1) uncertified copy of your filed document for free, and will certify the copy upon request and payment of a $5 certification fee.

By Mail
Secretary of State
Business Entities, P.O. Box 944260
Sacramento, CA 94244-2600

Drop-Off
Secretary of State
1500 11th Street, 3rd Floor
Sacramento, CA 95814

3833870

Delaware

The First State

I, JEFFREY W. BULLOCK, SECRETARY OF STATE OF THE STATE OF DELAWARE, DO HEREBY CERTIFY "ART DISTRICT E4 INC." IS DULY INCORPORATED UNDER THE LAWS OF THE STATE OF DELAWARE AND IS IN GOOD STANDING AND HAS A LEGAL CORPORATE EXISTENCE SO FAR AS THE RECORDS OF THIS OFFICE SHOW, AS OF THE THIRTEENTH DAY OF OCTOBER, A.D. 2015.

AND I DO HEREBY FURTHER CERTIFY THAT THE ANNUAL REPORTS HAVE BEEN FILED TO DATE.

AND I DO HEREBY FURTHER CERTIFY THAT THE FRANCHISE TAXES HAVE BEEN PAID TO DATE.

Jeffrey W. Bullock, Secretary of State

5356438 8300

SR# 20150490361

Authentication: 10230872

Date: 10-13-15

Secretary of State
Statement of Information
(Limited Liability Company)

LLC-12

20-E49899

FILED

In the office of the Secretary of State
of the State of California

NOV 06, 2020

This Space For Office Use Only

IMPORTANT — Read instructions **before completing this form.**

Filing Fee – $20.00

Copy Fees – First page $1.00; each attachment page $0.50;
Certification Fee - $5.00 plus copy fees

1. Limited Liability Company Name (Enter the exact name of the LLC. If you registered in California using an alternate name, see instructions.)

929 E4 LLC

2. 12-Digit Secretary of State File Number	**3. State, Foreign Country or Place of Organization** (only if formed outside of California)
201700610128	DELAWARE

4. Business Addresses

a. Street Address of Principal Office - Do not list a P.O. Box 350 Fifth Avenue, 41st Floor	City (no abbreviations) New York	State NY	Zip Code 10118
b. Mailing Address of LLC, **if different than item 4a** 350 Fifth Avenue, 41st Floor	City (no abbreviations) New York	State NY	Zip Code 10118
c. Street Address of **California** Office, if Item 4a is not in California - Do not list a P.O. Box 9800 Wilshire Boulevard	City (no abbreviations) Beverly Hills	State **CA**	Zip Code 90212

5. Manager(s) or Member(s)

If no **managers** have been appointed or elected, provide the name and address of each **member**. At least one name **and** address must be listed. If the manager/member is an individual, complete Items 5a and 5c (leave Item 5b blank). If the manager/member is an entity, complete Items 5b and 5c (leave Item 5a blank). Note: The LLC cannot serve as its own manager or member. If the LLC has additional managers/members, enter the name(s) and addresses on Form LLC-12A (see instructions).

a. First Name, if an individual - Do not complete Item 5b	Middle Name	Last Name	Suffix
b. Entity Name - Do not complete Item 5a 929 E4 Inc.			
c. Address 350 Fifth Avenue, 41st Floor	City (no abbreviations) New York	State NY	Zip Code 10118

6. Service of Process (Must provide either Individual **OR** Corporation.)

INDIVIDUAL – Complete Items 6a and 6b only. Must include agent's full name and California street address.

a. California Agent's First Name (if agent is **not** a corporation) Alessandro	Middle Name	Last Name Cajrati Crivelli	Suffix
b. Street Address (if agent is **not** a corporation) - **Do not enter a P.O. Box** 9800 Wilshire Boulevard	City (no abbreviations) Beverly Hills	State **CA**	Zip Code 90212

CORPORATION – Complete Item 6c only. Only include the name of the registered agent Corporation.

c. California Registered Corporate Agent's Name (if agent is a corporation) – Do not complete Item 6a or 6b

7. Type of Business

a. Describe the type of business or services of the Limited Liability Company
Real Estate Investment

8. Chief Executive Officer, if elected or appointed

a. First Name Alessandro	Middle Name	Last Name Cajrati Crivelli	Suffix
b. Address 9800 Wilshire Boulevard	City (no abbreviations) Beverly Hills	State CA	Zip Code 90212

9. The Information contained herein, including any attachments, is true and correct.

Date	Type or Print Name of Person Completing the Form	Title	Signature
11/06/2020	Catherine Kastning	Authorized Representative	

Return Address (Optional) (For communication from the Secretary of State related to this document, or if purchasing a copy of the filed document enter the name of a person or company and the mailing address. This information will become public when filed. SEE INSTRUCTIONS BEFORE COMPLETING.)

Name:

Company:

Address:

City/State/Zip:

LLC-5	Application to Register a Foreign Limited Liability Company (LLC)

201700610128

To register in California an LLC from another state, country or other place, fill out this form, and submit for filing along with:

- A **$70** filing fee, and
- A certificate of good standing, issued within the last six (6) months by the agency where the LLC was formed.
- A separate, non-refundable **$15** service fee also must be included, if you **drop off** the completed form.

Important! LLCs in California may have to pay a minimum $800 yearly tax to the California Franchise Tax Board. For more information, go to https://www.ftb.ca.gov.

Registered LLCs cannot provide in California "professional services," as defined by California Corporations Code sections 13401(a) and 13401.3.

FILED
Secretary of State
State of California
JAN 05 2017

1cc

This Space For Office Use Only

For questions about this form, go to *www.sos.ca.gov/business/be/filing-tips.htm*

LLC Name to be used for this LLC in California

① a. 929 E4 LLC
LLC Name — List the LLC name you use **now** (exactly as listed on your certificate of good standing)

b. _____
Alternate Name — If the LLC name in Item 1a does not comply with California Corporations Code section 17701.08; list an alternate name to be used in California exactly as it is to appear on the records of the California Secretary of State. The alternate name **must** include: LLC, L.L.C., Limited Liability Company, Limited Liability Co., Ltd. Liability Co. or Ltd. Liability Company; and **may not** include: bank, trust, trustee, incorporated, inc., corporation, or corp., insurer, or insurance company. For general entity name requirements and restrictions, go to www.sos.ca.gov/business/be/name-availability.htm.

LLC History

② a. Date your LLC was formed *(MM, DD, YYYY)*: January 3, 2017

b. State, country or other place where your LLC was formed: Delaware

c. Your LLC currently has powers and privileges to conduct business in the state, country or other place listed above.

Service of Process (List a California resident or a California registered corporate agent that agrees to be your initial agent to accept service of process in case your LLC is sued. You may list any adult who lives in California. You may **not** list an LLC as the agent. Do not list an address if the agent is a California registered corporate agent as the agent's address for service of process is already on file.)

③ a. Alessandro Cajrati Crivelli
Agent's Name

b. 9200 Sunset Blvd., Suite 1110 | West Hollywood | CA | 90069
Agent's Street Address (if agent is not a corporation) - Do not list a P.O. Box | *City (no abbreviations)* | *State* | *Zip*

If the agent listed above has resigned or cannot be found or served after reasonable attempts, the California Secretary of State will be appointed the agent for service of process for your LLC.

LLC Addresses

④ a. 350 Fifth Avenue, 41st Floor | New York | NY | 10118
Street Address of Principal Executive Office - Do not list a P.O. Box | *City (no abbreviations)* | *State* | *Zip*

b. 9200 Sunset Blvd., Suite 1110 | West Hollywood | CA | 90069
Street Address of Principal Office in California, if any - Do not list a P.O. Box | *City (no abbreviations)* | *State* | *Zip*

c. _____
Mailing Address of Principal Executive Office, if different from 4a or 4b | *City (no abbreviations)* | *State* | *Zip*

Read and sign below:

I am authorized to sign this document under the laws of the state, country or other place where this LLC was formed.

▶ _____ | John D. Zemanek | Organizer
Sign here | *Print your name here* | *Your business title*

Make check/money order payable to: **Secretary of State**	***By Mail***	***Drop-Off***
Upon filing, we will return one (1) uncertified copy of your filed document for free, and will certify the copy upon request and payment of a $5 certification fee.	Secretary of State Business Entities, P.O. Box 944228 Sacramento, CA 94244-2280	Secretary of State 1500 11th Street., 3rd Floor Sacramento, CA 95814

Delaware

The First State

I, JEFFREY W. BULLOCK, SECRETARY OF STATE OF THE STATE OF DELAWARE, DO HEREBY CERTIFY "929 E4 LLC" IS DULY FORMED UNDER THE LAWS OF THE STATE OF DELAWARE AND IS IN GOOD STANDING AND HAS A LEGAL EXISTENCE SO FAR AS THE RECORDS OF THIS OFFICE SHOW, AS OF THE FIFTH DAY OF JANUARY, A.D. 2017.

AND I DO HEREBY FURTHER CERTIFY THAT THE SAID "929 E4 LLC" WAS FORMED ON THE THIRD DAY OF JANUARY, A.D. 2017.

AND I DO HEREBY FURTHER CERTIFY THAT THE ANNUAL FRANCHISE TAXES HAVE BEEN ASSESSED TO DATE.

Jeffrey W. Bullock, Secretary of State

6270254 8300

SR# 20170075419

You may verify this certificate online at corp.delaware.gov/authver.shtml

Authentication: 201824358

Date: 01-05-17

20170061012 8

This page is part of your document - DO NOT DISCARD

20170102658

Pages:
0004

Recorded/Filed in Official Records
Recorder's Office, Los Angeles County,
California

01/25/17 AT 08:00AM

FEES:	28.00
TAXES:	0.00
OTHER:	0.00
PAID:	28.00

LEADSHEET

201701250120013

00013283601

008104749

SEQ:
06

DAR - Title Company (Hard Copy)

THIS FORM IS NOT TO BE DUPLICATED

E442318

T94

2

Commonwealth Land Title Company

RECORDING REQUESTED BY

John D. Zemanek, Esq.

AND WHEN RECORDED MAIL TO

John D. Zemanek, Esq.
Zemanek & Mills
11845 W. Olympic Blvd.
Suite 625
Los Angeles, CA 90064

01/25/2017

20170102658

9192129-27

GRANT DEED

The undersigned declares that the DOCUMENTARY TRANSFER TAX is
$ 0**_____and is
** Exempt: R&T 11925 (Grantor and grantee comprised of same parties; proportional interests the same immediately following transfer)

_____computed on the full value of the interest or property conveyed; OR IS

_____computed on the full value less value of liens or encumbrances remaining thereon at the time of sale.

Signature of Declarant

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,

Art District E4 LLC, a California limited liability company, Grantor, grants to

929 E4 LLC, a Delaware limited liability company, Grantee, the real property located in the city of Los Angeles and Los Angeles County, California, described as follows:

See attached Exhibit A, incorporated by reference to this document.

The grantors and the grantees in this conveyance are comprised of the same parties who continue to hold the same proportionate in the property, R & T 11923(d).

ART DISTRICT E4 LLC,
a California limited liability company

By: Est4te FOUR Capital LLC,
a California limited liability, Manager

By: _____
Alessandro Cajrati Crivelli,
Chief Executive Manager

613

3

CERTIFICATE OF ACKNOWLEDGEMENT OF NOTARY PUBLIC

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of

STATE OF ~~CALIFORNIA~~ NEW YORK)
COUNTY OF Manhattan)

On January 18, 2017 before me, Bonnie Boydston, Notary Public (here insert name and title of the officer), personally appeared Alessandro Cajrati Corvelli, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of ~~California~~ NEW YORK that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Bonnie Boydston (Seal)

BONNIE BOYDSTON
Notary Public - State of New York
NO. 01BO6189281
Qualified in Nassau County
My Commission Expires 6/23/20

4

EXHIBIT A

LEGAL DESCRIPTION

All that certain real property situated in the County of Los Angeles, State of California, described as

follows: PARCEL 1:

LOT 4 IN BLOCK 3 OF TRACT NO. 8421, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 116, PAGES 85 AND 86 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL OIL, GAS AND OTHER HYDROCARBONS, GEOTHERMAL RESOURCES AS DEFINED IN SECTION 6903 OF THE CALIFORNIA PUBLIC RESOURCES CODE, AND ALL OTHER MINERALS WHETHER SIMILAR TO THOSE HEREIN SPECIFIED OR NOT, WITHIN OR THAT MAY BE PRODUCED FROM SAID PROPERTY, PROVIDED, HOWEVER, THAT THE SURFACE OF SAID PROPERTY SHALL NEVER BE USED FOR THE EXPLORATION, DEVELOPMENT, EXTRACTION, REMOVAL OR STORAGE OF ANY THEREOF, AS RESERVED BY STANDARD OIL COMPANY OF CALIFORNIA, A DELAWARE CORPORATION, IN THE DEED RECORDED APRIL 1, 1974, AS INSTRUMENT NO. 548, IN BOOK D5218, PAGE 554, OFFICIAL RECORDS.

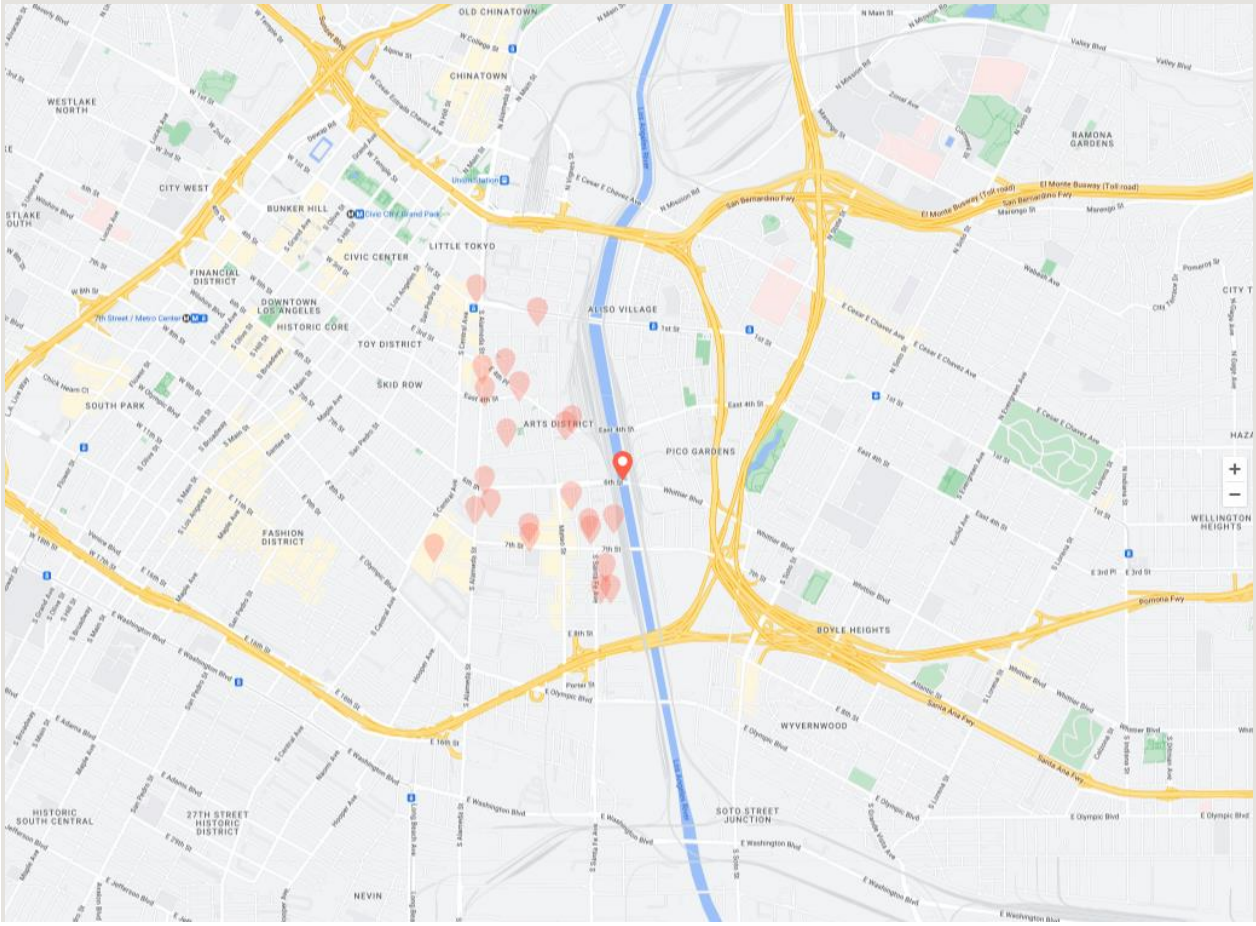
PARCEL 2:

THE EASTERLY 13 FEET OF LOTS 1 AND 2 AND ALL OF LOT 3, IN BLOCK 3 OF TRACT NO. 8421, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 116, PAGES 85 AND 86 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTS THEREFROM ALL MINERALS CONTAINED IN THE ABOVE-DESCRIBED LAND BELOW A DEPTH OF 500 FEET FROM THE SURFACE OF SAID LAND, AND GENERALITY THEREOF, OIL, GAS, AND OTHER HYDROCARBON SUBSTANCES, AS WELL AS METALLIC OR OTHER SOLID MINERALS, PROVIDED THAT SANTA FE SHALL NOT HAVE THE RIGHT TO GO UPON OR USE THE SURFACE, OR ANY PORTION OF SAID LAND ABOVE A DEPTH OF 500 FEET BELOW THE SURFACE OF SAID LAND, OR ANY PART THEREOF, FOR THE PURPOSE OF DRILLING FOR, MINING, OR OTHERWISE REMOVING, ANY OF SAID MINERALS. SUBJECT TO THE PRECEDING SENTENCE SANTA FE MAY HOWEVER, AND HEREBY RESERVES THE RIGHT TO, REMOVE ANY OF SAID MINERALS FROM SAID LAND BY MEANS OF WELLS, SHAFTS, TUNNELS, OR OTHER MEANS OF ACCESS TO SAID MINERALS WHICH MAY BE CONSTRUCTED, DRILLED, OR DUG FROM OTHER LAND, PROVIDED THAT THE EXERCISE OF SUCH RIGHTS BY SANTA FE SHALL IN NO WAY INTERFERE WITH OR IMPAIR THE USE OF THE SURFACE OF THE LAND HEREBY CONVEYED OR OF ANY IMPROVEMENTS THEREON, AS RESERVED BY THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY BY DEED RECORDED JULY 2, 1991, AS INSTRUMENT NO. 91-1007045, OFFICIAL RECORDS.

APN: 5163-004-007, 011

EXHIBIT J


OLD CHINATOWN
CHINATOWN
WESTLAKE NORTH
CITY WEST
BUNKER HILL
LITTLE TOKYO
CIVIC CENTER
FINANCIAL DISTRICT
DOWNTOWN LOS ANGELES
HISTORIC CORE
TOY DISTRICT
SKID ROW
SOUTH PARK
ARTS DISTRICT
ALISO VILLAGE
PICO GARDENS
FASHION DISTRICT
BOYLE HEIGHTS
WYVERNWOOD
SOTO STREET JUNCTION
HISTORIC SOUTH CENTRAL
27TH STREET HISTORIC DISTRICT
NEVIN
RAMONA GARDENS
WELLINGTON HEIGHTS
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Mapping the Arts District's never-ending parade of development

23 projects in the pipeline right now for one of DTLA's hottest neighborhoods

By **Bianca Barragan** and **Elijah Chiland** Updated Mar 29, 2019, 2:10pm PDT
20 comments / new

Rendering via Department of City Planning

For most of this decade, the Arts District—a once grungy neighborhood where artists could rent ramshackle studios for as little as $150—has been an irresistible magnet for builders.

With some of the biggest projects already complete, the pace of construction has lulled over the past few months. Row DTLA is welcoming shoppers, Warner Music

Group has moved into the old Ford Factory, and the old Coca Cola building has been converted into creative offices.

But the development pipeline is still full. There are nearly two dozen projects planned for the area. If ultimately built, they'd bring more than 5,000 new apartments and condos, along with hundreds of hotel rooms and more offices and shops.

This map tracks most of the major projects in the works for the area right now.

Interested in monitoring the changing landscapes of other Los Angeles neighborhoods? Here are some other development maps:

- Mapping South Park's ongoing explosion of development
- Mapped: 21 projects rising along the LA River
- Development in the Valley: 12 big projects poised to alter the region
- 52 new projects reshaping Koreatown

520 Mateo

The number of live/work lofts planned for this project, first revealed in 2016, has shrunk. But the tower has tripled in height. The development is now set to hold 475 lofts—instead of 600—and rise 35 stories high—instead of 13. Developer Carmel Partners has said it plans to start construction in 2020.

- OPEN IN GOOGLE MAPS

520 Mateo St, Los Angeles, CA 90013

Rendering via Department of City Planning

Development atop the Regional Connector's Little Tokyo/Arts District station

Metro is looking for developers to build something on the site above the future Little Tokyo/Arts District subway station on the Regional Connector. Metro launched the search for a developer for the to-be-decided project last year.

- OPEN IN GOOGLE MAPS

416 E 1st St, Los Angeles, CA 90012

6AM

Developer Sun Cal's Herzog & de Meuron-designed project will undoubtedly reshape the Arts District in much the same that the One Santa Fe Complex did upon

opening in 2014. In addition to twin 58-story towers, the staggeringly massive project will add 1,736 new residences, two hotels, 23,000 square feet of "art opportunity space," creative offices, a school, and two parks.

- OPEN IN GOOGLE MAPS

1206 E 6th St, Los Angeles, CA 90021

Courtesy of SunCal

670 Mesquit

The Gallo family, which owns a cold storage facility along the LA River, is pairing with V.E. Equities to put an incredible development in the AD. Designed by architect Bjarke Ingels, the project would include two boutique hotels with about 225 rooms, 800,000 square feet of creative office space, about 250 residential units, shops, and open space along the river.

Construction was expected to begin as soon as this year, with completion slated for sometime between 2022 and 2040. (The huge range is accounting for the possibility that the project could be built in phases.)

- OPEN IN GOOGLE MAPS

670 Mesquit St, Los Angeles, CA 90021

Courtesy of Bjarke Ingels Group

405 S. Hewitt St

This 11-story creative office campus will hover dramatically over the A+D Museum, a low-rise brick building at Fourth and Colyton streets. The project from Legendary Developments would also put a courtyard in front of the museum on Colyton.

- OPEN IN GOOGLE MAPS

405 S Hewitt St, Los Angeles, CA 90013

Courtesy of Legendary Developments

668 Alameda

In October, the Los Angeles City Council approved this project, which will replace an old cold storage building with 475 live-work apartments and 45,500 square feet of commercial space.

Engineered by developer AvalonBay Communities and designed by R&A Architecture + Design, the mixed-use project is located right across the street from the Row DTLA complex. Construction is expected to begin this year.

- OPEN IN GOOGLE MAPS

668 S Alameda St, Los Angeles, CA 90021

Courtesy AvalonBay Communities

Bay Street mixed-use project

In 2015, LA-based Bay Capital Fund dropped $11.5 million on a 2-acre parking lot directly east of the forthcoming Soho House, with plans to turn the site into a big mixed-use complex with 110 live-work units and a shed-like structure that will house retail and restaurant space. A draft environmental impact report for the project was released in November. The report estimated work on 2110 Bay would begin this July.

- OPEN IN GOOGLE MAPS

2110 Bay St, Los Angeles, CA 90021

Courtesy of Studio One Eleven

Sixth Street Viaduct

Designed by HNTB with an assist from One Santa Fe architect Michael Maltzan, the wavy new bridge will have dedicated bike paths and 60-foot-tall arches when it opens in 2020. A new park is planned beneath it.

- OPEN IN GOOGLE MAPS

E 6th St, Los Angeles, CA 90013
Visit Website

Via Sixth Street Viaduct Replacement Project

Soho Warehouse

The Arts District's most exclusive new joint will be Soho Warehouse, a members-only club that will include a 1,500-square-foot performance space, a 14,000-square foot public market, a rooftop pool and observation deck, and 36 guest rooms. Last year, Curbed LA reported that the club's opening had been pushed to mid-2018 at least. A new opening date has not been announced.

- OPEN IN GOOGLE MAPS

1000 S Santa Fe Ave, Los Angeles, CA 90021

Row DTLA

Atlas Capital Group, owners of the Arts District-adjacent complex formerly known as Alameda Square (and home to the American Apparel factory), have rebranded the site as Row DTLA—a massive facility housing offices, creative space, luxury retail and restaurants, and the popular weekend food pop-up Smorgasburg. The complex holds tenants from tech firms to eateries with more moving in in gradual waves.

- OPEN IN GOOGLE MAPS

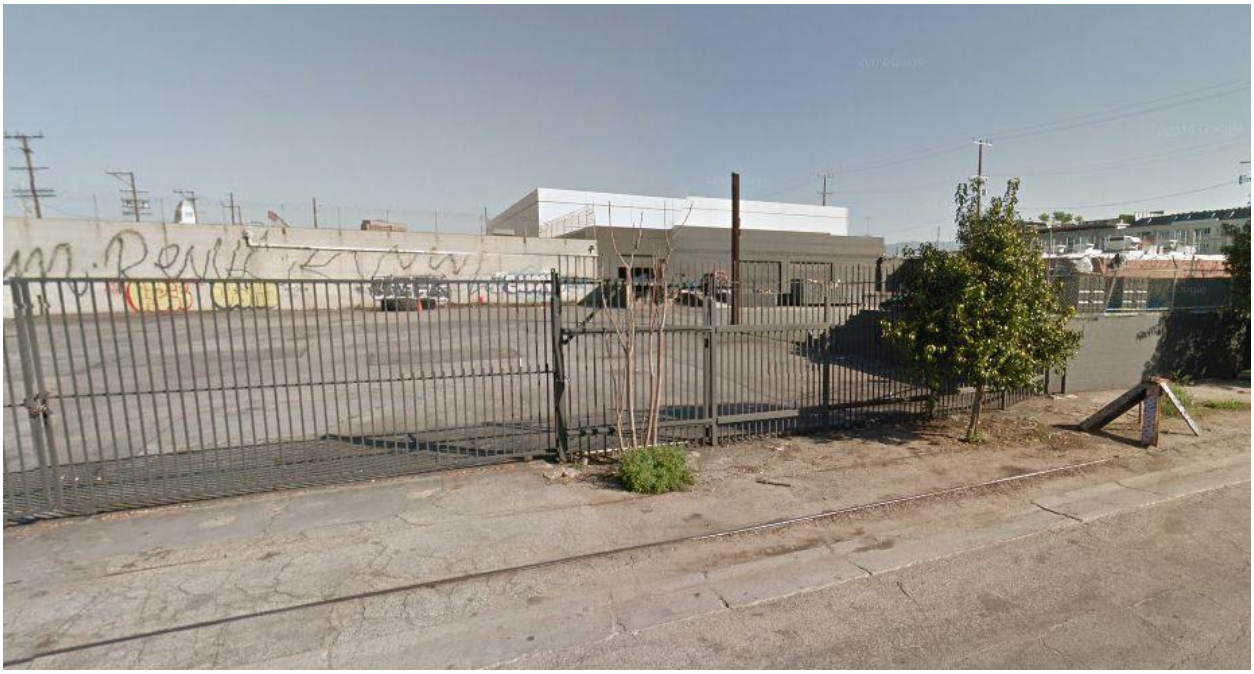
777 Alameda St, Los Angeles, CA 90021

Colyton live/work complex

This site will soon give way to a 310-unit development with 11,375 square feet of commercial space. The project site is conveniently located next to the Arts District's new park.

- OPEN IN GOOGLE MAPS

527 Colyton St, Los Angeles, CA 90013



Google Maps

Challenge Cream and Butter Building

The Arts District seems to be the new place to put your private club. In addition to Soho Warehouse, an exclusive club is planned for this 1920s commercial building. A gym, pool, and office space are also part of the project, which will add an additional three stories to the building. The project received planning commission approval in the summer of 2017.

- OPEN IN GOOGLE MAPS

929 E 2nd St, Los Angeles, CA 90012

Via Department of City Planning

Santa Fe Business Center

If you needed any further indication that the AD's bohemian vibe is going a bit corporate, look no further than this four-story structure that will bring a little less than 75,000 square feet of new office space to the area.

- OPEN IN GOOGLE MAPS

500 S Santa Fe Ave, Los Angeles, CA 90013

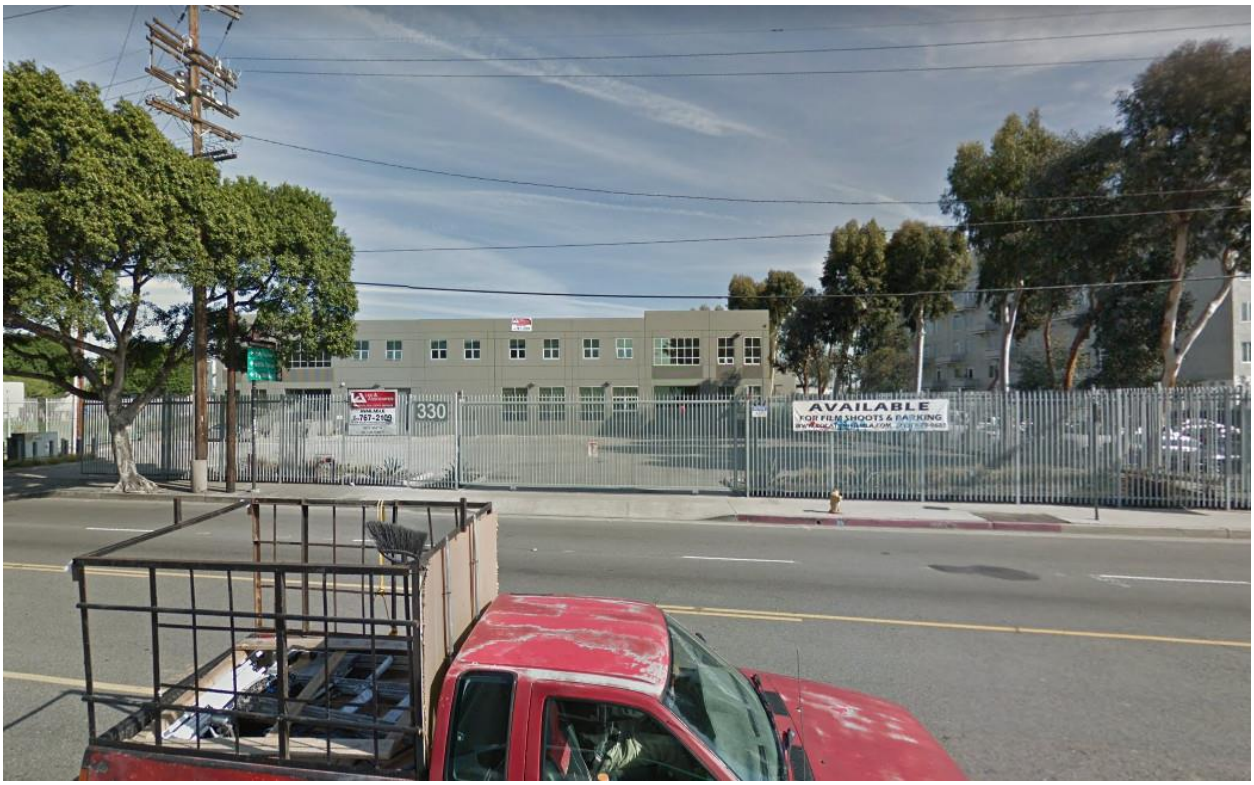
Via Department of City Planning

330 Alameda

This seven-story development is set to include 186 live-work units, 22,000 square feet of retail space, and a garage that will fit more than 400 cars. Currently, the project site is home to a low-rise office building.

- OPEN IN GOOGLE MAPS

330 S Alameda St, Los Angeles, CA 90013



Google Maps

AMP Lofts

A residential project years in the making, the latest version of this mixed-user calls for lots of open space, 320 live/work apartments, a communal artisan workshop, and, of course, a dog run. Building permits were issued for the site in January 2017, city records show, and work appears to be nearing completion. The project is designed by Steinberg Architects with Shimoda Design Group.

- OPEN IN GOOGLE MAPS

695 S Santa Fe Ave, Los Angeles, CA 90021

Courtesy of Steinberg Architects

Industrial

Designed by Lorcan O'Herlihy Architects, this brick-and-metal-covered mixed-user will hold 360 residential units and underground parking (with two levels above ground).

- OPEN IN GOOGLE MAPS

1525 Industrial St, Los Angeles, CA 90021

Renderings by Lorcan O'Herlihy Architects via Department of City Planning

Violet Street project

This nine-story mixed-user planned for the site of a recycling facility will primarily consist of offices and street-level retail. The huge murals slated to adorn the building's exterior might attract some pretty hip corporate tenants. The project is forging ahead; its draft environmental impact report was released at the beginning of the month.

- OPEN IN GOOGLE MAPS

2136 Violet St, Los Angeles, CA 90021

Courtesy of Lowe Enterprises

Alameda hotel project

This development is an adaptive reuse project that doesn't include any live-work units or creative office space. Instead, developers of the site plan to turn the old brick industrial building into a 66-room hotel. It'll join the American Hotel on Hewitt as one of the few places in the neighborhood for young, hip out-of-towners to crash for the night.

- OPEN IN GOOGLE MAPS

400 Alameda St, Los Angeles, CA 90013

Department of City Planning

641 Imperial

Developed by billionaire art collector Adam Lindemann, the 12-story mixed-use project will be called 641. The building will contain 140 live-work lofts, 7,000 square feet of street-level retail and art space, with 7,000 square feet of creative office space on the second floor. A four-level underground garage will provide 162 parking spaces.

- OPEN IN GOOGLE MAPS

641 Imperial St, Los Angeles, CA 90021

Courtesy of Johnson Fain

Art Share LA

The arts nonprofit's headquarters is getting a renovation courtesy of Lorcan O'Herlihy Architects. The upgrades will improve the flow of the space and create flexible space for galleries and performances. The renovations will recapture 30 percent of the building's available square footage, LOHA says.

- OPEN IN GOOGLE MAPS

801 E 4th Pl, Los Angeles, CA 90013

Courtesy of Lorcan O'Herlihy Architects

Lofts at California Walnut Growers's Association

The former headquarters and packing house of the California Walnut Growers's Association is being retrofitted and converted into lofts, offices, and retail. The number of units in the 1921 building is unclear, but there's a plan to add balconies, underground parking, and fun rooftop outdoor spaces.

- OPEN IN GOOGLE MAPS

1745 E 7th St, Los Angeles, CA 90021

Courtesy of The Hillcrest Company

1800 E 7th Street

Announced in 2017, the seven-story development on Seventh Street will hold 122 residential units (14 of them for very low-income tenants) and commercial space for art production and galleries. Renderings by HansonLA show balconies and a shared courtyard for residents.

- OPEN IN GOOGLE MAPS

1800 E 7th St, Los Angeles, CA 90021

Courtesy of HansonLA

2053 E 7th Street

Developer Ralph Ziman and his company, 1711 Lincoln, LLC are planning to expand and convert an old building and adjoining parking lot at the corner of Seventh Street and Santa Fe Avenue into a hotel with more than 50 rooms and a restaurant and rooftop pool.

- OPEN IN GOOGLE MAPS

2053 E 7th St, Los Angeles, CA 90021

THERE ARE 20 COMMENTS.

disqusted

Amazing transformation in a relatively short period of time. Will be nice when this combines with the DTLA renaissance and finally pinches Skid Row out of its insane poverty cycle.

Posted on **Aug 15, 2017 | 2:38 PM**

jkleinbart

The question is, where does the skid row population move to? Food and health services are all centered right there along with a number of SROs. They aren't going anywhere. The next few years are going to be interesting as expensive lofts close in around skid row. Will there be properties that go unleased as nobody wants to pay $4000 a month to have drug dealers (and users) right outside their front door?

Posted on **Aug 15, 2017 | 7:51 PM**

disqusted

Having services centered there for decades has resulted in the current Skid Row – a massive concentration of self-perpetuating poverty and drug use. Perhaps we should try a different approach.

Posted on **Aug 16, 2017 | 3:34 PM**

birdinawire

The services don't cause the poverty, they just make it bearable and provide a way for some willing homeless to get off the streets.

Posted on **Aug 19, 2017 | 4:14 PM**

HollywoodBandB

Entice the Salvation Army to move to Pearblossom?

Posted on **Mar 29, 2019 | 4:37 PM**

birdinawire

New development won't make these people disappear. It will only push them somewhere else. And that somewhere else won't have the deep institutional infrastructure that already exists downtown.

Posted on **Aug 19, 2017 | 4:12 PM**

seathesee

Curbed, you left out the Little Tokyo Galleria at 333 Alameda St / 3rd-4th St "1000 housing units, plus retail consisting of four mid- to high-rise buildings, ranging from 10 stories up to 34 stories tall" (**http://bit.ly/2wOblJl)**

Posted on **Aug 15, 2017 | 4:29 PM**

HollywoodBandB

You can't expect them to know about everything can you?

Posted on **Mar 29, 2019 | 4:36 PM**

parisblues

hahahaha…still the ugliest piece of crap in the district

Posted on **Mar 31, 2019 | 10:43 PM**

LAoneWay

great to see all this development in what as a dump 10 years ago. too bad it isn't putting a dent in housing costs – it's as expensive as ever to rent or buy in the area

Posted on **Aug 15, 2017 | 4:42 PM**

birdinawire

Linear urban greenbelts, in whatever form, seem to be 100% successful in attracting massive new development.

Posted on **Aug 19, 2017 | 4:15 PM**

HollywoodBandB

The squeeze is on. $$$ will drive the homeless elsewhere.

Posted on **Mar 29, 2019 | 4:34 PM**

disqusted

Based on many recent Curbed articles and the comments sections, many of them already seem to have moved on and comfortably established themselves in Hollywood, Venice, Koreatown, Culver City…

The Gower underpass under the 101 in Hollywood already resembles Skid Row 2.0…

Posted on **Mar 29, 2019 | 4:38 PM**

Kermit Kardashian

Still not sold on the area. It is very dangerous at night. I would be hesitant to lease/buy anything near skid row.

Posted on **Mar 29, 2019 | 7:59 PM**

lanatik

More uninspiring projects than I expected. As for squeezing the homeless and pushing them elsewhere, the only way to solve the condition is to make a multi-disciplinary triage facility front and center so issues can be solved exponentially. No one wants a facility in their hood, but make it a bright and shiny one, otherwise homeless will inhabit your street, your front yard, your doorsteps and your back yards. They will not miraculously evaporate. Intractable problems are often best dealt with head on.

Posted on **Mar 30, 2019 | 2:33 PM**

Renter's Rage

When did pitching a tent on the sidewalk and throwing filthy shit all around become socially acceptable? We need to stop accommodating so many filthy bums in expensive coastal cities, especially those who come here from other states. It only attracts more useless Midwestern meth heads here

Posted on **Mar 31, 2019 | 7:25 AM**

CurbedRob

Umm…
I think that you might have left your comment on the wrong website. This site is the one where the comments are complaints about how the status quo doesn't work and instead of addressing the shortfalls, we just blame people with opposing political views. On the comments section on this site we advocate for a mythical version of the status quo, where all its drawbacks will be magically erased if we could just finally defeat the ideology of the people on the other side of the political spectrum. All your talk of dealing with the reality of a situation is a little uncalled for here. Please retract your statement.
Sincerely,
CurbedLA Commenters

Posted on **Mar 31, 2019 | 1:32 PM**

parisblues

It's got everything…except of course for artists.

Posted on **Mar 31, 2019 | 10:45 PM**

disqusted

It has artists, they're just successful artists who actually make money.

Posted on **Apr 8, 2019 | 4:02 PM**

Parlorpink

One thing it doesn't have is a very strong transit network, and it gets particularly weak outside of weekday daytimes. It would be fabulous if a Red Line station were built south of Union Station but that seems unlikely. It's too bad that people (unless they're bicyclists, which not everybody is) in such a central location are pushed towards car dependency. I hope this gets addressed as Metro restructures its bus routes.

Posted on **Apr 2, 2019 | 8:33 PM**

Something to say?
Log in or sign up

Top of comments

Link copied to the clipboard.

Curbed LA homepage LOS ANGELES

https://la.curbed.com/maps/arts-district-los-angeles-development-map-2

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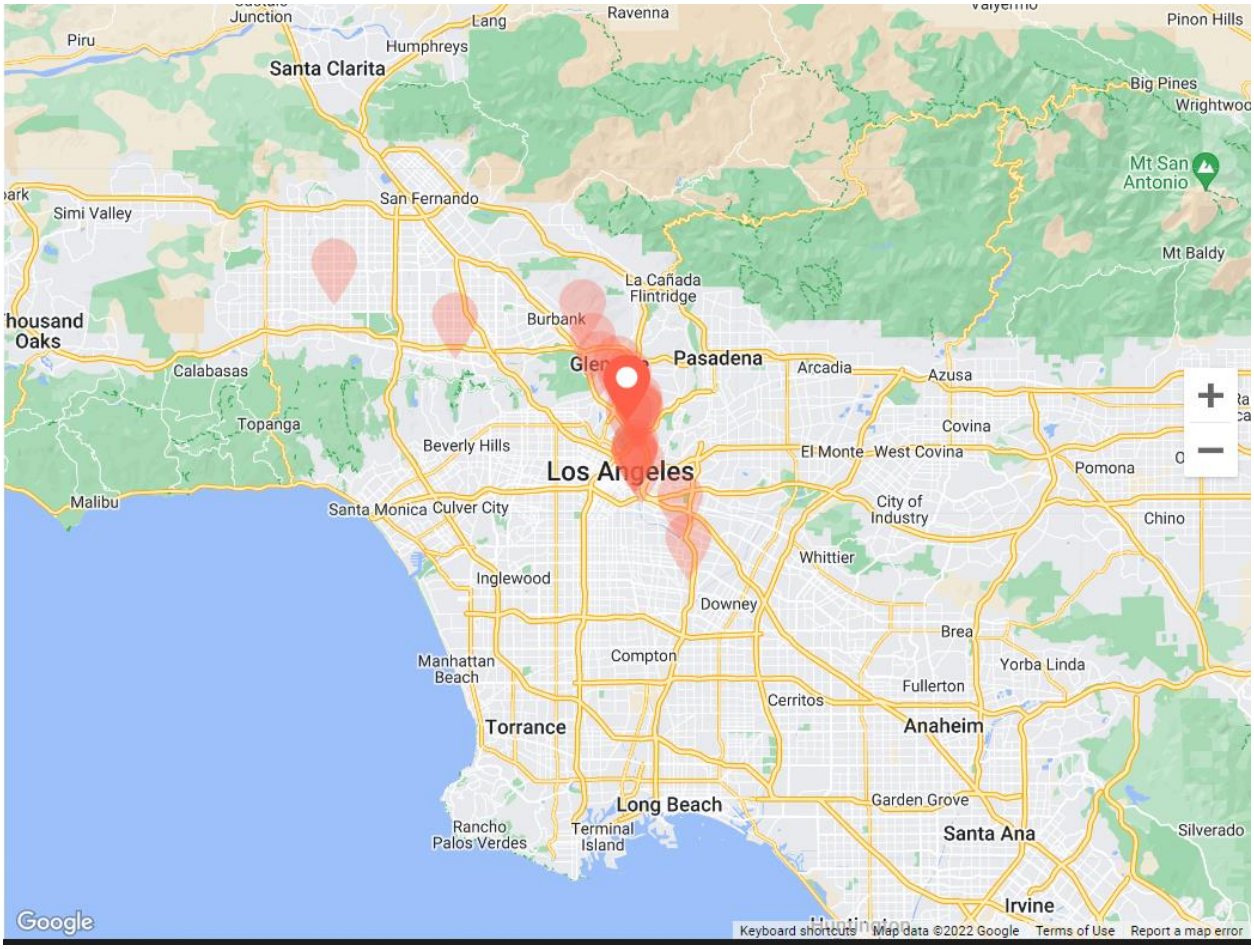

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The new LA River

The national spotlight is on the river, and developers are paying attention—here are 21 projects planned to rise along the waterway

By **Bianca Barragan** Updated Jul 12, 2019, 11:10am PDT

The LA River. | *Getty Images/iStockphoto*

The plan to ecologically restore an 11-mile section of the Los Angeles River put a big, national spotlight on the waterway.

Anticipating a revitalization, city and real estate developers have had their eyes on the flood channel for years now. The result has been a steady stream of projects—parks, bridges, residential, adaptive reuse, mixed-use, and even some glitzy projects by big-name architects.

(Some neighborhoods noticed too, moving to control the inevitable gentrification of the river's restoration.)

This map tracks the biggest projects and new developments within a block of the concrete channel, from a new, $500 million Sixth Street Viaduct to a proposal to bring affordable housing, parks, and a natural overlook to the section of the river between Vernon and its Long Beach terminus.

For more reading on the LA River:

- How Angelenos use their river
- LA River residents told to brace for 100-year-flood
- LA County wants to take control of the LA River
- 9 views of the LA River before and after it was paved in 1938

6670 Reseda Blvd

Set to rise just a half-block from the LA River, this apartment complex would replace a pair of low-slung office and retail structures that have been on the property since the 1950s. The complex would hold 205 units of housing, including 18 apartments reserved for tenants making under half of LA's median income, and have approximately 6,000 square feet of retail space at street level.

- OPEN IN GOOGLE MAPS

6670 Reseda Blvd, Reseda, CA 91335
Visit Website

Via Los Angeles Department of City Planning

Sportsmen's Lodge redevelopment

A redevelopment of part of the Sportsmen's Lodge complex by developer Richard Weintraub would turn it into a fancy 98,000-square-foot retail center called Sportsmen's Landing. The open-air mall would bring roughly 24,000 square feet of restaurant space, a 30,000-square-foot gym (shown as an Equinox in promotional materials), and roughly 37,500 square feet of shops, including an Erewhon grocery store. (The hotel next door would remain on-site, unchanged.)

The project is expected to get underway next month, with completion expected in the fall of 2020.

- OPEN IN GOOGLE MAPS

12825 Ventura Blvd, Studio City, CA 91604
Visit Website

Courtesy of Midwood

Glendale/Griffith Park Bridge

A bridge across the LA River that will link Griffith Park and Glendale? It's about time. This over-300-foot-long bridge would link the LA River Greenway Trail—the pedestrian and bike path that goes along the Griffith Park side of the river—with the Glendale side of the river, the Glendale Narrows Riverwalk, and Glendale's bikeway system.

The Glendale connection will be on Flower Street, and link up to Griffith's John Ferraro Athletic Fields, where the soccer fields are.

(Map point is approximate)

- OPEN IN GOOGLE MAPS

918 Flower St, Glendale, CA 91201
Visit Website

Via City of Glendale

Atwater Village-Griffith Park bridge

This arresting bridge set to connect Atwater Village and Griffith Park was originally intended to be a gift from local developer Morton La Kretz, who donated about $5 million for its construction. But delays pushed the timeline back, and as they did, the project budget quickly ballooned to $16 million.

The bridge is under construction now, with completion expected in the fall of 2019.

(Map point is approximate.)

- OPEN IN GOOGLE MAPS

3933 Rigali Ave, Los Angeles, CA 90039
Visit Website

Bianca Barragan

Atwater Village - Silver Lake pedestrian and bike bridge

Once planned as a temporary crossing for pedestrians and cyclists while the Glendale Hyperion complex of bridges is overhauled, this bridge connecting Atwater Village and Silver Lake over the LA River will be a permanent fixture once complete. The new 430-foot-long bridge will use piers that were left behind by the Pacific Electric "Red Car" trolleys. It will cross from Glendale and Ferncroft Road on the Atwater side and link up to the LA River bike path on the Silver Lake side.

(Map point is approximate.)

- OPEN IN GOOGLE MAPS

3531 Ferncroft Rd, Los Angeles, CA 90039

Via the Bureau of Engineering

2750 Casitas

An LLC linked to New York-based Pan Am Equities has proposed a 419-apartment complex here, near the 2 Freeway between Glassell Park and Atwater Village. Located near the Bow Tie parcel, the project would abut the open space/art space Bowtie Parcel, and plans to provide access to the 18-acre space. A warehouse occupies the site now.

The apartments, 35 of which would be reserved for low-income tenants, would be held in a group of five-story buildings that form a triangle shape, designed by Rios Clementi Hale Studios.

- OPEN IN GOOGLE MAPS

2750 Casitas Ave, Los Angeles, CA 90039
Visit Website

Courtesy of Rios Clementi Hale Studios

Taylor Yard G2 parcel

This 41-acre parcel is considered the lynchpin to revitalizing the LA River as a greener public space, and, in 2017, the city took a big step forward in turning the site into an expansive public space by choosing a team to design a future park on the property.

Engineering and consulting firm WSP will lead a team that includes landscape architecture and urban design firm Mia Lehrer + Associates in coming up with interim uses for the space (so it can be used during the extensive cleanup and remediation process) and the public park that will ultimately grace the space.

The process to becoming a public green space will be a long one, but some preliminary concepts for the park are being presented to the public for feedback now.

(Map point is Rio de Los Angeles State Park. G2 is the large, vacant space between the park and the bend in the river.)

- OPEN IN GOOGLE MAPS

1900 N San Fernando Rd, Los Angeles, CA 90065
Visit Website

Courtesy of Mayor Eric Garcetti

1901 Blake Avenue

This project would bring 52 live/work units (five of them affordable to very low income tenants) to Frogtown along the river. The project is designed by KFA Architecture and developed by Uncommon Developers.

- OPEN IN GOOGLE MAPS

1901 Blake Ave, Los Angeles, CA 90039

Via Department of City Planning

Taylor Yard Bikeway and Pedestrian Bridge

This hard-to-miss orange bridge would link Elysian Valley and Cypress Park's Taylor Yard parcel, hooking up the existing bike and pedestrian path to Kerr Road, a small street on the north side of the river. The project broke ground in June, and is expected to be complete in early 2021.

(Map point is approximate.)

- OPEN IN GOOGLE MAPS

2498 Altman St, Los Angeles, CA 90031
Visit Website

A renderings of the bridge spanning the river. *Courtesy of SPF:architects*

Lincoln Heights Jail

The Art Deco Lincoln Heights Jail is set to be redeveloped into a Rios Clementi Hale Studios-designed collection of commercial and manufacturing spaces, a public market, creative office space, live-work housing, green space with an amphitheater, and recreation space.

The old jail building, once known for over-crowding and a symbol of a rising crackdown on gay Angelenos, will be reused in the project. Developers Lincoln Property Company and Fifteen Group plan to build additional affordable housing and commercial office space across the street, on a site they previously acquired.

- OPEN IN GOOGLE MAPS

421 N Ave 19, Los Angeles, CA 90031
Visit Website

Courtesy of Rios Clementi Hale Studios

Bending The River Back Into the City

LA-based artist Lauren Bon has been working for years to get a water wheel and small dam installed on the LA River and it seems like she's really, really close to making it happen.

Bon's got all her ducks in a row, but since at least 2017 she has been waiting to receive a permit from the Army Corps of Engineers—the very last permit she needs to begin work on the project.

The project, titled Bending The River Back Into the City, would build a tall, functioning water wheel near the site of an earlier water wheel that, in the 1860s, directed water through the Zanja Madre, the original irrigation channel that brought water to LA back when it was still known as Pueblo de Los Angeles.

The wheel and dam would capture water that would be treated and used to irrigate the nearby Los Angeles State Historic Park, as well as the recently opened Albion River Park and Downey Recreation Center on the Lincoln Heights side of the river.

(Map point is approximate.)

- OPEN IN GOOGLE MAPS

1598 N Broadway, Los Angeles, CA 90012
Visit Website

Via LA County Supervisor Zev Yaroslavksy

Albion Riverside Park

This more than 10-acre park on the site of an old dairy distribution center just opened in April. The park has bike trails and walking paths, plus low-maintenance landscaping that will be irrigated with rainwater captured by infrastructure within the park itself. The project will also include an upgrade for Downey Park, which is next to the new park site.

- OPEN IN GOOGLE MAPS

1739 Albion St, Los Angeles, CA 90031
(213) 978-0317
Visit Website

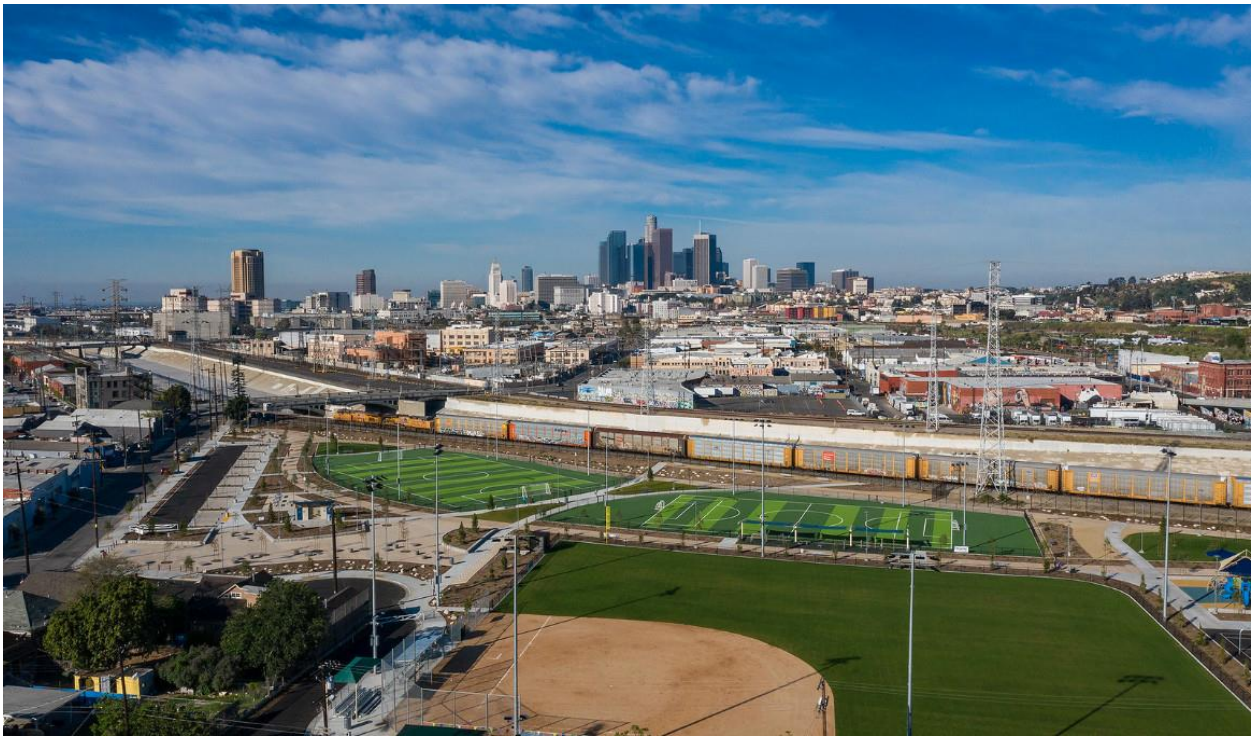


Photo by Sterling Davis

Spring/Naud Street warehouses

A collection of warehouses owned by Gaw Capital (owners of the Bradbury Building) is set to be transformed into a little hub of nightlife and good food thanks to a slew of East Coast transplants. An LA outpost of the Brooklyn indie music venue Baby's All Right has yet to open, but a new restaurant by Momofuku's David Chang called Majordomo and a new bar from the people behind New York City's Apotheke cocktail bar are up and running.

- OPEN IN GOOGLE MAPS

1729 Naud St, Los Angeles, CA 90012
Visit Website

Google Maps

Los Angeles State Historic Park

Although the park recently reopened with permanent restrooms, new landscaping, and an overlook bridge, one very exciting addition has yet to open: a restaurant and beer garden. A small restaurant on the end of the park nearest the Chinatown Gold Line station is under construction now. Originally projected to open in the summer of 2017, the restaurant, called Cargo, is now expected top be complete by the end of the summer, a representative for the park tells Curbed.

- OPEN IN GOOGLE MAPS

1245 N Spring St, Los Angeles, CA 90012
(323) 441-8819
Visit Website

Courtesy of Los Angeles State Historic Park

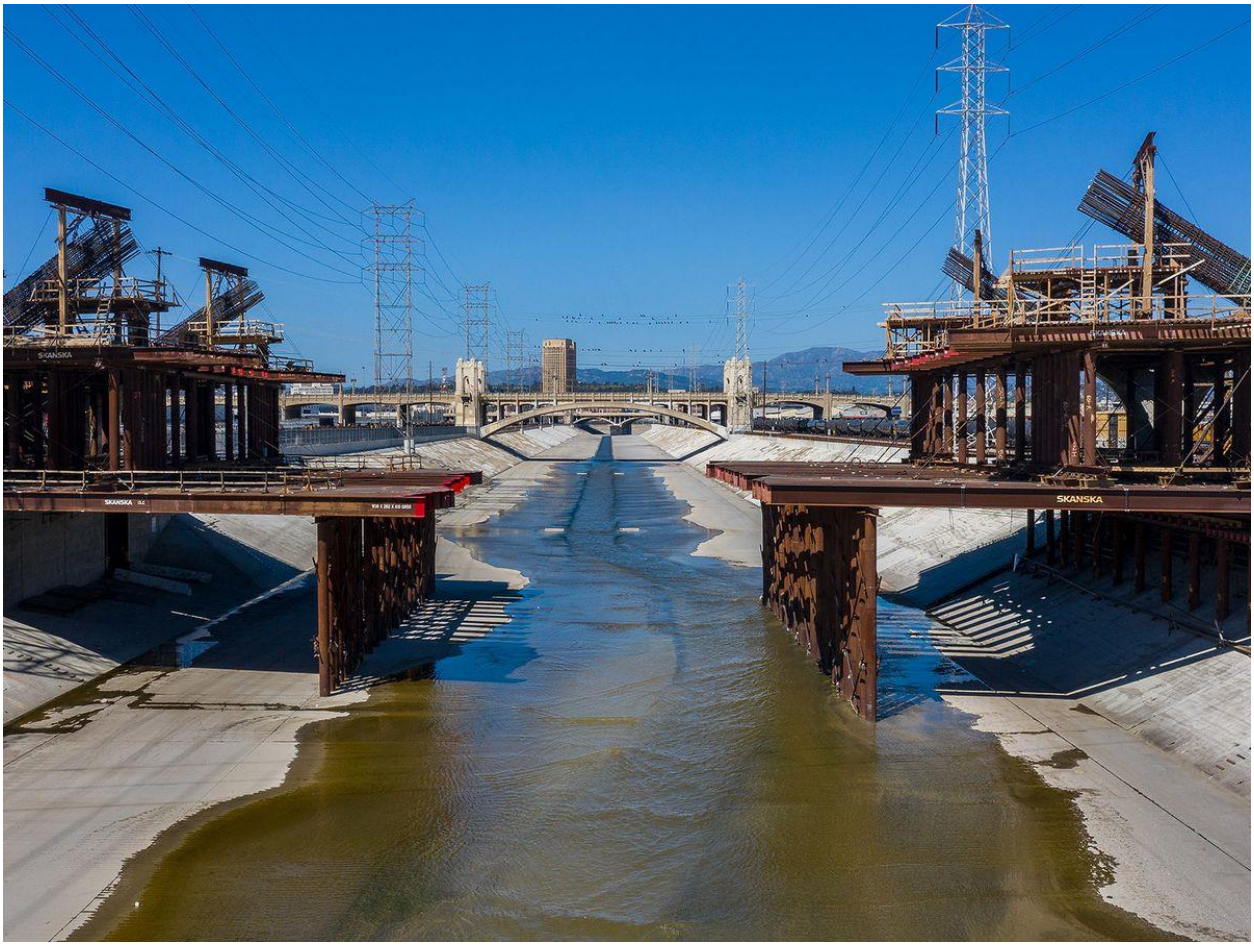
Sixth Street Viaduct and public park

Under construction now, the Michael Maltzan-designed Sixth Street bridge will span the Los Angeles River to connect the Arts District and Boyle Heights. It will replace its iconic but deteriorating predecessor, which needed to be demolished. The bridge, which will appear as a succession of swooping ribbon-like arches, is scheduled to open in 2020.

A public park planned for below the bridge is in the works. It's planned to bring athletic fields, playground and fitness equipment, walking and bike paths, a public art and performance area, and a community center to a 12-acre space beneath the new structure.

- OPEN IN GOOGLE MAPS

E 6th St, Los Angeles, CA 90013
Visit Website



Sterling Davis

Bjarke Ingels-designed Mesquit project

A cold storage facility along the LA River in the Arts District could give way to a project designed by architect Bjarke Ingels.

The Gallo family, which owns the site, is pairing with V.E. Equities to create a glassy development up to 30 stories tall that would contain 236 boutique hotel rooms, about 300 residential units, retail, a grocery store, gallery space, and possibly even a large public riverfront deck.

The project is in the environmental review process now.

- OPEN IN GOOGLE MAPS

690 Mesquit St, Los Angeles, CA 90021
Visit Website

Courtesy of Bjarke Ingels Group

2136 East Violet

Separated from the river only by train tracks, this nine-story office building will also hold street-level retail. Plans call for a new sidewalk and trees to create a pedestrian-friendly atmosphere where one does not currently exist. Right now, the site is mostly sheds and warehouses used for scrapyards and storage.

Developers Lowe (formerly Lowe Enterprises) expects a 2021 opening for the building.

- OPEN IN GOOGLE MAPS

2136 Violet St, Los Angeles, CA 90021
Visit Website

Courtesy of Lowe

2110 Bay

A 1.8-acre site adjacent to the future Soho Warehouse is slated to become a three-building complex with offices, retail, and residential space. Developed by Bay Capital Fund and designed by Long Beach-based Studio One Eleven, the project is less than a block from the river and will include a tower with 110 live/work units and a rooftop pool; an office building with a rooftop restaurant; and an industrial-cool "strategically-adapted retail shed structure."

- OPEN IN GOOGLE MAPS

2110 Bay St, Los Angeles, CA 90021

Courtesy of Studio One Eleven

Boyle Heights Sears

This massive adaptive reuse project near the river and Olympic Boulevard would see the recognizable Art Deco Sears tower and its vacant 10-story distribution center transformed into a mixed-use development with 1,030 live-work units, a food hall, offices, and event space.

Architecture firm Omgivning plans to open up the decidedly industrial space with some “light courts” that will allow for more natural light into the hulking on-site buildings.

Developer Izek Shomof also plans to build a new mixed-user adjacent to the Sears project on Soto Street that would bring retail and 540 housing units to the neighborhood. Last year, it was reported that Shomof was looking for a partner on the project.

- OPEN IN GOOGLE MAPS

2650 E Olympic Blvd, Los Angeles, CA 90023
Visit Website

Courtesy of The Shomof Group

Los Angeles River Bike Path Gap Closure Project

Metro's working on plans for a bike path along the LA River that would run through Downtown Los Angeles, connecting the existing pathways that run from Vernon to Long Beach and from the northern edge of Griffith Park to the Elysian Valley.

The eight-mile connector will allow for people to ride from Elysian Valley to, say, the Arts District, or from Downtown up to Griffith Park.

How Metro is going to link the paths is still being decided, but the new connection isn't slated to break ground until 2023, so there is time to figure out the details.

(Map point is the approximate end of the existing bike path from Vernon to Long Beach.)

- OPEN IN GOOGLE MAPS

4940 S Atlantic Blvd, Vernon, CA 90058
Visit Website

Via Metro

Lower LA River Revitalization Plan

This plan could lead to a major transformation of the river's lower portion, between Vernon and Long Beach, where the river meets the ocean.

A draft plan, called the Lower LA River Revitalization Plan, calls for a whopping 146 projects along the lower 19 miles of the LA River. Projects include affordable housing and green space around Cudahy Park, three bridges topped by parks in South Gate, new crossings, and a nature overlook at Compton Creek. (Map point is Cudahy Park.)

- OPEN IN GOOGLE MAPS

Park Ave, Cudahy, CA 90201
Visit Website

Near Cudahy Park, the riverbank would be lined with terraced seating. *Rendering courtesy Perkins + Will*

Link copied to the clipboard.

Curbed LA homepageLOS ANGELES

https://la.curbed.com/maps/los-angeles-river-development-map-sixth-street-bridge

EXHIBIT L

Print

August 10, 2022

Document Report

Documents

Document Number(s)
18014-10000-06684

Record Description
Record ID: 79348960
Doc Type: ADMINISTRATIVE APPROVAL
Sub Type: MISCELLANEOUS
Doc Date: 07/16/2020
Status: GRANTED
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: 10608262020101422
Dwelling Units: None
Comments: TO ALLOW AN EXTENSION OF TIME UNTIL 11/27/2020 IN WHICH TO OBTAIN A BUILDIGN PERMIT FOR PLANS FILED FOR CHECKING ON B18LA25126 UNDER PLANC CH ECK NUMBER 2. TO ALLOW THE PERMIT TO BE ISSUED USING THE 2017 LABC, LAGBC IN LIEU OF 2929 LABC, AND LAGBC

Property Address(es)
929 E 2ND ST 90012-0000

Legal Description(s)
Tract:
Block: **Lot:** **Arb:**
Modifier: **Map Reference:**

****

Note: If you have any questions, please visit one of our Records Counter Section open Monday thru Fridays from 7:30 AM to 4:30 PM, EXCEPT on Wednesdays which opens from 9:00 AM to 4:30 PM.

Locations: Metro - 201 N. Figueroa St., 1st Floor Rm. 110, Los Angeles CA 90012
Van Nuys - 6262 Van Nuys Blvd, 2nd Floor Van Nuys CA 91401

EXHIBIT M

Date : 5/4/2017 5:15:18 PM
From : "Andrew J. Brady"
To : "'Courtney Shum'"
Cc : "Jerold B. Neuman"
Subject : 2nd and Vignes--Historic District
Attachment : image70c841.JPG;

Courtney,
Please note the following language from the HRA, which seems to resolve the issue raised today.

At page 78 (emphasis added):

> Although the Project would alter a contributor to the potential District, changes to the district and setting caused by the Project would not have a significant adverse effect on the eligibility of the potential District nor would it affect the eligibility of individual resources in the area. **Upon Project completion, the Los Angeles Industrial Historic District would essentially still contain the same percentage of contributing buildings. The immediate area surrounding the Project Site has already been affected by infill development and contains a low concentration of District contributors (5 out of 84). The Project Site is located on the outer edge of the district, directly adjacent to a recently completed mixed-use project. Furthermore, the primary character defining features of the potential District, including improvements such as street grid, curb and gutter, any remaining historic streetlights, sidewalks, parkways and street trees, and uniform setbacks would be retained under the Project. The alteration and rehabilitation of the Building under the Project would not be a significant impact under CEQA because it would not materially impair the significance of the historical setting such that the District and potentially eligible individual resources in the District would be rendered ineligible for individual listing the National Register, California Register, or as a City Monument.** Furthermore, the Building would remain eligible as a district contributor. **Although the addition to the Building would constitute a potential adverse impact to the District, with implementation of MM-CULT-1 requiring recordation of the Building, implementation of PDF-CULT-1, and the Project's limited effect on the potential District (with 83 other contributing properties), the potential impact would be less than significant**.

-Andrew

Andrew Brady

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213.694.3108 direct
213.447.6771 cell
213.694.3101 fax

633 West 5th Street | Suite 3200
Los Angeles, CA 90071-2005
download vcard
linerlaw.com

LINER LLP

Stephanie Escobar <stephanie.escobar@lacity.org>

2nd and Vignes project, #APCC-2021-10197-ZC

B Musterman <b_musterman@yahoo.com> Tue, Oct 18, 2022 at 1:48 PM
To: stephanie.escobar@lacity.org

Hi Stephanie,

I am writing to you with some concern about the 2nd and Vignes project, #APCC-2021-10197-ZC. I am a five year resident of the Vignes Arts building at 120 South Vignes, directly across the street from the proposed project. Currently we are a community of artists some of us low income that have lived here for as long as 20 years. We are very concerned about the parking issues this construction will cause as well as community parking issues after its completion. Residents have long dealt with a lack of parking for their vehicles and street parking. With the closure of Vignes for construction many tenants will have no place to keep their cars at night. Although this project proposes its own parking garage, it will not be affordable to tenants in our artist community directly across the street. Furthermore, it will bring many more visitors to our neighborhood that will likely take up the limited free street parking available. Newer buildings in the community such as The Garey Building charge $400 monthly parking which is unaffordable to most in my live/work building. We strongly feel that once completed this building should allocate a few of their countless proposed parking spots for rental to tenants across the street at vignes arts building for an affordable rate. This would only be fair to those in the community who have been here much longer. I would also like to know what happens with this project and what decisions are made in regards to this issue.

Thank you for you concern,
-Bianca (Musterman) Sullivan
120 S Vignes St Apt 105
(714) 397-2538

ORDINANCE NO. 185180

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows:

0 20 40 80
Feet

CPC-2016-1080-GPA-ZC-HD-MCUP-ZV-SPR

AA/cf

051817

City of Los Angeles

Data Sources: Department of City Planning & Bureau of Engineering

(Q) QUALIFIED CONDITIONS

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification.

1. **Use.** The use and area regulations of the development shall be developed for uses as permitted in the C2 Zone as defined in LAMC Section 12.14, except as modified by the conditions herein or subsequent action.

2. **Site Development.** The use and development of the property shall be in substantial conformance with the plans submitted with the application and marked Exhibit "A", stamp-dated May 19, 2017, except as may be revised as a result of this action.

3. **Floor Area.** The total floor area shall not exceed 102,679 square feet (approximately 3.47 to 1 Floor Area Ratio) of commercial development, as shown on Exhibit "A", stamped-dated May 19, 2017.

4. **Height.** The building shall not exceed a height of 131 feet.

Section _. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that the foregoing ordinance was passed at the Council of the City of Los Angeles, by a majority vote of all its members, at the meeting of SEP 26 2017.

Holly L. Wolcott, City Clerk

By _____
Deputy

Approved 9/28/17

_____
Mayor

Pursuant to Section 558 of the City Charter,
the City Planning Commission on June 8, 2017
recommends this ordinance be adopted by the City Council.

_____
James K. Williams, Commission Executive Assistant II
City Planning Commission

File No. 17-0808

DECLARATION OF POSTING ORDINANCE

I, JUAN VERANO, state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No.185180 – **General Plan Amendment, Zone Change, Height District Change and Appeal for the property located at 929 and 939 East 2nd Street – CPC-2016-1080-GPA-ZC-HD-MCUP-ZV-SPR** – a copy of which is hereto attached, was finally adopted by the Los Angeles City Council on **September 26, 2017**, and under the direction of said City Council and the City Clerk, pursuant to Section 2 51 of the Charter of the City of Los Angeles and Ordinance No. 172959, on **October 2 2017** I posted a true copy of said ordinance at each of the three public places located in the City of Los Angeles, California, as follows: 1) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; 2) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; 3) one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Copies of said ordinance were posted conspicuously beginning on **October 2, 2017** and will be continuously posted for ten or more days.

I declare under penalty of perjury that the foregoing is true and correct.

Signed this **2nd** day of **October 2017** at Los Angeles, California.

Juan Verano, Deputy City Clerk

Ordinance Effective Date: November 11, 2017 **Council File No. 17-0808**